

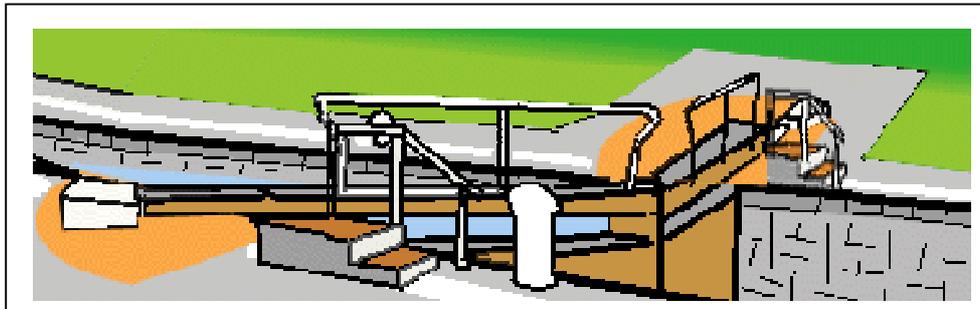
Canal Wharf Bank and Locks

This guide illustrates the accessibility features which can be employed to improve access and safety near inland waterways. The extent to which work is carried out will depend on a number of factors, usage, cost availability of finance and other resources. The key to deciding what is reasonable for the organisation to provide is making an audit of each canal section, assessing who are the likely users and how much they would benefit from the alterations. This should be combined with a risk assessment which will highlight danger and hazardous areas where additional attention needs to be paid. From these assessments an Access Statement can be prepared with work prioritised into essential, can be done as finance and resources are available and items which are not essential but would improve the amenity for users.

Paths along water ways should be constructed to the standards laid out in our guide Country Paths & Surfaces and other guides in the country series.

Canal, River and Lake Locks

These can be hazardous to all users as the design leave many obstructions at low levels. Opening levers are often sited so that users must bend to push them open or closed. Guard-rails are often installed only on one side of the gangway.



It would probably be regarded as 'unreasonable' to make every lock accessible to everyone due to low usage and work cost factors. This would have to be judged on individual cases. Each lock should be audited and assessed individually.

For example –

Items such as painting white lines, or bollards, providing railings etc. would probably be judged reasonable adjustments.

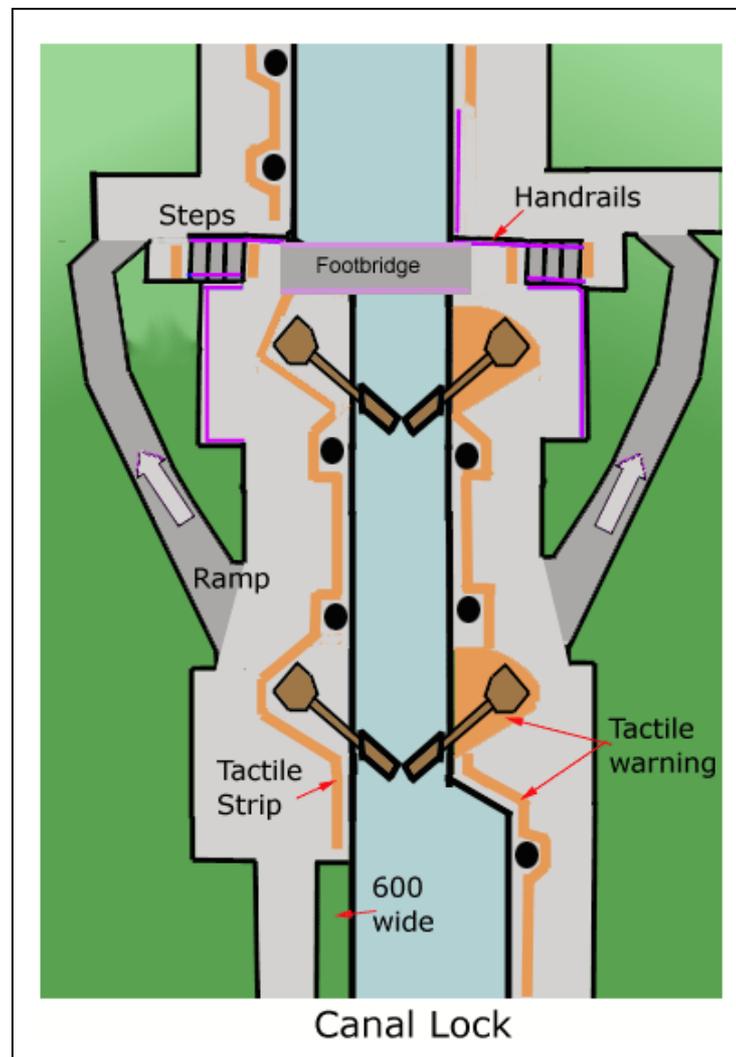
Providing an accessible pathway or lift in place of steps or ladders at a 20 metre cliff/lock would probably be judged as unreasonable.

