British Disabled Angling Association

Access to Angling: **best practice guidance**

bdaa
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cae

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British Disabled Angling Association and
Centre for Accessible Environments

Foreword from sponsors

This guide makes a valuable contribution to the angling sector by demonstrating how to make fisheries more accessible to a wide range of people.

Fishing is a sport that many more people would take up and enjoy if they could more easily access the facilities. Most fisheries and clubs have the potential to be made more accessible with a bit of thought and foresight. This guide will help them towards that goal.

Written jointly by the British Disabled Angling Association and Centre for Accessible Environments, the guide combines the experience of the BDAA with CAE's expertise in writing best practice guidance for accessible environments. It is an easy to read and follow guidance document with a wealth of practical examples that will be an invaluable resource for fishery owners and managers.

The Environment Agency is happy to support this guide and encourages all fisheries to take up the challenge to improve their facilities to allow more people to enjoy and make use of them.

Ross Marshall, *Head of National Environmental Assessment Service, (NEAS)*

Environment Agency

The British Disabled Angling Association

The British Disabled Angling Association (BDAA) was formed in 1996 as a registered charity in the UK. Its main aims are to promote provision of accessible facilities for disabled people interested in the recreation of angling. These best practice guidelines have been developed to help fisheries, clubs, charities and local authorities grow their activity in an inclusive way.

This guidance is not about 'special provision' or what a disabled person cannot do because of impairment or a medical condition. This document supports the view that it is the design or management of an angling-related facility that creates barriers for and limits use by disabled people. Everyone is entitled to participate in angling on an equal basis, and to do so in high-quality facilities that are attractive, safe and properly managed.

The recommendations set out in this guidance are intended to be used along with building regulations and British Standards guidance, with the aim of creating fisheries that will benefit everyone. As well as being equitable, it makes financial sense to enable all potential customers – including their friends and families – to use angling-related facilities. Angling facilities should be available for everyone to use, and an inclusive approach to design and management will help achieve this.

'Disabled people are excluded from fishing by poor design, not by their disability'.

bdaa British Disabled Angling Association

Angling Trust

Around a fifth of all people who would like to go fishing have a disability or health issue that affects their physical activity. However, while there are some fantastic exceptions, far too many fisheries and club waters lack even the most basic (and obvious) measures to help disabled anglers find the site, access the water and enjoy their fishing safely and comfortably.

In this document BDAA and CAE have produced a clear, comprehensive, usable and above-all realistic guide and I am delighted to support it on behalf of the Angling Trust. It should be a permanent fixture on every fishery manager or club official's desk and is a great resource, whether you are planning your first access improvements or reviewing existing ones. A phrase in this guidance really struck me and deserves saying again and again: 'People with impairments are disabled by poorly designed environments'. Please use this guidance and help as many people as we can experience our wonderful sport.

Mark Lloyd
Chief Executive, Angling Trust

RoSPA

RoSPA has supported the BDAA in the development of the platform designs. The designs provide site managers and operators with access to simple and useful information which can be used for improving access.

We frequently suggest that site operators use this guidance to develop their sites and are very happy that the use of these designs will not only encourage people to enjoy the waters around the UK, but also assist in reducing the risk of people drowning and accidental water entry.

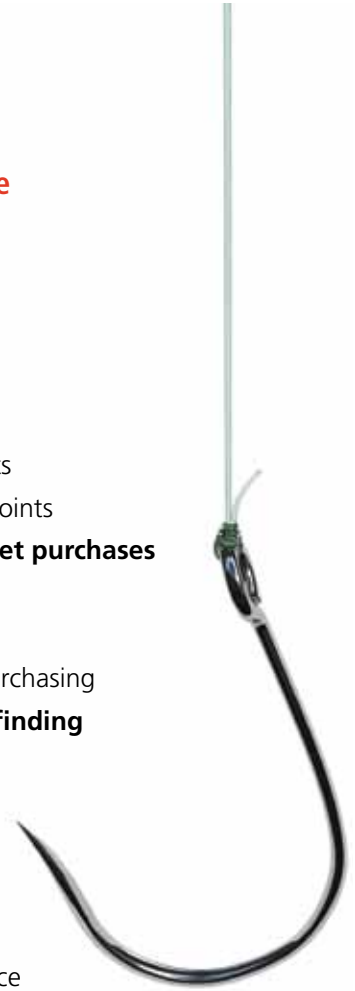
Centre for Accessible Environments

Access to fishing and countryside environments can be challenging but never impossible. Making small improvements to management, policies and signage, as well as looking at access to platforms and buildings, will benefit all anglers and visitors.

Contributing organisations

BDAA and CAE would like to thank all of the individuals and organisations who have contributed to the guide and support the concept of accessible fishing.

Contents

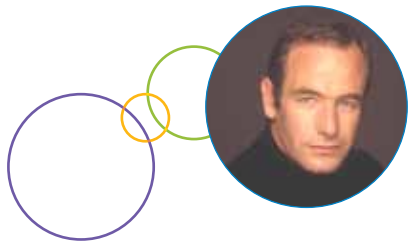


Author: Brenda Puech and Terry Moseley
Case studies: Terry Moseley and Carey Sutton
Project Editor: Wai Chan, Geraldine McNamara
Design and layout: James Foulger

"Fish tend not to reside in ugly places so no matter where you are casting a line and no matter what species you are after it's very difficult to be unhappy".

I fully support the BDAA in what they are doing and using fishing as a pathway to happiness for everyone. I have a feeling the BDAA share my philosophy that it's not about the size of the fish or the line density or the knot you may be tying but it is about the experience and usually the angling experience is a life affirming one.

Robson Green



1. Introduction and legal guidance

This best practice guidance is aimed at all those involved in angling whether they plan, own or manage a fishery or angling club, operate a fishing licence sales outlet, or sell fishing tackle, either as a business or as a non-profit or a public sector body.

It is aimed at assisting those in the angling sector to meet the needs of the widest range of users in their planning, policies, processes, design, maintenance, management, operation and service provision.

The BDAA advocates a 'National fisheries access policy' calling for any new build or refurbishment of a fishery to follow the guidance within this document in order to improve access for disabled people.

The guidance contains general recommendations for best practice standards for angling facilities, as well as examples of best practice.

Most existing fisheries and clubs could be made more accessible with a few modifications. These do not need to involve major reorganisation or expense, and might simply enhance what is already there. Changes could include providing things such as a meeting place that is accessible to all members, a more accessible process for joining a club, accessible information, a level surface or gently sloping approach to or from a parking area or a fishing peg or swim, designated accessible parking bays, or ramps into existing buildings.

People with impairments are disabled by poorly designed environments and by the provision of bolt-on facilities that create segregation. It is essential that all aspects of accessibility – including booking, parking, footpaths, facilities and platforms – be addressed to ensure viable use by all anglers.

Providing accessible facilities that are segregated from others is not ideal. If possible and practical, it is better to make all fishing areas, not just a proportion of them, accessible to a wide range of people. By making facilities accessible and easy to use, all visitors will benefit including older people, children, and people with sensory, mobility and cognitive impairments. This widens the customer base of facilities and increases

revenue, while making them more convenient for everyone.

This BDAA best practice guidance follows the principles of inclusive design to ensure that provision for disabled people is not considered separately or as an add-on, but as an intrinsic part of the process so that facilities can be independently used and enjoyed by all people.

1.1 Why make fisheries inclusive?

Providing an inclusive service means making it available to as many people as possible. Many ponds, lakes, canals and rivers can be landscaped or designed to accommodate a wide range of anglers. It makes good business sense to do so: if a greater range of people can access a service, there are likely to be heightened financial rewards. An investment in accessible waters can lead to corporate social responsibility advantages, too.

Some service providers believe that there is no point in making access improvements to their facilities and services, because they rarely or never have disabled people wishing to use their services. However, it may be that disabled people can see from the outset that they will face difficulties using the services offered by a particular organisation, so may not actually attempt to do so. Service providers may therefore unknowingly be missing out on business.

Additionally, they may not be meeting their duties under the Equality Act. Service providers have a social and legal responsibility to make their services as accessible as possible for disabled people through 'reasonable adjustments'. What is considered 'reasonable' will vary depending on many factors.

Some examples of possible reasonable adjustments are included in Chapter 3. Alternatively, the Equality and Human Rights Commission (EHRC) offers guidance in the Code of Practice: Services, Public Functions and Associations.

Planning for inclusion can bring financial advantages to the provider, because improving access to a facility or service benefits more than just disabled people. Many businesses and organisations find that access improvements make it easier for a range of people to use their services, including older people, those with children, and people with temporary impairments.

1.2 Disabled people

The 2001 Census indicated that 20 per cent of the population have some form of impairment that offers them protection under the Equality Act 2010. Disabled people have a wide range of different needs. Inclusive design sets out to achieve a balance between all user needs and other demands on a facility, including cost and practicality.

There are 54,000 disabled people who currently hold an Environment Agency fishing licence and potentially many more who would like to take part in the sport.

People may have a range of access requirements:

- There are about five million people with a mobility impairment, including 500,000 wheelchair users. Many can walk using an aid such as a stick, a walking frame or crutches. These users will benefit from smooth, level routes, level thresholds, shallow gradients and short travel distances. People with

reduced mobility also find handrails on steps and ramps useful.

- There are two million people with significant sight loss, over 350,000 of whom are registered as blind or partially sighted. Factors that are important to them include a logical layout, good lighting, avoidance of glare, clear signage and use of visual contrast.
- Nine million people are deaf or hard of hearing, and there are 23,000 deafblind people. There are about 50,000 people who use British Sign Language as their preferred language and 1.4 million people who use a hearing aid regularly. They are assisted by clear signage, and inside buildings will benefit from hearing enhancement systems and good light levels to enable lip-reading. Staff training on deaf awareness is essential.
- 1.5 million people have a learning disability, meaning they often find it harder than others to learn, understand and communicate. They benefit from good signage and clear, simple layouts.

Fishing can be accessible to all these groups of people. Improving access will also benefit older people, parents with small children, and people with temporary impairments.

This substantially increases the percentage of the population who can potentially benefit from access improvements.

1.3 Equality Act 2010 and disability discrimination

The Equality Act 2010 (the Act) consolidates and replaces the previous discrimination legislation for England, Scotland and Wales. The Act prohibits discrimination against people because of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. These categories are known in the Act as 'protected characteristics'.

The Act places a duty on service providers to not discriminate against people on grounds of any protected characteristic. In relation to disability, the Act makes a further provision that service providers have a duty to reasonably predict, anticipate and make reasonable provision for the needs of disabled people, even if this means treating them more favourably than non-disabled people.

Fishing clubs, whether operating as private clubs or public facilities available for use by purchase of a day ticket, have duties under the Equality Act as service providers.

Private clubs and associations with more than 25 members have the same duties as service providers to not discriminate against people on grounds of protected characteristics (except for selection of members in restricted circumstances).

Service providers have a duty at large to reasonably predict and make reasonable provision for the needs of disabled people. This could include removing physical barriers to access. The Equality Act states that where a physical feature places a disabled person at a substantial disadvantage (compared with others) when accessing a service or facility, the service provider must make reasonable adjustments to remove, avoid or alter the physical feature, or to provide the service in an alternative acceptable way.

Considering best practice standards in the design, adaptation, refurbishment and operation of facilities is an important part of meeting these duties. The Equality Act refers to the Building Regulations as an indicator of the minimum standards for

accessibility of new buildings and those undergoing major refurbishments. BS 8300 and other British Standards represent best practice guidance in this area.

Other less obvious, but equally important, barriers include lack of information, inadequate staff training, and policies and procedures that do not take account of the needs of disabled people (such as in competitions).

The Equality Act requires service providers to make reasonable adjustments to criteria, policies and practices where these pose a barrier to disabled people accessing their services.

The public sector Equality Duty places an additional obligation on public sector bodies to actively promote equal opportunities for disabled people in their public sector Equality Duty. For all service providers, consultation with disabled people is essential, both throughout the design process and once a facility is operating. This will help to ensure that the needs and views of the widest possible customer base are taken into account. A local access group may be able to help with this, and can be contacted through the local council.

For more detailed information about the Equality Act, visit the Equality and Human Rights Commission website.

www.equalityhumanrights.com

1.4 Scope of this guidance

This guidance covers:

- club and service provision
- management aspects of providing an accessible service for anglers
- physical aspects of planning, designing and upgrading an angling facility, whether this be a fishing platform, shop, toilet, club building or meeting place

1.5 Use of guidance

This best practice guide takes the form of guidance and recommendations. Service providers should also refer to current local and national standards.

Following the guidance in this document does not necessarily confer immunity from legal action or obligations.

The Equality Act 2010 is not compliance based; therefore compliance with the advice contained in this report cannot ensure compliance with the Equality Act or immunity from the award of damages under the Act.

'Physical barriers can prevent disabled people from participating in countryside recreation, as can attitude, lack of awareness, policies and processes that do not consider disabled people's needs.'

Centre and bottom image credit: Cob House Fishery

2 Retail and clubs off fishery

2 Retail and clubs off fishery

People wanting to fish have to carry out a number of preliminary activities. Before being able to fish, they will need to purchase an Environment Agency fishing licence, may wish to become a member of a fishing club, and may need to purchase day tickets in a different location from the fishery or purchase fishing tackle and bait.

Fisheries and clubs should not wait until a disabled person wishes to join before implementing changes.

2.1 Fishing licences sales outlets

Disabled people are entitled to a concessionary fishing licence. Fishing licences are available for purchase by an adult of a qualifying age in a number of ways, including:

- an online application through the Post Office website
- an application at a Post Office counter
- a telephone application through the Post Office
- from some fisheries that sell licences

All of these establishments require proof of disability to purchase a concessionary fishing licence. Proof may include a Blue Badge number, a National Insurance number, or evidence of receipt of disability-related benefits.