Providing a quay at both upper and lower levels outside the lock accessible boarding points would likely be regarded as reasonable.

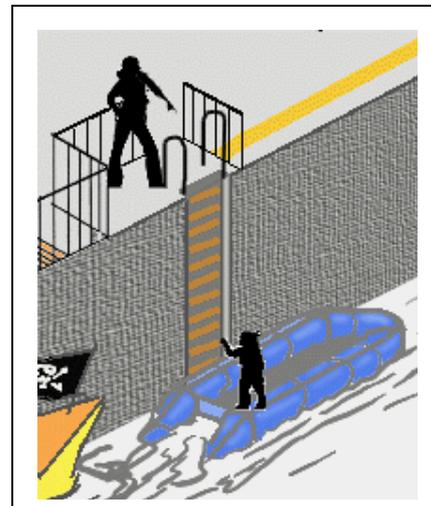
Again this should be judged on individual merits, cost and the availability of finance and other resources.

Features

- ◆ Water edges of embankments should be smooth level and where possible protected by use of 1100 mm high guardrails. Guardrails should be designed to prevent young children climbing them. All gaps and joins should follow the 100 mm ball rule.
- ◆ As a minimum a 400 mm wide a band giving texture and colour change of the surface, set back 400 mm from the edge, should warn people approaching the bank and wharf edges. Warning tactile and colour contrasts should be used to warn of obstructions and wharf edges. The sketch illustrates some alternate methods.
- ◆ Low level levers and workings should be colour contrasted to the background. Texture and colour changes should warn of areas where levers will swing across possible footways.
- ◆ Bollards and other items which stand alone should be colour contrasted and have texture change warnings, including the swing area of any levers etc.
- ◆ These tactile warnings should be 400 mm away from any object or hazard and 400 mm wide.
- ◆ A path at least 1200 mm wide clear of bollards and other obstructions should be available on both sides of the lock. In areas where people need to work it is preferred that the area is paved to ensure good footing.



- ◆ Where the user needs to climb up onto the gate walkway steps with a handrail should be provided. A ramped path should be provided as an alternate to the steps. See our guide Country Steps for further details.
- ◆ Where a walkway is bridged over the gates this should be wide enough for safe movement 900 mm wide with handrails on both sides. Where possible a wheelchair accessible bridge should be provided with level or ramped access width should be at least 1200 mm.
- ◆ Embankments should permit vessels to dock close to the bank without leaving a gap to jump.
- ◆ Where there is sufficient head room consider fitting a footbridge across the down stream end of the lock to make crossing more inclusive.
- ◆ Deep locks should have ladders with handrails which extend 1000-1200 mm above the wharf surface. Steps should be between 135 and 190 mm spacing with a ladder 600-750 wide.
- ◆ The lock area, on both land and water, should, where possible, be lighted to 200 Lux minimum during night and low light level periods. For out of town locks use of solar powered lighting should be considered.
- ◆ Consider providing seating and rest area at the lock on both banks.
- ◆ Boarding areas should be at least 3500 mm wide to permit ramped access to the vessel.



Signage

Signage is an essential element in making places accessible and safe for everyone. The standard signs for use along waterways can be found in BS 5499 –11, details of these signs can be found in our guide 'Beaches and Accessibility'.

Every lock should be identified with a sign in large text which is tactile readable. This should be visible from the water and on the bank.

Barriers

In some areas it may be desirable to attempt to exclude motor cycles this can pose problems for other users if care is not taken in selecting the barrier type. See our guide Country Barriers for further details.



Boat Launching Areas

Boat and canoe water access ramps and piers should be designed to the standards described in our guides where ever possible.

- ◆ Country Boat Handling
- ◆ Country Canoe Routes
- ◆ Country Waterways

Appendix A

Inland waters

The following define the categories of inland waters and estuaries specified in the Merchant Shipping (Safety of Navigation) Regulations 2002:

"Category A waters"	means narrow rivers and canals where the depth of water is generally less than 1.5 metres;
"Category B waters"	means wider rivers and canals where the depth of water is generally 1.5 metres or more and where the significant wave height could not be expected to exceed 0.6 metres at any time;
"Category C waters"	means tidal rivers and estuaries and large, deep lakes and lochs where the significant wave height could not be expected to exceed 1.2 metres at any time;
"Category D waters"	means tidal rivers and estuaries where the significant wave height could not be expected to exceed 2.0 metres at any time;



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