Post offices should have accessible facilities to allow disabled people to purchase licences from their premises or over the phone, using the option of using a text phone where necessary.

There should be clear information on requirements for purchase of a concessionary fishing licence.

2.2 Club membership, buildings and meeting places

Angling clubs that require people to purchase temporary or permanent membership should ensure that outlets selling membership (such as tackle shops) provide an accessible way of purchasing membership.

Angling clubs may have their own premises. These should be accessible and allow disabled people to attend meetings and social events as a member. While existing buildings may not always be accessible, making plans to carry out the necessary adjustments over a period of time is a good way to begin. An access audit will help with this process by identifying what the priorities are.

Clubs should not wait until a disabled person wishes to join before implementing changes.

If the club meets in arranged venues other than a private dwelling such as a meeting room, local public house or social club, reasonable measures should be taken to ensure disabled members can attend meetings or social events in the same way as a non-disabled member.

2.3 Fishing tackle retailers

Fishing tackle shops that sell club memberships, day tickets or tackle and bait have duties to ensure that disabled people can access their services or those they provide on behalf of a club.

Sales outlets need to make reasonable adjustments to the way they provide services so that a disabled person is not put at a substantial disadvantage compared to non-disabled people when accessing the services.

Examples of reasonable adjustments could include:

- installing an induction loop for people who are hearing impaired
- providing disability awareness training for staff who have contact with the public
- providing larger, well-defined signage for people with visual impairments
- putting in a ramp at the entrance to a building that has steps
- ensuring doorways are sufficiently wide to allow independent entrance to a room, even when turning a corner into the room.

Minimum widths of doors

The following table is taken from the Building Regulations Approved Document M, which sets out minimum effective clear widths (ecw) for doors.

Minimum effective clear widths of doors

Direction and width of approach	New buildings (mm)	Existing buildings (mm)
Straight-on (without a turn or oblique approach)	800	750
At right angles to an access route at least 1500mm wide	800	750
At right angles to an access route at least 1200mm wide	825	775
External doors to buildings used by the general public	1000	775

‘Consider how people will access the shop, view your products, and make a purchase.’

Top image credit: Mike O'Carroll

3 Planning or upgrading a fishery

Developing a new fishery or upgrading existing facilities will require different permissions depending on the context of the site and the planned works.

3.1 Legal considerations

The construction of a fishery facility requires planning permission; other permissions may be required for constructing fishing areas or platforms, such as land drainage and flood defence.

- An application for planning permission can be made through the Local Planning Authority, which will require a supporting Design and Access Statement.
- For works proposed in, over, under or adjacent to main rivers such as fishing pegs, it may be necessary to check whether a Flood Defence Consent from the Environment Agency is required. The Water Resources Act 1991 defines the Environment Agency's role in dealing with water pollution, water resource management, flood defence, fisheries and navigation. It covers discharges to surface and groundwaters, estuaries and coastal waters, and controls abstracting and impounding water.
- The Environment Agency will be able to decide whether a Land Drainage Consent is required under the Land Drainage Act 1991.
- Land owners must be contacted to give permission to carry out works.
- All new buildings need to meet the guidance in Approved Document M of the Building Regulations. Any alterations should not make access arrangements worse.

3.2 Flood and coastal risk management

In order to protect flood and coastal risk management assets, it is crucial to consider the fishing location carefully before work begins. The following checklist may help guide the decision:

- Is the site prone to frequent flooding?
- Is the location prone to erosion?
- What is the average water level?
- Can the peg be relocated or raised above this flood level without compromising the angling experience?

- Could the fishing peg act as a blockage to flood water and debris?

3.3 Planning for inclusion

Whether the fishery is on naturally formed waters or is artificially created, there may be constraints on accessibility caused by the surrounding topography. Most ponds, lakes, canals and rivers can be landscaped or designed to accommodate anglers with a wide range of abilities and needs. Providers need to start thinking about inclusion at the start of the planning process. It is also vital to consider improving access when refurbishing or extending an existing facility.

When planning a new or refurbished facility, consider how people will use it. For example, people may be visiting for recreational purposes or for a competition. It may be a one-off visit, or they may be regular customers. Thinking through all possible options the facility offers will help anticipate potential barriers people may encounter. Fishery owners, club committees, local authorities and planners should consider the future needs, not just present users.

The growth of interest in angling, combined with increased angling participation schemes, could mean a rapid demand for and growth of accessible facilities.

During the early planning stages, it is important to evaluate whether a site can provide convenient access to the proposed fishing facility. For example, adequate parking is essential, and the facility should be within a reasonable walking distance (about 50m) from the parking area. In urban areas, proximity to public transport will make the facility accessible to more people.

An inclusive facility would aim to make all parts of the site, including all paths and fishing platforms, accessible as far as is reasonably practical. This is easier to achieve when planning a new facility, although accessibility can often be improved at existing facilities.

3.4 Advice and consultation

To ensure that accessibility is a key consideration from the outset, it is recommended that advice and consultation are sought when planning a fishing facility.

This is best done by experienced access professionals. The British Disabled Angling Association specialises in angling facilities and can provide experienced auditors. Access consultants can also be found through the National Register of Access Consultants (**www.nrac.org.uk**).

3.4.1 Design and Access Statements for planning

Design and Access Statements (DAS) are planning documents that explain the design thinking behind a planning application when planning a new facility or altering an older one.

A DAS is currently required with all major planning applications, smaller applications in conservation areas and World Heritage Sites may also require DAS submission.

The design component of a DAS will cover issues such as the size and scale of the proposal, how it fits within the context of the site, and its appearance. Demonstrating how the local context has influenced the design is an important element. This should be discussed in relation to the scheme as a whole.

The access component should set out the aims of the scheme, which standards have been used, and how access has been considered and will be included in the planning, detailed design, management and operation of the facility.

The DAS must demonstrate that the needs of all those who will use the proposed development have been considered regardless of their age, disability or social grouping.

The DAS must also identify the consultation that has been undertaken to ensure the proposal is both accessible and inclusive, including who has been involved in this. It should specify the professional expertise of those preparing and submitting the application.

3.4.2 Access Statements for existing fisheries

An Access Statement may be made available to customers once a fishery is in operation. It offers potential customers a clear, accurate and realistic description of the fishery, club or shop's current facilities, access and services, allowing them to make an informed choice about whether the facilities meet their individual needs. For example, it would describe the access to the fishery and what is required to gain access, parking facilities and surfaces, width of doors, toilets, whether there are steps or ramps and the number of accessible platforms meeting the minimum dimensions.

All visitors can benefit from the information provided by the statement, as it informs them in a clear and concise way about the services that are offered.

Providing an Access Statement:

- is a minimum requirement for Visit England accommodation and Visitor Attraction Quality Assurance Scheme members
- helps to manage visitors expectations
- gives an intent of commitment to providing equality
- can help service providers meet the legal requirements of the Equality Act 2010
- helps owners and management committees identify accessibility issues not previously considered
- can help staff or committee become more aware of the facilities offered, allowing them to share this with potential visitors
- provides a marketing opportunity to highlight the services and facilities offered

3.4.3 Access audits

The Equality Act *Code of Practice*: *Services, public functions and associations*, identifies access audits as a means for service providers to identify reasonable adjustments for disabled people. Access auditors highlight where improvements are needed and provide practical recommendations in the context of the site.

An access audit is an inspection of an environment to assess usability and accessibility of the facilities, particularly for disabled people. It will identify potential barriers to access for disabled people. An access audit is an essential first stage prior to redevelopment schemes or extensions, or developing maintenance programmes and to inform the brief for the project.

The access auditor will look at all aspects of the premises, surroundings and the service that affect accessibility for disabled people, including people with mobility impairments, hearing and visually impaired people and people with learning difficulties. The auditor will take detailed measurements and photographs.

Audits will take into consideration physical access and also sensory access, issues of intellectual access, orientation and wayfinding. In addition to the physical aspects of the premises the assessment and advice will cover management, operation, staffing and training and, where appropriate, the provision of auxiliary aids and services including developments in technology and other reasonable adjustments as covered by the Equality Act.

The standards against which the premises would be compared would be best practice standards, including the standards of this guidance.

The audit will identify issues that need to be addressed and will produce prioritised recommendations for action for the short, medium and long term. This can be used as the basis for an access plan.

3.4.4 Access plans

An access plan (or access strategy) helps service providers comply with their duties to make reasonable adjustments. It could be based on the findings of an access audit and the prioritised recommendations, ensuring that access issues are considered from the outset and not a bolt-on or afterthought.

Developing an access plan will outline how accessibility will be improved over a period of time in instances where it is not feasible to achieve the desired level of accessibility from the outset. For example, fisheries or clubs with multiple pools, lakes and stretches of river could provide some water with improved access provision in the short term while planning to make further improvements in the longer term.

There may be a number of reasons for not reaching best practice standards, including cost and availability of resources, effect on the natural landscape and ecology of the area, creation of safety risks and compromising use by other people.

An important outcome of the access planning process is the recording of any reasons for not reaching ideal standards and hence the justification for applying appropriate access improvements instead.

Access plans can demonstrate that providers have done what they reasonably can. They can help disabled people understand the opportunities that are available, and the reasons for limitations on any particular sections. They may also provide future opportunities to reassess changing circumstances, and provide evidence of funding opportunities to complete works.

3.4.5 Customer consultation

Existing and potential customers should be consulted. Local people are the best sources of knowledge, opinion and wisdom regarding facilities in their locality. Community involvement will deliver an outcome more in tune with what is needed and wanted, and the facility will achieve better acceptance locally.

Advice can also be sought from the local authority's Access Officer or planning authorities.

Top image credit: Oliver Hellowell
Centre image credit: Stephen Jones

4 Design elements: around the site

4 Design elements: around the site

In order to support a diverse range of people enjoying fishing as a sport, it is essential to provide good access into, and within a site.

The following guidance draws on existing best practice guidance on accessibility, setting out the main design considerations when creating a new fishery, or adapting an existing one. Countryside landscapes can be challenging, and access provision should always be practical, reflecting the local context of the site.

4.1 Approaches and entrances

Approaches to fisheries should be clearly signposted in advance to give drivers ample time to negotiate entrances or sharp turns, especially in narrow lanes. Entrances should be welcoming and clearly signed.

4.1.1 Public transport

Consideration should be given to the location of public transport links in the area. If possible, an accessible route from the bus or rail stop to the angling facility should be provided for people who are not arriving by car.

4.1.2 Approach road widths

The width of approach roads to or within a fishery should preferably be wide enough to allow two vehicles to pass each other. See Figures 2 and 3. They should be:

- 5000mm minimum to allow two vehicles to pass each other if no passing bays are provided, or
- 3000mm minimum width with staggered passing bays extending the width to 5000mm

4.1.3 Traffic calming

Many fisheries use traffic calming devices to control the speed of vehicles approaching their entrances. Often these are not constructed to appropriate standards and can cause damage to some low-floor vehicles such as those

designed to use on-board lifts or ramps. Poor road surfaces, tactile paving and road humps disproportionately affect people with certain impairments such as back problems, therefore these should be minimised. If traffic calming is required, it is best to use horizontal deflection measures such as carriageway narrowing and chicanes.

4.1.4 Entry information

- Where information about access is needed (such as operating times, height restrictions, speed limits and other restrictions), this should be clearly displayed at the entrance.
- It should be of a size that can be read from a vehicle. It should be positioned so that drivers can slow down or stop to read the sign if necessary without causing an obstruction.
- Signage must not be obscured by planting or overgrown vegetation.

Figure 2

Two way traffic driveway

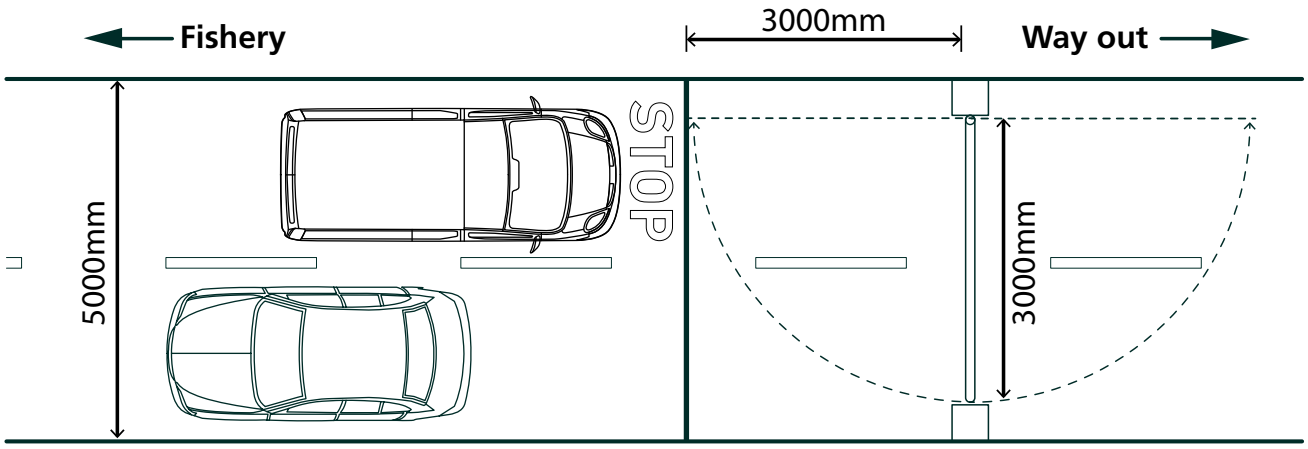
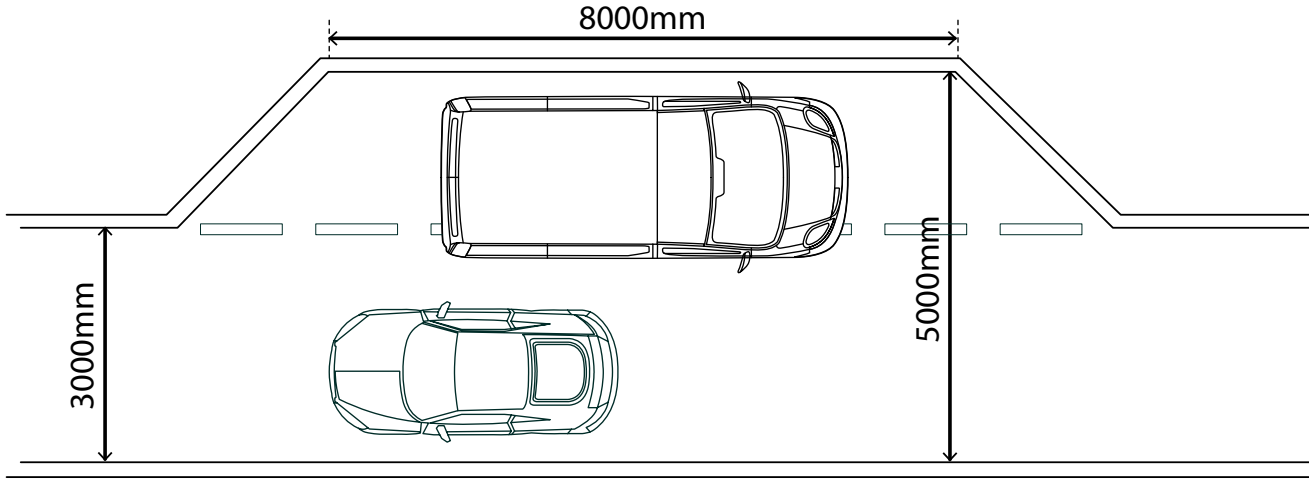


Figure 3

Single lane driveway with passing bay



4.1.5 Access control: vehicle entry points

Fisheries with no staff on site, including many fishing clubs, are likely to restrict access through the provision of a gate or barrier at the entrance that is locked and available only to club members.

Fisheries may need to consider alternative methods of security or access for disabled members / visitors. Alternatively, gates could be kept unlocked during opening hours. Best practice is to provide managed open access.

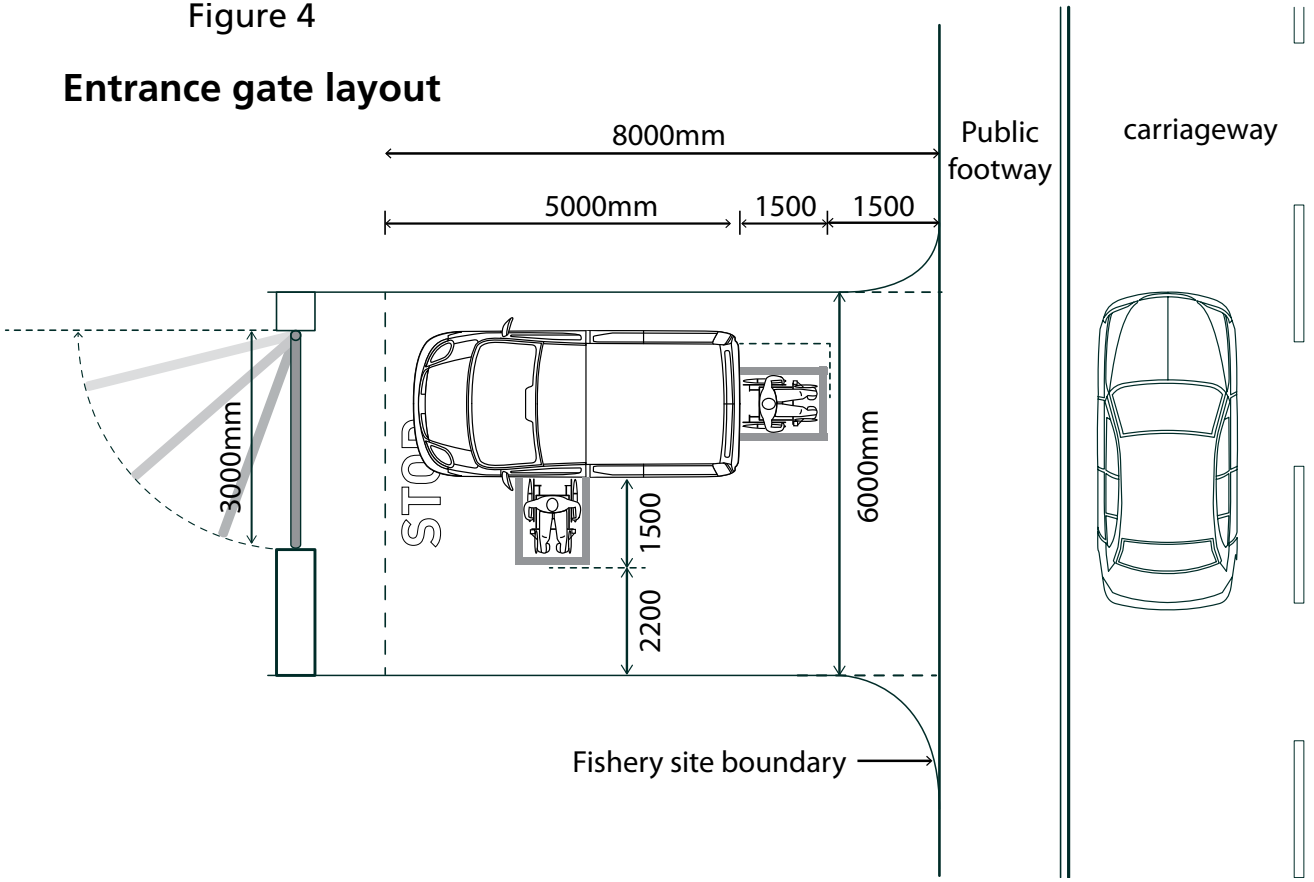
Entrance area

An adequately sized area needs to be provided in front of the entrance gate to allow vehicle occupants to leave the vehicle safely to open the gate. This is likely to be off the public highway and within the site boundary of the fishery.

The space provided needs to allow drivers/ passengers to exit the vehicle via a rear or side lift with access routes provided to open gates or barriers. See Figure 4 for recommended entrance gate layout.

Figure 4

Entrance gate layout



Recommendations include:

- a minimum length of 8000mm from the gate to the start of the public highway
- a minimum width of 6000mm to allow sideways exit from the vehicle including a 1500mm wide access route to allow wheelchair users access to locking mechanism if they may be required to leave the vehicle
- an access route to the gate that is suitable for wheelchair access with a firm, level and smooth surface
- a gate that provides a clear, unobstructed minimum width of 3000mm clear of posts and hinges

Gate and barrier design

- Gates should open in both directions with signage indicating the directions
- Gates/barriers should open and close with minimal effort
- Where feasible, it should be possible to operate the system for vehicular access without the need to leave the vehicle. Many forms of automatic barrier systems are now available including solar, wind or mains powered electric barriers and gates (see Further Information)
- Entrances and access controls should be well lit with a lighting level of 200 lux. This will allow them to be operated easily, and will also provide a safer and more secure environment

Ground around the gate

- If there is a need to manually open the gate, the ground on both sides should be level, firm and smooth in all weathers. Any obstructions to easy opening should be removed
- All vegetation and scrub should be trimmed so as to not interfere with the access route, providing a minimum clear height of 2100mm from ground to the canopy
- Gates or openings with cattle grids should be designed to ensure that there is no need to walk or wheel across the grids to open the gate

Access control system design

- Access may be controlled via buttons, swipecards, tickets or keys. In all cases, controls must be easy to reach and use, including for drivers with limited reach and manual dexterity. Dual height controls may be appropriate
- The height of swipe-card or key-activated systems for car park barriers should conform to BS 6571-4, with the lower edge of the instructions and control area being between 1000mm and 1100mm above the road surface. No plinth should extend into the carriageway by more than 50mm beyond a line taken vertically from the front face of the control panel
- A means of calling for assistance should be provided, such as a call button located on the barrier control panel. An emergency telephone number should also be displayed at the barrier. For the benefit of people who are deaf or hard of hearing, the phone system at the security control point should be capable of receiving texts. Alternatively, a mobile phone number should be displayed and permanently manned.
- All catches should be easily operated with a clenched fist from a seated or standing position. Spring catches are not recommended as these can only be opened from one side and require strength to operate
- Locks (including combination locks) and chains to secure gates should preferably not be used as they are difficult for people with poor manual dexterity and strength to use. Any lock system and all other associated opening components should be no higher than 750mm to 1000mm from the ground on both sides of the gate
- Padlocks should not be shielded or enclosed. Radar locks could be considered; these can only be operated by a Radar key. Radar provides a nationally recognised lock and key system that is used to allow disabled people to access toilets and many gates. (See box and Figure 5 overleaf)
- Keys should be fitted with a large fob to provide a better grip
- Easy access handles with latches rather than chains should be used to keep

gates in a closed position. (See Case studies: Accessible gate for an example).

- Any locking mechanism or handles should contrast visually with the surround

Use of Radar lock and key system

The widely recognised National Key Scheme (NKS) or Radar key provides a lock and key system for use by disabled people who are provided with a universal key. The installation of a NKS system allows people who have the key, access to the facility at any time. If there is an accessible toilet provided, the same key system can be used for both facilities.

The downside to this is that it relies on the disabled person or their assistant having a key. If they do not have one, they will not be able to access the facility. If a gate is only accessible using a Radar key, this must be made clear in all online and printed information about the facility.

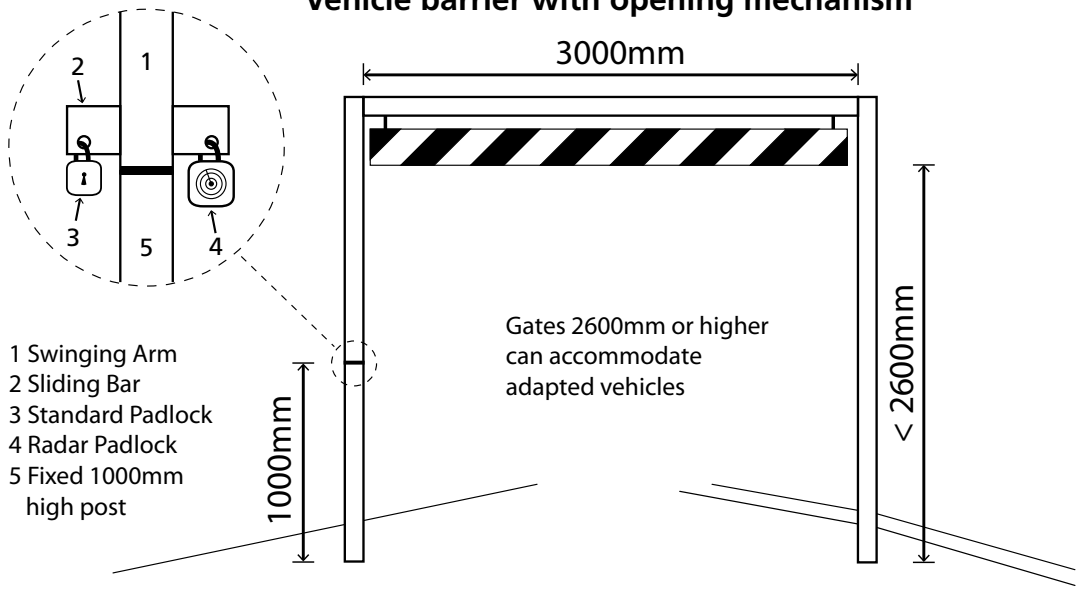
Further information about the National Key Scheme can be found on the Radar or Disability Rights UK website (Radar is now part of Disability Rights UK) – *see Sources of further information.*

Gate height restrictions

- Many height restriction bars are set too low at 2m from ground level. Ideally, gates should have no height restriction, but where this is required to restrict commercial goods vehicles, a minimum height of 2.6m is recommended. This would accommodate wheelchair-accessible vehicles, community transport and some commercial vehicles that have been adapted for use by disabled people with wheelchair boxes on the roof
- Where the standard lower level commercial vehicle deterrent barrier is used, the barrier may need to be opened to allow access. A simple swing bar at the side will allow a wheelchair user to unlock and open the height barrier. The swing bar lock mechanism should be no higher than 1000mm from the ground and should be operable via a Radar key
- A warning should be displayed regarding the height restriction
- As a last resort, clear contact details for a key holder should be available to ensure adequate access provision

Figure 5

Vehicle barrier with opening mechanism



Case Studies: approaches and entrances

Open managed access

Pros: This Welsh fishery has taken a best practice approach by having an open access policy. The club has provided members with set times when the gates will be open and closed. All members can access the fishery car park independently without leaving their vehicles.

The surfaces are of an excellent standard and offer a warm welcome to visitors.

Pros: This southern club fishery provides members with a convenient entrance by providing open access at set times.

Clear directional signage to the fishery and to facilities, for example accessible parking and club buildings will be helpful for all visitors.

Key points

- **Open access** – providing open access to members at set times is best practice. All users will have convenient access without leaving their vehicles. This benefits all users, including people with mobility impairments and wheelchair users
- **Signage** – road signage and directions to fishery facilities including accessible parking will help visitors with wayfinding
- **Information** – signs at entrance points can include guidance on facilities, how to obtain passes and emergency contact numbers
- **Approaches** – provide firm, level surfaces which are suitable in all weathers
- **Tree canopy** – keep access routes free from obstruction, providing a minimum clear height of 2100mm from the ground for rooftop boxes and adapted vehicles

Passing Bays

Pros: Access to this Welsh fishery is via a driveway. The surface is a firm, level tarmac with a slight camber for drainage.

Passing bays have been provided at intervals along the route to allow two-way passage of vehicles and pedestrian access.

Parking provision should be managed so that passing bays are kept clear.

Automatic gate system

Pros: This south-west fishery has opted for an automatic gate-opening system. A Radar key will unlock access to a gate entry button. This is an easy operation, which does not require the driver to leave their vehicle. Activating the pressure pad on the opposite side automatically opens the gate and allows vehicles to leave the fishery.

Cons: Users need to be in possession of a Radar key. If the control box is out of reach users may need to leave their vehicles.

Key points

- **Passing bays** – widening approach routes allows two-way passage of vehicles and pedestrians. See Figure 3 for layout
- **Parking** – ample parking provision and good management will keep passing bays free for use
- **Automatic gate systems** – managed open access is recommended but if a barrier is provided, an automatic gate with access controls may allow drivers to stay in their vehicles, including wheelchair users and people with mobility impairments
- **Access controls** – should contrast with their background and be easy to identify and operate
- **Operable from vehicle** – installing access controls operable at both 1000 and 1500mm heights will accommodate use from standard and adapted accessible vehicles
- **Direct access** – any controls should be located on firm ground surfaces in case drivers have to access them directly

Height restriction gates

This local authority fishery restricts prohibited parking and access by commercial vehicles with a height restriction gate.

⊗ **Cons:** The restriction barrier is only 2m high and would exclude high-top vehicles converted for wheelchair users. There is no way for legitimate users to open this gate.

Raising the height of the barrier to 2.6m is recommended so that converted accessible vehicles can gain access. Greater visual contrast between the barrier and its surroundings will improve visibility.

Swing bar access

This fishery has installed a BDAA / Radar key conversion gate. Disabled users with a Radar key can open the height restriction gate via a swing bar and gain access for their adapted vehicles. A standard lock can be used by other members.

⊗ **Cons:** Disabled users will need to leave their vehicles, have a key and operate the gate. The barrier height is 2m; a 2.6m high gate does not require a lock system.

Key points

- **Height restriction** – vehicle barriers should have a minimum height of 2.6m to allow access by converted accessible vehicles (recommended by British Standard BS:8300)
- **Swing bar opening** – if the barrier is lower than the recommended 2.6m, integrate an accessible lock system so that the barrier can be opened by fishery users
- **Safe access** – if barriers need to be unlocked, provide sufficient space for users to exit the vehicle from the side and rear in safety, away from the vehicular carriageway
- **Visual contrast** – ensure that the framework of any height restriction barrier is clearly visible in different light conditions and contrasts with its surroundings
- **Signage** – clear and visually contrasting signs will make users aware of any height restriction and make the barrier easier to identify

Gate with pedestrian access

There is an open entrance beside the gate for pedestrians. The tarmac surface around the gate is a firm and suitable material for access. There is adequate space for users to open the gate safely, away from oncoming traffic.

⊗ **Cons:** A locked gate requires drivers to have a key and leave their vehicles twice to open and close a large gate. This can be difficult for many users, including people with mobility impairments.

Restricted access

Providing an access road to allow anglers to drive closer to the water is good practice.

⊗ **Cons:** This locked vehicle barrier requires use of a key and forces users to leave their vehicle. The gate has an unbalanced weight design so may be difficult to open. Overgrown vegetation obstructs the gate and access route.

Key points

- **Alternative access** – review the need for a locked barrier, consider an open access policy at set times or solar / wind powered automatic barriers. As a last resort, gates should incorporate access systems with suitable controls at accessible heights
- **Open pedestrian access** – consider the provision of an adjacent open route for pedestrians
- **Surfaces** – provide a firm level surface around the gate, provide enough space for visitors to be safe when opening the gate, away from the carriageway and passing traffic
- **Vegetation** – regularly trim back any foliage that might obstruct the gate and road, to provide a wide and tall route for vehicular access
- **Signage** – provide an emergency contact number for visitors and ensure that the gate is kept clear
- **Gates** – any gates should have balanced weighting and easy to open

4.1.6 Access control: pedestrian entry points

Best practice would be to have no gates, bollards, stiles, or barriers along a route. There is no evidence that anti-motorcycle barriers prevent unauthorised access. Vehicle restriction systems such as motorcycle barriers, bollards or kissing gates should only be used if there is no alternative, as they can pose a major obstruction to people carrying fishing equipment, to double buggies or to wheelchair users towing a trailer.

If a gate is installed, it should provide minimum 1200mm unobstructed width. Detailed information on pedestrian routes is in section 4.4.

If installed, gates should have accessible controls located at a suitable height for a range of users, including wheelchair users. Gates should be able to open in both directions for ease of use.

'The use of physical barriers should be avoided wherever possible and should never be introduced where such barriers would discriminate unlawfully against people with disabilities, or where barriers would prevent rightful access or passage.'

A Guide to Controlling Access on Paths: Assessing the need for and implementing appropriate access controls, Sustrans

Case studies: Pedestrian gates

Accessible gate

This fishery has provided an accessible gate. Access features include a 1200mm clear unobstructed width and an Easy Latch opening system, operable from a lower height. The gate is located on a firm, accessible path surface.

Key points

- **Easy to open latch** – handle-type latches can be operable with minimal force and dexterity required, and at different heights, including from a wheelchair
- **Two-way opening** –provides better access in both directions
- **Clear width** - 1200mm minimum width is recommended

Gates

This south-west fishery has provided a suitable surface leading to a 1500mm wide gate and a concrete ramp leading to the fishing area.

This gate is an alternative access point, as the other route requires visitors to cross an inaccessible cattle grid.

⊗ **Cons:** A standard U-latch is provided at the top of the gate, which can be difficult to reach and operate for many users. An easy to open latch system using an accessible lever handle is recommended.

This large kissing gate has been installed to restrict access.

⊗ **Cons:** Kissing gates pose a major obstruction to many users because of limited space to manoeuvre. The gate is kept locked and is located on an uneven surface. Removing this type of locked gate and providing other management systems and more accessible alternatives is recommended.

Key points

- **Gates** – carefully review if installing a barrier is necessary or if a route can be managed differently. See also section 4.1.6
- **Width** – gates should have 1200mm minimum clear width
- **Surfaces at gates** – if a gate is needed, ensure the ground is firm, level and free from vegetation, which can obstruct access
- **Easy to open** – latches should be operable at a range of heights with minimal dexterity required. Combine an easy to open lever-operated latch system, with two way opening and selfclosing mechanisms to provide easily accessible gates
- **Signage** – provide a sign on the gate to indicate that the route is accessible, and that parking in front of the gate is prohibited
- **Locks** – the need for a key and the need to operate locks can be a barrier to access, any systems must be accessible and easy to use

Avoid access barriers

This nature park fishery has provided a pathway to the fishing area. There is a site map to direct visitors through the park to the fishing areas on the fence.

⊗ **Cons:** There is a dual-entry kissing gate on the right-hand side, and barriers to straight-on access on the other side. The forced turning area restricts access for all users and will still allow motorcycles through. The path through the gate is overgrown and uneven. The loose stone pathway can be an unstable and slippery surface for many visitors.

This fishery has installed an anti-motorcycle barrier to prevent unauthorised vehicles entering the site.

⊗ **Cons:** This barrier will exclude legitimate visitors to the fishery, including people using mobility aids, larger wheelchairs, mobility scooters and families with buggies.

Key points

- **Remove barriers** – they often serve no purpose; motorcycles and bikes will still be able to access the area through alternative routes. Consider other management methods to prohibit antisocial use
- **Accessible options** – if a barrier is deemed necessary, consider an accessible and gate with easy-open latch
- **Routes** – ensure that the recommended width is maintained along its length and provide firm, suitable path surface without loose stones / texture
- **Vegetation** – trim back the overgrown plants regularly, and ensure the area is well drained
- **Information** – provide information and directions for any accessible routes, facilities and fishing areas

4.2 Parking, setting down and ticket purchase

4.2.1 Parking

Many older and disabled people rely on cars to reach fisheries. People who qualify for a Blue Badge include people with visual impairments and people who have difficulty walking. This should be taken into consideration when deciding where to site vehicle parking spaces for disabled people. The design of car parks and their locations can be critical for accessibility.

In general, it is important to ensure that:

- a sufficient proportion of adequately sized accessible parking bays are provided
- accessible parking spaces are close to the fishing platforms, main facilities and toilets
- bays are provided with clear markings and signage both on the ground and at a higher level
- good management (using the Blue Badge system) prevents misuse of spaces
- step-free access is provided from the car park to the main routes

Provision of designated bays

Wherever possible, designated bays for disabled visitors should be provided in all car parks, not just the main one.

- A minimum six percent of spaces at public leisure facilities should be accessible bays (British Standard BS:8300). Where the car park is small, it is recommended that space is prioritised for disabled people and a minimum of two spaces is provided
- It is also recommended that a further four per cent of bays are provided as enlarged bays measuring 3000mm by 6000mm. These will benefit other non-Blue Badge holders who may need extra space to enter and exit vehicles, and will provide flexibility for future change in parking requirements
- In addition, it is recommended that there should be at least one large bay 4800mm by 6800mm and an additional 1200mm-wide access zone to cater for larger vehicles converted for side or rear access using hoists or ramps (see Figure 6)

The BS 8300 recommends a minimum of ten percent of total provision should be available or be adaptable for disabled people.

Location of accessible bays

Many disabled people cannot walk or wheel very far. Accessible bays should provide convenient access to facilities such as shops, toilets, offices and fishing areas.

- Accessible parking should be located close to the facilities provided, preferably not more than 50m from them
- If the water is a considerable distance from the main car park, it may be reasonable to provide additional designated spaces closer to the water.
- Accessible bays should be grouped for ease of identification
- If the car park is on a slope, the accessible bays should be located on the most level area

Parking signage

Accessible bays should:

- be signposted from the entrance
- be clearly marked out with appropriate visually contrasting floor markings
- have vertically mounted signs (1000mm high) that can be seen when the ground is covered with snow or leaves. See Figure 6 for an example

Design of accessible bays

- Bays should be at least 2400mm by 4800mm, and should also have a 1200mm access zone to the side of the bay that can be shared between two bays (See Figure 6)
- There should be a rear access zone of 1200mm, which can be a shared pathway if necessary
- Bays can be arranged perpendicular or parallel to the kerb
- Where there is a raised footpath, adequate dropped kerbs must be provided to allow access to the footpath

Enforcement of bays

Use of bays should be managed so that they are used only by those entitled to do so who are in possession of a valid Blue Badge.

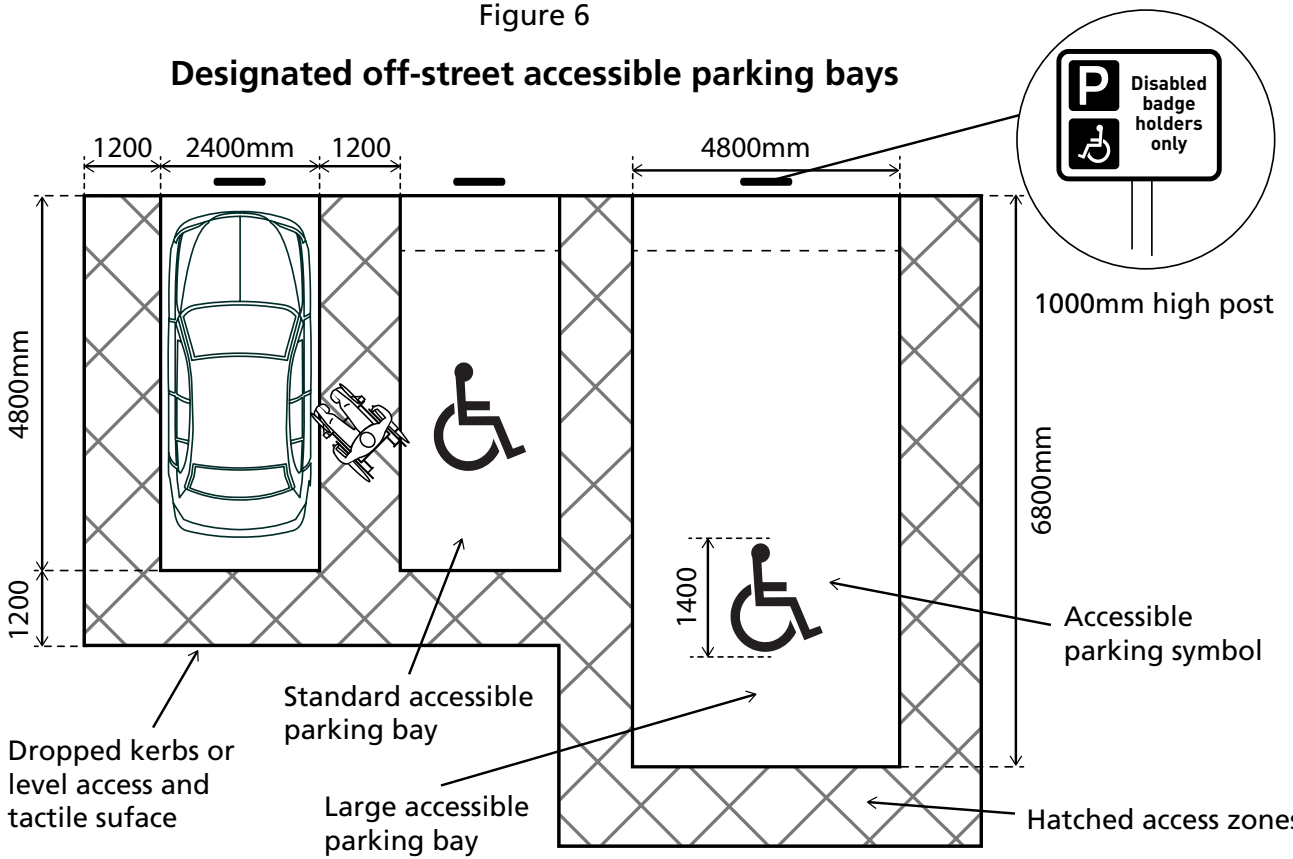
Car park surface

The car park to be used by disabled people should have a surface that is smooth, firm, level and well drained in all weather conditions. Unbound surfaces such as loose gravel are not suitable.

- Pathways to best practice standards should be provided from car parks to all visitor areas
- The gradient of bays and surrounding paths to be used by wheelchair users should not exceed 1:20. Cross-falls should not exceed 1:50

Figure 6

Designated off-street accessible parking bays



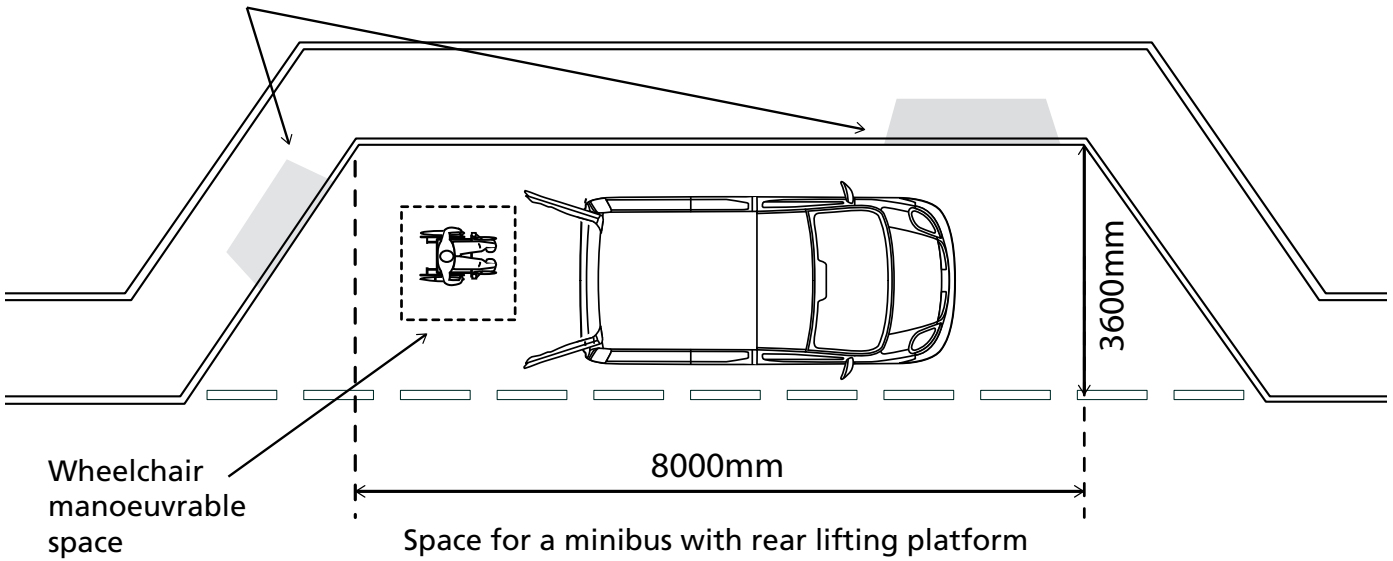
4.2.2 Setting-down points

Where possible, a setting-down area should be provided to allow drop off and collection of people who do not have their own transport, or who have difficulty walking long distances. This should be off the main carriageway and preferably parallel to it. (See Figure 7)

- Setting down points should be sheltered and positioned immediately adjacent to the main entrance
- For smaller facilities / fisheries where a setting-down point at the main entrance may be impractical, the distance between the nearest setting-down point and the facility should be no more than 50m if the pathway is uncovered
- A disabled driver should not have to drop off fishing equipment then park the vehicle in the main or additional parking facility unless there is an accessible pathway back to the setting-down point
- The setting-down bay should be long enough to allow access to the rear of the vehicle for a ramp or tail lift. A minimum length of 8000mm is recommended

Figure 7

Setting-down point



- The bay should be sufficiently wide (a minimum of 3600mm) to allow passengers to alight safely on the carriageway side
- Setting-down areas should be on firm, level ground (camber not more than 1:40) with suitable step-free access from the bay to the footway. Part of the kerb should remain, because wheelchair-accessible vehicles are sometimes easier to access from a raised footway with a kerb

4.2.3 Ticket machines and day ticket purchasing

Some fisheries offer day ticket purchasing via a ticket machine. Care should be taken when choosing a machine and when deciding what visitors are required to do in order to obtain a ticket.

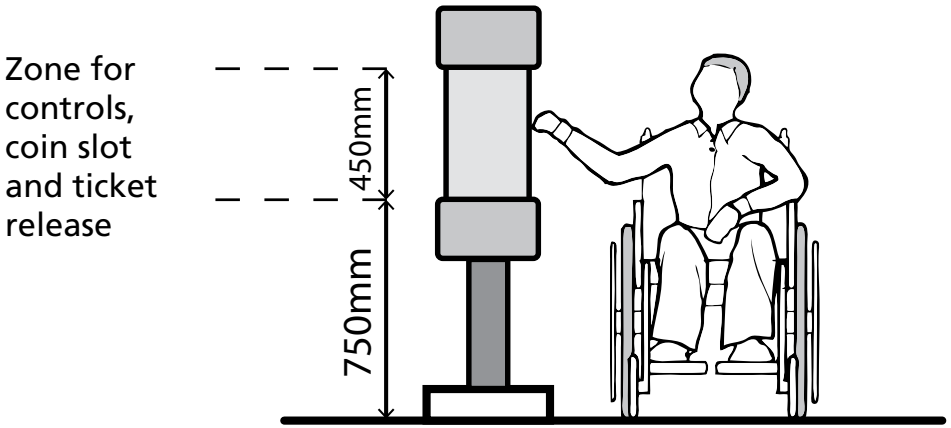
The simplest systems require the user to deposit the payment and take the ticket; others systems may be more complex or difficult for some people to use. An alternative payment system should be offered for people who are not able to use ticket machines.

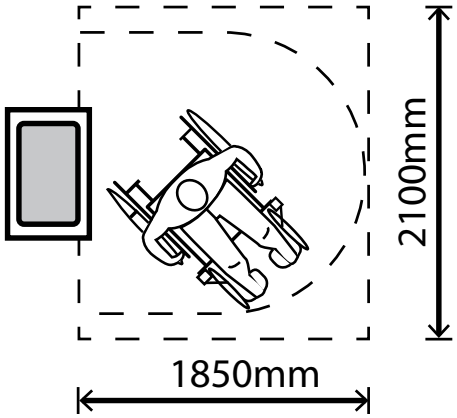
The recommendations below reflect best practice for the design of ticket machines:

- All surfaces surrounding the ticket machine should be firm, level in all weathers with a 1500mm turning circle in front of the machine
- Any plinth should not project beyond the face of the equipment in a way that prevents convenient access
- All instructions on the machine should be simple, and should include pictorial directions
- Instructions should be between 1000mm and 1100mm above the road surface.
- The slots for coins or cards and machine controls should be 750-1200mm above the ground
- Ticket machines should conform to BS EN 12414

Figure 8

Accessible ticket machine





Plan view:
clear space to approach, manoeuvre side on to machine, then turn and return to car

Credit: Elliot Brown

Case studies: Parking

Accessible parking bays

Pros: Designated accessible parking bays with access symbols, sign posts and 1200mm hatched access zones to the rear and sides are best practice provisions so disabled people can alight and leave their vehicles without obstruction.

Over time markings can fade, so management plans should include maintenance of parking areas to keep demarcation clear and visually contrasting.

Pros: This north-west fishery has been working with BDAA to improve their access. The 25% provision for accessible parking exceeds minimum standards, ensuring that disabled people can visit in greater numbers and feel welcome at the site. The surface is level and firm, offering good access.

They have also implemented a speed restriction to improve safety for all visitors.

Cons: Surface markings should include 1200mm hatched access zones to the side and rear of the bays.

Key points

- **Accessible parking provision** – a minimum of six percent accessible bays and at least two in small car parks is recommended, where parking is limited, consider priority use by disabled visitors only
- **Accessible bays** – provide 2400mm by 4800m spaces with additional 1200mm hatched access zones between bays and to the rear so that disabled visitors can easily enter and exit their vehicles
- **Enlarged bays** – include additional larger bays 4800 by 6800mm with 1200mm hatched access zones for use by wheelchair accessible vans which exit to the side or rear via a lift or ramp
- **Signage** – provide upright signs and ground markings with access symbols and hatched zones to indicate designated accessible bays
- **Management** – check parking areas regularly as part of maintenance plans ensure signs and markings are all clearly visible

Priority parking

Pros: This fishery car park has a good tarmac surface with accessible bays providing parking for disabled visitors. The design includes a 1200mm hatched area to the sides and rear to allow wheelchair users access to and from vehicles within a safety zone.

Additional upright signage at the front of designated accessible bays will help drivers to identify the bays.

Pros: This north-west club fishery has refurbished its car park area, providing a firm, level tarmac surface to best practice standards.

The car park is restricted to staff and disabled visitors. The area offers access to the reception, café, two accessible toilets and fishing area suitable for groups.

Cons: Accessible bays should have signage and ground demarcation with 1200mm wide access zones to ensure adequate space

Key points

- **Priority parking** – where parking is limited, priority use by staff and disabled visitors only is recommended
- **Location** – providing accessible parking bays for disabled users close to fishery amenities such as reception, café, accessible toilets and group fishing areas (not more than 50m away) is best practice
- **Choice** – where more than one car park is provided, designated accessible bays should be provided in each location
- **Level surface** – accessible bays should be located firm, well drained surfaces on the most level areas of a car park
- **Clear demarcation** – provide contrasting signs and ground markings with access symbols and hatched zones. This helps to prevent other cars blocking spaces and access routes for disabled visitors

Credit: Stephen Jones

Case studies: Parking

Accessible parking bays

Pros: Clearly marked out accessible bays with access zones and symbols ensure that there is enough space for vehicles and passengers to alight in safety. Ramps and lifts for converted wheelchair accessible vehicles may be installed at the side or rear, so it is important to have 1200mm wide hatched access zones around the bay. A high level of visual contrast is recommended for easy identification. Signposts at the front of the bay should indicate designated use for disabled people.

Pros: This country park has provided a designated car park for disabled visitors. The surface is firm, level and has brick finings as the final surface layer to aid manoeuvring of wheelchairs, rollators and other mobility aids.

Cons: The area is fenced in to prevent other users parking in accessible bays but this restricts manoeuvring, particularly entering and exiting the car park.
The signage is too closely spaced making parking bays too narrow. Clear ground markings to access standards would provide adequate space.

Key points

- **Adequate space** – demarcation of 2400 by 4800mm bays with additional 1200mm access zones ensures that there is enough space for vehicles and passengers to alight safely
- **Grouping bays** – accessible bays should be available in all parking areas and grouped together for ease of identification
- **Avoid fencing in** – fences can restrict manoeuvring, consider alternative management methods to discourage misuse of designated parking areas for disabled visitors
- **Signs** – accessible parking signs on 1000mm high posts can be see when the ground is covered in leaves or snow
- **Step-free access** – provide accessible routes from the car park to fishery facilities
- **Management** – using parking management policies such as the Blue Badge system prevents misuse of spaces

Pros: This Welsh fishery has provided designated parking for disabled visitors; they have ensured the area provides a suitable surface for wheelchair users to reach other areas of the car park and facilities including toilets.

Cons: The bays are too narrow with no access zones in between or to the rear of the vehicle space. There are no dropped kerbs to the pathway.

Pros: This West Midlands fishery has provided accessible parking for their visitors. There are about ten bays in total serving the fishery and a local café.

Cons: The lack of visual contrast makes it difficult to see the accessible bay markings. The1200mm access zones need to be clearly marked. The pedestrian walkway is the same red brick pattern as the parking bay; the horizontal grey kerb line (at the bottom of the image) could be mistaken for ground marking and creates a tripping hazard.

Key points

- **Dropped kerbs** – provide dropped kerbs so that wheelchair users have access to pathways and step-free routes to facilities
- **Visual contrast** – signs and ground markings for bays should be clear, and easy to distinguish
- **Wayfinding** – signs from the entrance to the fishery for accessible parking, nearby facilities such as toilets, reception and café will help visitors
- **Access zones** – 1200mm wide hatched access zones provide safe areas for disabled visitors including wheelchair users, to access their vehicles using ramps or lifts
- **Ticket machines** – surfaces around ticket dispensers should be firm and level in all weather. Any plinths should not obstruct access to the machine. Controls and coin or card slots should be 750-1200mm above the ground. Instructions should be in clear print, of a good size and set with the lower edge at 1000 – 1100mm height

4.3.1 Pre-visit information

Information about accessibility of facilities is vital, because it allows disabled people to make informed choices. Information can be made available over the internet, in shops selling fishing tackle and bait, in club houses and meeting places, or in libraries and community centres. Information provided should enable visitors to plan ahead, and to make choices and decisions independently.

What information to provide

The information provided should:

- let disabled people know that they are welcome and that they will be able to enjoy their visit – for example, disabled and older people could be used in promotional pictures
- describe how to get there by different means
- indicate how and where to buy a ticket, permit or membership by different means
- describe accessibility of routes and facilities objectively, so that visitors can make up their own minds about visiting – for example, information on path

widths, maximum gradients, pathway surface materials, and so on
- include photographs of access elements, for example paths, footbridges and gates (where these are unavoidable)
- indicate availability and accessibility of key facilities such as toilets, cafés, shops and accessible fishing platforms
- provide a map of the fishery indicating scale and overall layout
- indicate provision for assistance dogs

Making information accessible

Information should be presented in an accessible way. It should:

- be clear and concise
- be accessible in different formats, such as audio guides, large print or Braille
- use large sans serif font sizes, clear graphics, simple text layout and language, and good visual contrast for leaflets and maps
- be printed on thick paper or laminated if it needs to undergo repeated use
- (if online) conform to accessibility standards set by the Web Accessibility Initiative, and should be tested by disabled people
- be available as plain text files online

Accessible maps

Any maps provided should also be accessible to all users, by:

- using large, clear text
- explaining any pictures and symbols used
- indicating the availability of amenities, accessible car parking and toilets
- including information on features such as woodland or rivers, seating provision, path networks and their surfaces, widths and gradients

4.3.2 Signage and wayfinding

Signs are important for disabled people, not just to help them find their way around, but to provide reassurance. Well designed signage is particularly important for first-time visitors, disabled people and those whose first language is not English.

Signs should be part of a carefully thought out wayfinding system that is clear, simple and logical.

Signage at entrances

Essential information about the fishery and how to get around it should be available at all the main entry points. Information provided at entrance points should include:

- opening times
- booking method
- facilities available
- accessible facilities
- contact information
- details of public access
- fishing regulations

Site maps

Information could be provided on a site map that gives an indication of the overall scale and layout of the site.

A site map could include:

- location of general amenities such as fishing areas, toilets, seating and parking
- location of accessible facilities such as toilets and parking spaces and distances between them

- information about the nature of the routes, such as whether they are shared with other users (such as cyclists), the location of steps or other barriers, whether the surface is loose stones or gravel, and the steepness of the paths

Maps that contain tactile elements are useful for visually impaired people. Tactile maps should be aligned with the landscape represented, so that people are correctly oriented after using them. Metal tactile maps should be placed in the shade so that they do not get too hot. The angles and heights of the maps and boards should be at a height suitable for people of small stature and wheelchair users.

Tactile map created by local group

Sign placement and maintenance

- Signs should be placed in a logical position and should be easily identifiable
- For close-up viewing, signs should be placed at eye level. A height that will suit both wheelchair users and people standing is with the mid-line at 1400mm above floor level. The sign can be tilted as required
- Signs that have tactile information need to be at a lower level at a range from 1000-1400mm high
- Wayfinding can be supplemented by sensory clues such as the sound of water, the smell of foliage and the texture of footpaths
- Regular cleaning of signage and information panels is necessary to ensure they remain clearly legible
- It is important for information to be accurate. If changes are made to a site, appropriate amendments must be made to signage

Sign design

- Signs must be simple, concise and easily understood
- Colours and symbols (pictograms) should be used to support understanding of text. Symbols should be easily recognisable, such as the ones used for male and female toilets
- Sign design should be consistent around the site, using large font sizes, and sans serif typefaces
- 'Title Case' or 'Sentence case' lettering is generally easier to read than all capital letters, for example **Toilet** as opposed to **TOILET**
- Some information should be given in tactile form. Embossed letters, raised pictograms and directional arrows are useful to people with visual impairments and must be placed where they can be easily reached by fingers
- Sign-boards should contrast with the background against which they are placed, and the lettering should contrast with the sign-board
- The legibility of signs is usually best for visually impaired people when light-coloured lettering is set on a dark background
- Glare and reflection should be avoided wherever possible; to minimise these effects, signs should have a matt surface and should not be placed behind glass
- The size of lettering should be as follows:
  - on directional signs, the font size should be at least 37mm high

- on information signs, the font size should be at least 25mm high
- Spacing between lines should be 25-30 per cent of the font height

See also the Sign Design Guide listed in Chapter 9 for further information.

4.4 Accessible routes and paths

When designing a network of accessible routes around a site, consider these principles of good practice:

- At least one accessible footway route should connect all the facilities on site including the entrance, car park, buildings and other elements such as accessible fishing platforms
- Pedestrian access should be the most direct and convenient route between key destinations, avoiding excessive travel distances or steep changes in level
- Signage and maps should be provided en-route
- A hierarchy of routes should be developed with respect to their accessibility

Other factors influencing accessibility of footways include surface material, path width and travel distances, path edges, resting places, barriers, gradients of paths, and path maintenance, all of which are explained in further detail below.

4.4.1 Travel distances

These should be minimised. The Department for Transport's publication Inclusive Mobility set out the average distances that people with mobility impairments are able to travel on level ground with no barriers or gradients before needing a rest.

These are provided in the table (right).

Bear in mind that gradients and rough ground will considerably increase the need for rest areas, and that some disabled people may still need assistance to cover these distances.

User group	Recommended distance limit without a rest
Wheelchair users	150m
Visually impaired users	150m
Reduced mobility	100m
Reduced mobility (stick users)	50m

4.4.2 Width of paths

- Ideally, paths should be a minimum of 1800mm wide to accommodate two wheelchair users side by side
- Paths that are 1500mm wide will accommodate a wheelchair and a walking companion
- Paths that are 1200mm wide are the accepted minimum where there is limited space between lakes and pools
- Passing points 1800mm wide and 2000mm long should be provided at 25m intervals or within sight of each other on narrower stretches
- Any pinch points should not restrict widths to less than 1200mm for distances over 6m
- Corners and junctions should be splayed to ease manoeuvring by wheelchair users See Figures 9 and 10 for path widths

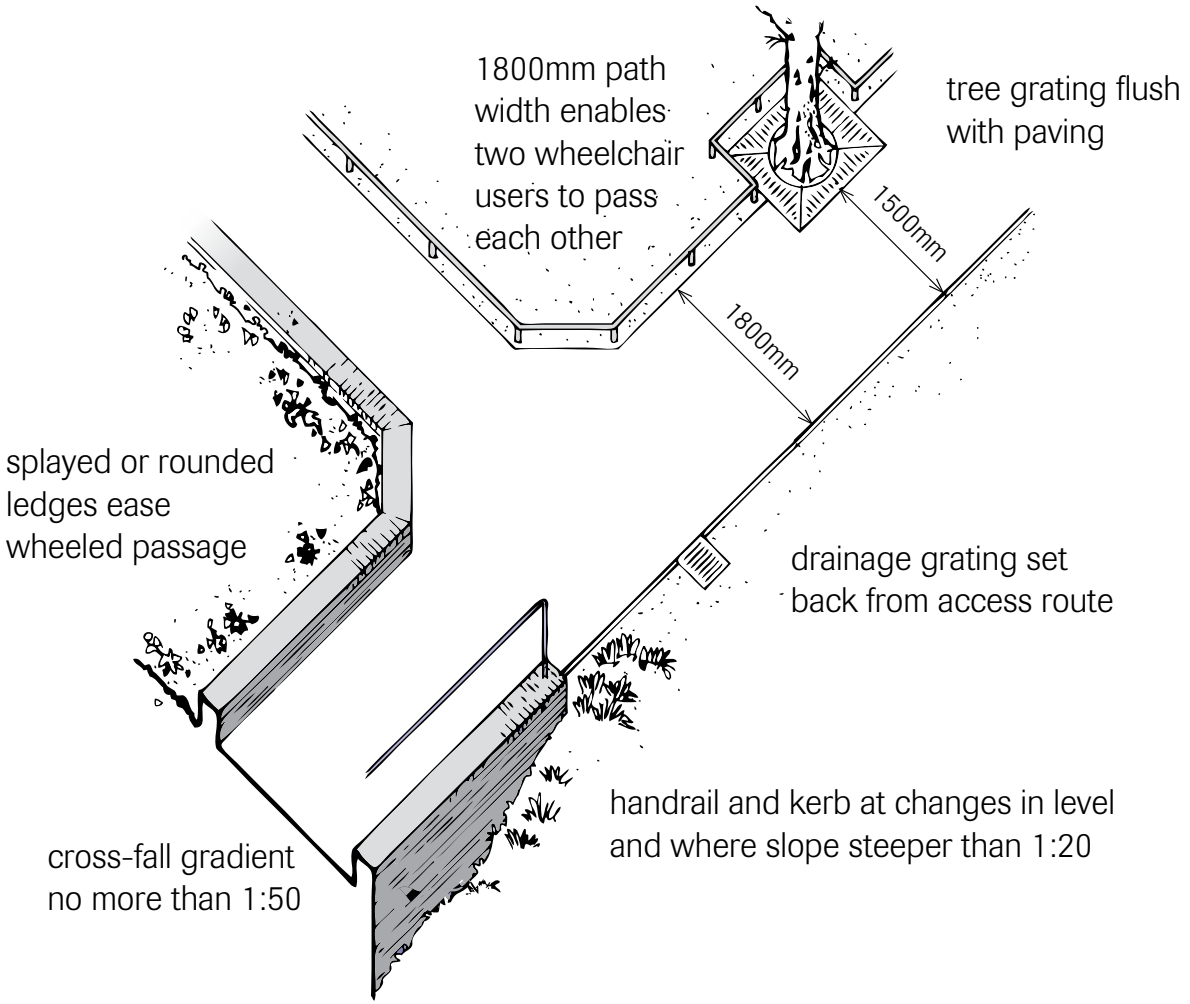
4.4.3 Footway surfaces: general guidance

In general, path surfaces should be smooth, firm, durable and slip resistant (not uneven or rutted) in all weather conditions with few loose stones no larger than 5mm.

Figure 9

Accessible paths

Path dimensions



Surfaces must be hard enough so that wheels and sticks do not sink into them; generally packed surfaces such as crushed rock, gravel, sand or grit surfaces are not suitable. The main considerations for footway surfaces are outlined below:

Slip resistance

This is an important safety consideration. Surfaces should provide a firm foothold and good wheel grip without undue effort, both in wet and dry conditions. Paths should also not be too rough as high resistance will make movement difficult for wheelchair users. Surfaces should have a minimum pendulum test value (PTV) of 40.

Junctions

If different surfaces are used, the junction between them should be level and flush. Joints between paving units need to be created carefully to avoid tripping hazards.

Loose materials

Certain materials should be avoided due to their loose nature. These include gravel, sand, chipped bark / mulch, natural soil, mown / rough grass, loose scalpings and non-compacted variations of these. Anything that is uneven or soft is not suitable.

Uneven surfaces

Cobbles or uneven setts will make it difficult for wheelchair users, stick users and people with reduced mobility to move around. Paths should have a surface that is even and stable, with any variation of surface profile not exceeding ± 5mm (for example between paving, surface features or different surfaces)

Durability

Surfaces should be durable, with a well-consolidated sub-base and a base that will prevent the surface cracking, moving or rutting.

Surface reflection and glare

These can cause discomfort, visual confusion and disorientation, particularly for visually impaired people.

Cleaning and maintenance

These have a significant effect on the safety and performance of a surface, particularly in terms of slip-resistance. Materials selected should clean easily.

Local character

Materials should be sustainable and should fit with the local surroundings and character. If they are used in a consistent way, this will help people to orient themselves.

Sensory qualities

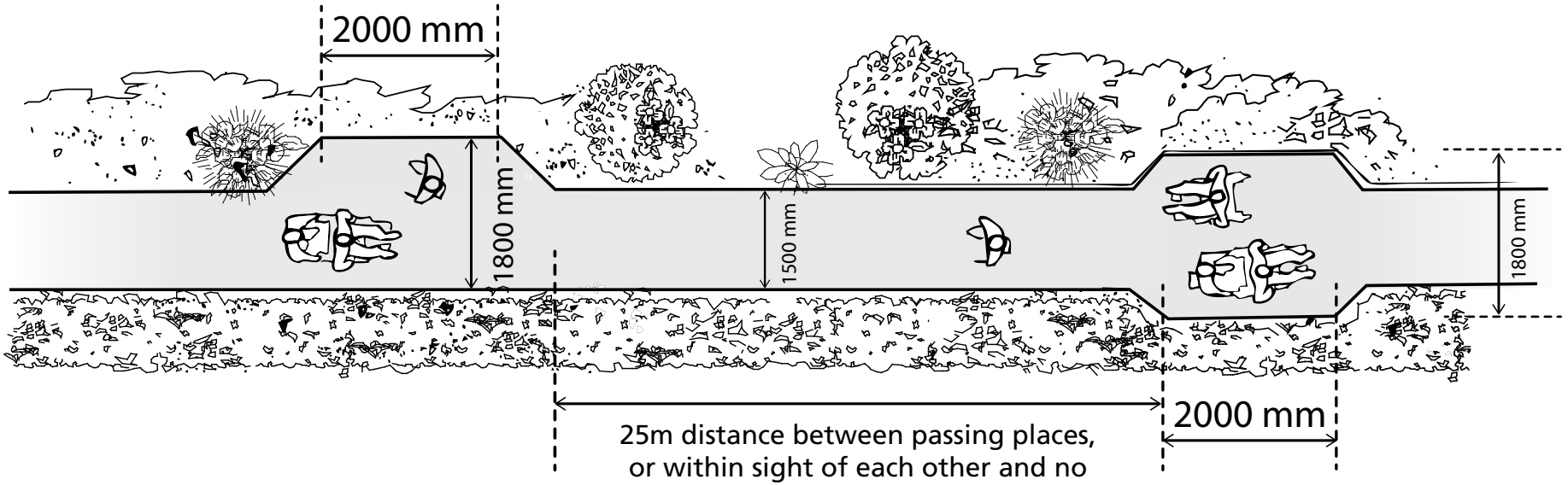
Surface materials should be selected according to their potential to offer sensory information, such as tactile, sound, texture and colour qualities. The acoustic characteristics of a material can assist with wayfinding.

Pathway guiding strips

Tactile strips can be used to guide visually impaired people. The installation of these should be done in conjunction with access groups, as they may not be suitable in all locations.

Figure 10

Passing bays



4.4.4 Footways: selecting appropriate materials

A well-compacted firm and even material will provide a suitable surface for people with reduced mobility.

The advantages and disadvantages of some materials that can be used as surfaces for pathways are set out below.

Tarmac and asphalts

When laid correctly with good sub-surface preparation tarmac can provide a long-lasting solution.

- ✓ practical, smooth and firm surface
- ✓ low maintenance option
- ✓ long-lasting and durable

Resin-bound gravel

A resin-bound gravel 'surface course' is applied to a firm substrate of concrete or bitmac. This is a good all-round surface material.

- ✓ durable, hardwearing
- ✓ low maintenance
- ✓ permeable allowing water drainage
- ✓ coloured aggregates blend in well with a countryside setting

Natural granular surfacing such as brick fines

These include crushed shells, decomposed granite and crushed bricks often available locally. Crushed brick fines are available in particle sizes from ground dust, a maximum particle size of 5mm is recommended for accessible surfaces.

- ✓ can be used as a pathway dressing
- ✓ material is easy to spread out and compact
- ✓ provides a firm and even surface
- ✓ local materials naturally blend into the site

Self-binding natural materials

Where it is important to preserve the appearance of the natural environment, naturally occurring self-binding materials such as hoggin, Coxwell Stone or Breedon Gravel can be used. Hoggin is a natural and affordable material found mainly in the south east of England. It contains a mixture of clays, sands and gravels that compact and form a natural and stable surface at a low cost.

- ✓ natural appearance
- ✓ provides smooth, even and firm surface
- ✓ relatively low cost materials
- ✓ maintenance required - surfaces can deteriorate if worn or badly drained

Reinforced grass, concrete slabs or setts

These provide a strong, damage resistant surface that drains rapidly. They are also resilient and easy to walk on. When laying slabs or setts these should be even and joints should be as flush as possible, without creating trip hazards or gaps (maximum 5mm).

- ✓ provides a firm, reasonably level surface
- ✓ rapid drainage
- ✓ maintenance required to avoid deterioration

Wood

This provides an attractive and natural appearance. However, it is less durable than many other materials, and may become slippery when wet. It therefore needs to be treated to give it anti-slip properties. Wood used outdoors must be non-splintering, stiff, strong and resistant

to decay. Chicken wire should never be used as a grip material, because it can become brittle and break.

Timber boards need to be well laid at right angles to the direction of travel so as not to trap wheels on wheelchairs, mobility aids or prams, and improve slip resistance. There must be a maximum gap of 5mm between wood lengths to prevent castors and walking aids becoming stuck.

- ✓ attractive natural appearance
- ✓ needs non-slip treatment
- ✓ boards need to be at right-angles to direction of travel

Natural stone

Stone paving slabs are very durable, have a natural aesthetically pleasing appearance, and can be non-slip.

When installed to best practice with a compacted hardcore sub-base and in a mortar or sand bed this is a suitable material for routes.

- ✓ natural appearance
- ✓ durable, hardwearing

4.4.5 Visual contrast and lighting

By carefully designing lighting schemes and making sure there is adequate visual contrast on footways, people with visual impairments will be enabled to move around the site safely and independently.

- The path edging should be well defined using planting, a change of texture or a kerb (minimum 25mm) and provide visual contrast, or the path itself should visually contrast with the surrounding ground.
- Junctions and changes of gradient can be highlighted through the use of colour and texture on path surfaces.
- Where footpaths cross vehicular routes, visual and tactile warning and guidance should be provided. Crossings should be at least 1.2m wide.
- Planting schemes can assist wayfinding by providing scent, texture and colour clues. However, ensure that plants do not hang too low over the route.
- If possible, footpaths should be illuminated, but without creating contrasting pools of light and shade. Steps and ramps should have good lighting levels of 100 lux, and footpaths should have lighting of 50 lux. Up lighters should not to be provided on pedestrian routes.
- Any tunnels should be 1200mm wide with a clear height of 2100mm. This needs to be clear of overhanging or overgrown vegetation.

4.4.6 Gradients and cambers

In general, paths to facilities should be as level as possible with gradients preferably not exceeding 1:20. Changes in level generally cause problems for many disabled people particularly those people with mobility or visual impairments.

Even a single step can prevent access for someone who has a mobility impairment and can present a trip hazard for all visitors.

- Where a gradient is steeper than 1:60, a level landing should be provided for every 0.5m rise in height, or wherever there is a change in direction.
- A slope with gradient shallower than 1:20 does not require handrails. If steeper than 1:20, the path needs to be designed as a ramp with handrails.

Gradients should be as shallow as possible, with 1:15 as the maximum.

- The camber or cross-fall of a path can also affect the natural line of direction of a wheelchair and if steep can be also difficult for stick users. Cambers or cross-falls should not exceed 1:50 and should be ideally be less than 1:100.
- Any raised paths should have dropped kerbs to roadways where necessary to allow wheelchair users access.
- Where a change of level along a slope exceeds 300mm, steps should be provided as well as a step-free path, as some people prefer steps to negotiating a slope.

4.4.7 Barriers, obstacles and fencing

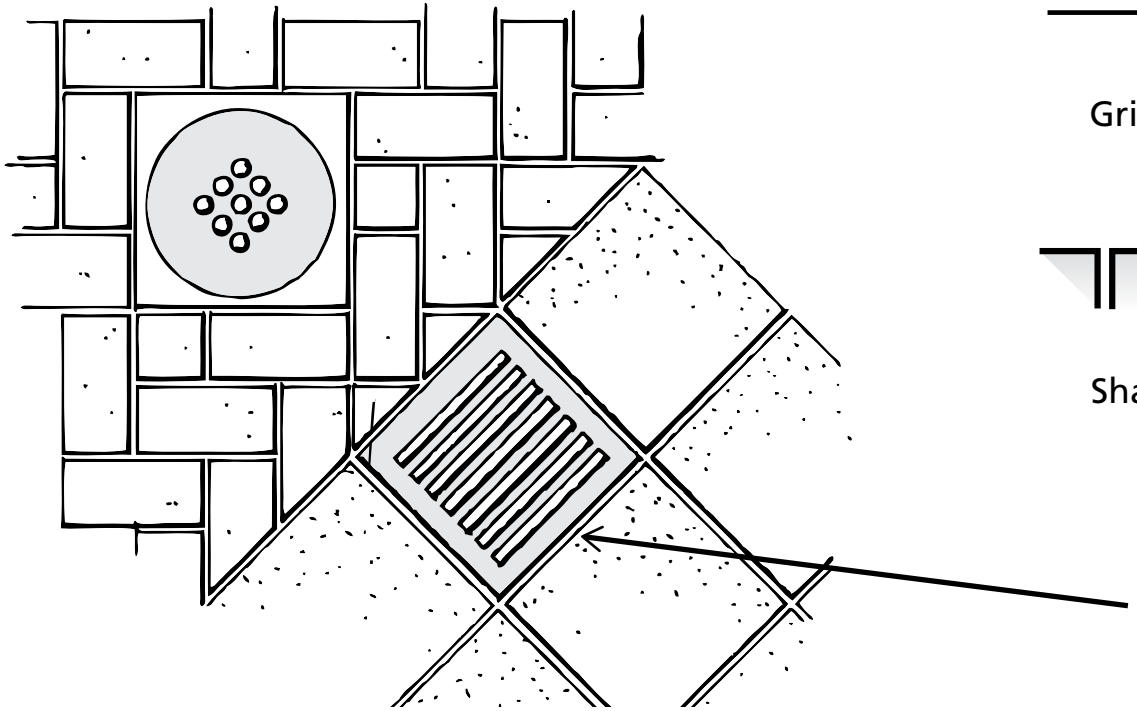
Angling is an activity with inherent risks due to its very nature, but careful planning of the design and layout of a fishery can reduce the risks facing participants. Embankment drop offs, differences in levels or exposed features near the water can be potential hazards to visitors of all ages and abilities. Once these risks have been identified, they can be reduced by providing fencing rails, safety barriers, and natural barriers at key areas. Barrier provisions should be balanced against the need to ensure that access routes remain as accessible and clutter-free as possible.

- Barriers on routes to key facilities should be minimised. Steps, gates, stiles, and fences pose barriers to some disabled people.
- Lighting columns, signposts, litter bins, trees, bollards and seats should be located at or beyond the boundaries of pedestrian routes.
- Waste bins should be at least 1000mm in height so that they can be detected by a cane user.
- Street furniture, planters, litter bins and signposts should have smooth rounded edges to reduce the possibility of injury in case of impact.
- Low-level posts and bollards should preferably not be located on an access route. If provided they should be at least 1000mm high and should contrast visually with the background against which they are seen. There should be 1200mm clear distance between posts and the path edge. They should not be linked with chains and should have no horizontal projections; they may taper towards the top but should not taper towards the ground.
- Kissing gates are not suitable for wheelchair users, because they are usually not wide enough to pass through. Any gates that are designed to prevent motorcycle access must be designed to allow wheelchair access. However, in situations in which kissing gates are unavoidable (such as when livestock are present), it may be acceptable to provide access to disabled people using a Radar key and lock system.
- Gratings should be preferably located off the footpath. Dished drainage channels are trip hazards and should be avoided on footpaths. See Figure 11 for drainage channels diagram.
- Covers and gratings within walking areas should
  - be flush and non-slip
  - have openings no greater than 13mm wide
  - gratings or ‘slot’ type drainage should not be used in pedestrian areas and at pedestrian crossing points.
- Where there is a difference in heights off the pathway safety can be an issue. It is not always feasible or cost effective to provide continuous safety rails or fencing and so as an alternative careful planting of hedge rows and dense shrubs can offer a natural safety barrier for users.

Figure 11

Drainage channels

Circulation holes in gratings should be not more than 18mm diameter



Grids, gratings and covers flush with paving

Shallow drainage channels to avoid trapping footrests etc

Slots in gratings should be not more than 13mm wide and set at right angles to dominant line of travel

Case Studies: Accessible routes

Pros: This fishery has constructed a 1500mm wide path with even surface and firm edge to protect the path from erosion. There is a hard standing area for the bench and bin located off the path, keeping the full width of the path clear. The tree canopy is maintained at a height above 2100mm to ensure that it does not become a hazard for visitors.

Passing places 1800mm wide should be provided. Extending hard standing areas around benches will allow visitors to access and transfer onto the seating more easily.

Pros: This south-west club has provided an access path to the fishing lake. Benches offer resting places along the route. Anglers can fish directly from the pathway as it is located on a suitable and robust embankment.

Cons: Anglers and visitors share a narrow path area. Widening the path overall to create a combined path 1500mm wide and fishing area 1800mm by 1800mm is recommended. The overgrown vegetation could obstruct anglers and visitors.

Key points

- **Widths** – 1800mm wide paths accommodate all users and enable wheelchair users to pass each other or travel side by side. 1500mm wide paths are suitable for many users, including a wheelchair user with a companion and guide dog users. Paths 1200mm wide are acceptable where there is restricted space over short distances
- **Passing points** – 1800mm wide and 2000mm long should be provided at 50m intervals or within sight of narrower stretches
- **Seating** – providing resting places with bins every 50-100m on suitable hard standing surfaces (not grass) off the main path is recommended to maintain the full width of the path
- **Foliage** – keep tree foliage cut back to a height of 2100mm to maintain a clear route for users
- **Drainage** – to ensure that surfaces are fit for use in all weathers, provide good drainage by considering materials and how the surface is laid

Pros: This south-eastern park fishery has provided a firm and level pathway with a width of 2000mm. It provides suitable access to the fishing areas in all weathers. Each fishing platform has a separate pathway 1800mm in width that leads directly onto the platform.

A slight camber (not exceeding 1:50) has been included in the design to allow water to drain off the surface.

Cons: The fishing area is 500m from the main car park, locating some accessible facilities closer to car park is recommended.

Pros: This Welsh fishery has created a network of paths to the fishing lakes. Most of the pathway is level and flush with the bank. However, the loose surface material will be difficult terrain for many users.

Cons: To improve access, the woodchip bark surface should be replaced with a firmer more suitable material. There is potential to widen the path to 1500mm and provide passing bays and seating at intervals.

Key points

- **Accessible facilities** – any accessible platforms should be located closer to entrances and car parks so that disabled anglers have less distance to travel
- **Paths to platforms** – providing accessible paths to platforms, as an extension of the main access route, is good practice
- **Cambers / crossfalls** – routes should be as level as possible, cambers not exceeding 1:50 can be included to allow for drainage
- **Surface materials** – should be firm, durable, non-slip and clear of debris. Paths should be hard enough so that wheels and sticks do not sink into them. Bound gravel or natural materials, stone, tarmac and concrete can be accessible options
- **Path edges** – providing firm edges, flush to the ground on accessible routes can help to maintain surfaces and reduce erosion

Pros: This Welsh fishery has been designed so that it has accessible, gentle slopes rather than ramps. A practical, hardwearing tarmac surface has been used.

There are also passing bays and all platforms have been designed to be part of the bank to reduce risk of injury and increase ease of access for all visitors. Plants and shrubs have been used as natural barriers, instead of fences, to improve safety.

Pros: Providing a tarmac pathway down to the fishing lake shows consideration for people with visual impairments and visitors. The surface material is durable in all weather conditions.

Cons: The gradient is steeper than the maximum recommended gradient of 1:15 which will make it difficult for many disabled people to use.

Key points

- **Gradients** – where possible, provide level paths or gentle slopes (less than 1:20). Ramps with gradients 1:20 or steeper (maximum 1:15) should have handrails both sides and level landings provided
- **Safety** – where the sides of the path require safeguards, natural barriers as well as guardrails should be considered where appropriate
- **Surfaces** – where there are changes in level, it is vital to ensure that surfaces are non-slip and suitable in all weathers as wet conditions can make slopes difficult to navigate and hazardous
- **Visual contrast** – routes which contrast with their surroundings can help people with visual impairments to identify them more easily

Before: This Welsh game fishery originally provided narrow, natural footpath and steep ramps down to fishing platforms. The footpaths are too narrow for many disabled users and would not provide a suitable surface in wet weather.

The ramps are too steep to be used safely and do not have handrails on both sides for support.

After: A wide, hardwearing tarmac route now provides direct access to all of the fishing platforms without any change in level. A guardrail provides a safety barrier at the water's edge.

The previously difficult and rough terrain has been replaced with a durable, well-defined and user-friendly route with long-term sustainability in mind.

Key points

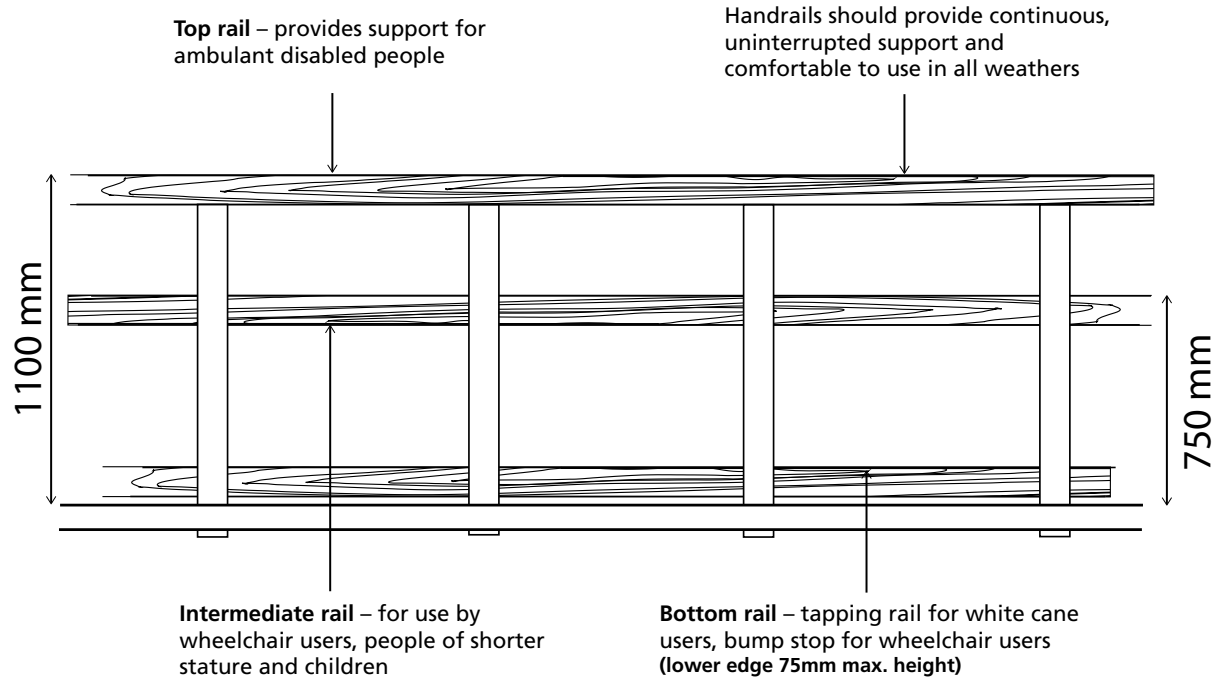
- **Review existing provision** – where there are steep ramps difficult approaches and changes in level, explore opportunities to remove barriers to access
- **Long term** – when planning maintenance and improvement projects consider the design and material options that will offer good long term access and sustainability
- **Consultation** – local users and access experts can offer practical and often simple recommendations for effective improvements
- **Best practice standards** – ensuring that contractors follow good practice standards and install features to specification will maximise the quality of access to facilities

4.5 Footbridges

Footbridges over streams or ditches should be designed and built to accommodate a range of users. The siting, approach to, construction and maintenance should ensure that all can use the footbridge using the following principles.

- Position of the footbridge should be chosen to minimise need for steps and ramps, making the maximum use of existing topography
- Access to the footbridge should be provided by both ramps and stairs and never by steps alone
- Ramp geometry should be as simple as possible following the desire line. 180 degree turns or multiple levels should be avoided
- Lower sections of the ramp should be built on embankments that merge with the existing contours
- Any sections of the ramp that exceed 1:20 gradient should be provided with handrails to both sides at a height of 900-1000mm. Ramps should follow guidance as in the section on ramps.
- Footbridges should have 1100mm high parapets both sides, with top, middle and bottom rails as a minimum. The protection should include the approach to the footbridge if there is a drop at the edges of the approach route
- The clear width of the footbridge should be a minimum of 2000mm or wider if there is high pedestrian flow to allow two-way travel. For one-way bridges over a short distance 1200mm clear width as a minimum is required
- Surfaces should be slip resistant in all weathers and gaps for drainage should not be more than 5mm wide to avoid catching wheels or sticks
- Access stairs should follow guidance for external stairs, with comfortable risers and treads, regular landings and handrails to both sides

Figure 12
Guardrails on footbridges



4.6 Seating and shelters

As fishing is an outdoor activity, there is a high possibility of exposure to inclement weather. The provision of shelter is very important, especially if the club or fishery is intending to hold events for groups or angling participation schemes for children.

Mobility impaired people need to rest and recover at reasonably frequent intervals. Where there is limited scope to reduce distances of pathways to facilities such as fishing areas, seating along the route can provide an opportunity for disabled visitors to rest at set intervals, making the destination journey less strenuous.

Seating

- Seating should be positioned on a firm surface, set back off the pathway so as not to reduce the passage width or cause obstruction.
- Seating or resting places should be provided every 50-200m.
- A variety of seating should be provided, some without armrests (to allow for wheelchair user transfer), and some with armrests and backrests. Some higher-level seats (470-480mm high) may assist people with mobility impairments.
- There should also be spaces to allow wheelchair users to sit alongside their companions.
- As an alternative to standard seating, consideration should be given to the provision of perching seats have a seat height of 650mm – 800mm.
- Seating materials that are cold to the touch are best avoided.
- Seating should be clearly identifiable against the surrounding.
- Seating should be provided at points of interest, or places where exertion is required such as at slopes or steps.

Shelters

- Shelters come in a wide range of shapes and sizes dependent on their usage. In fishery terms, this can be as simple as a smoking-type shelter in which there should be at least 1000mm clear unobstructed space at each covered side to allow room for a wheelchair user.
- For larger structures, such as an open air teaching / club shelters, the design is similar to that of an open barn. The base should be firm and flush with the surrounding areas, and there should be a minimum height of 2100mm to provide adequate head clearance. There should also be lighting of about 100 lux.
- An access route to and from the shelter should be provided, 1800mm in width, or 1500mm with passing places.
- If seating and tables are to be provided, suitable designs to accommodate wheelchair users should always be incorporated into the design.

4.7 Ramps

Moving between different levels can present a significant barrier or hazard to some people, particularly those with mobility or visual impairments. Ideally, both steps and slopes should be provided where the change of level exceeds 300mm.

Ramps are recommended when the gradient of a path exceeds 1:20. These may be provided at the entrances to buildings and facilities, or along an access route.

The guidance in the graph should be followed for determining maximum lengths of flights for given gradients.

Limits for ramp gradients		
Going of a flight (m)	**Maximum gradient**	**Maximum rise (mm)**
10	1:20	500
9	1:19	473
8	1:18	444
7	1:17	411
6	1:16	375
5	1:15	333
4	1:14	285
3	1:13	230
2 or less	1:12	166

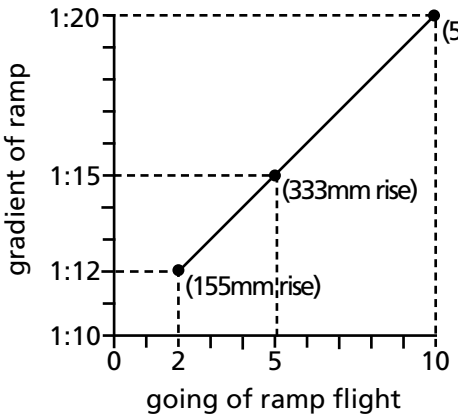
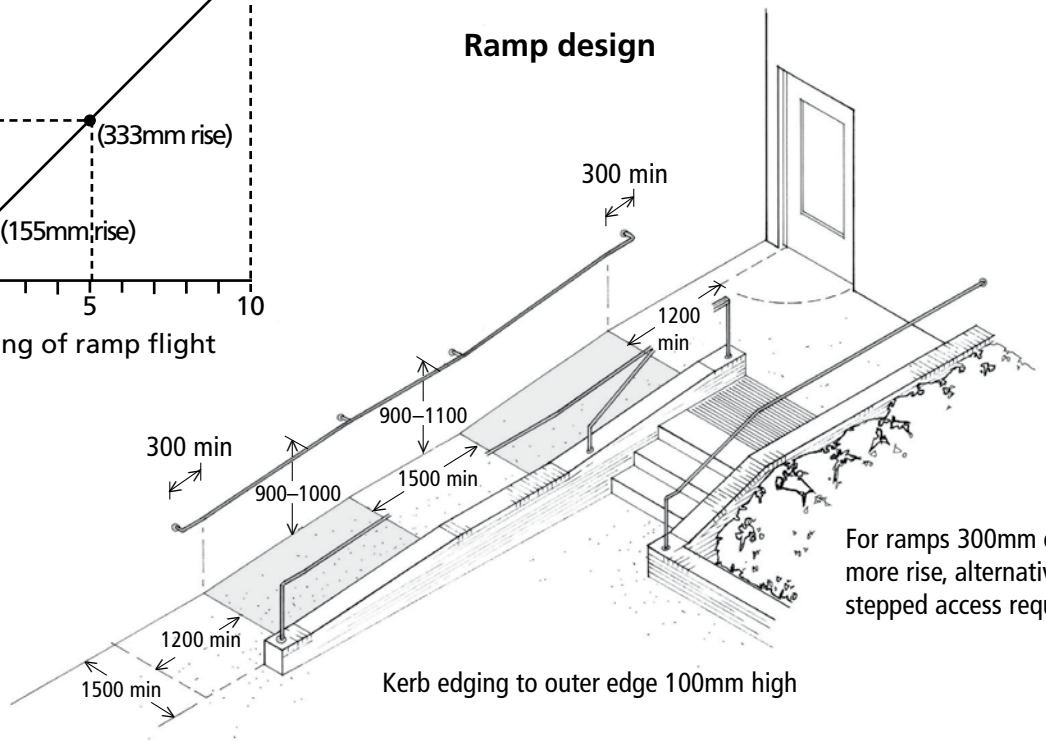


Figure 13

Ramp design



4.7.1 Ramp design

- Ramps should have the shallowest possible slope. The maximum recommended gradient for a ramp is 1:12 1:15 or shallower, is preferable over short distances.
- The width of a ramp should be a minimum of 1500mm.
- The length of a ramp should be a maximum of 2m for a gradient of 1:12 (166mm rise), 5m for a gradient of 1:15, and 10m for a gradient of 1:20 (maximum of 500mm rise), and interpolated between these.
- There should be a level landing 1500mm long at the top and bottom of a flight and intermediate landings between flights to provide resting points.
- Ramps should have firm, slip-resistant surfaces including when wet.
- Ramps should be illuminated to at least 100 lux.
- There should be guarding on the open side of ramps to prevent people falling and wheels going over the edge. Kerb upstands to the edges should be at least 100mm high where there is a drop, which will also provide a tapping rail for cane users.
- Steps should be provided in addition to the ramp if the rise is greater than

300mm, as stick users and some other people prefer steps to ramps.

- The surface of the sloping flight should contrast visually contrast with the level landing to enable visually impaired users to anticipate the slope.
- No individual flight of a ramp should have a going of more than 10m.

4.8 Steps

Some people, particularly those using sticks, prefer steps to ramps, so these should be provided adjacent to ramps where possible.

4.8.1 Step design

- Steps should be provided in addition to a ramp where the rise exceeds 300mm (2 steps).
- Steps should have a shallow, easy pitch with risers from 150-180mm high and treads 300-450mm deep.
- There should be a maximum of 12 steps in one flight.
- Steps should be at least 1200mm wide.
- Landings of 1200mm depth should be provided at the top and bottom of flights, clear of door swings or other obstructions.
- Single steps should not be used, as these are trip hazards.
- Open risers should not be used, as they may be hazardous for cane users and people using callipers.
- Step nosings should contrast visually with the rest of the step so that each step is highlighted. This is particularly beneficial for visually impaired people.
- A ribbed (corrugated) tactile paving should be provided at the top and bottom of the flights at external stairs as a warning to visually impaired people.

Handrails to ramps and steps

Handrails are essential for safe use of ramps and steps, particularly for people with mobility and visual impairments. Handrails should:

- be provided at both sides of a ramp at a height of 900-1000mm for standing adults, and 600mm for wheelchair users and children
- have a surface that is easy to grip with no sharp edges, but provide adequate resistance to hand slippage
- provide good forearm support, and not be excessively hot or cold to the touch
- have a circular or oval profile of 45-50mm diameter
- contrast visually against their background
- be close enough (900mm apart) to be grabbed with both hands if a flight is short and steep
- be continuous without gaps or obstructions, extending 300mm beyond the top and bottom of the ramp to aid balance.

Figure 14

External stair design

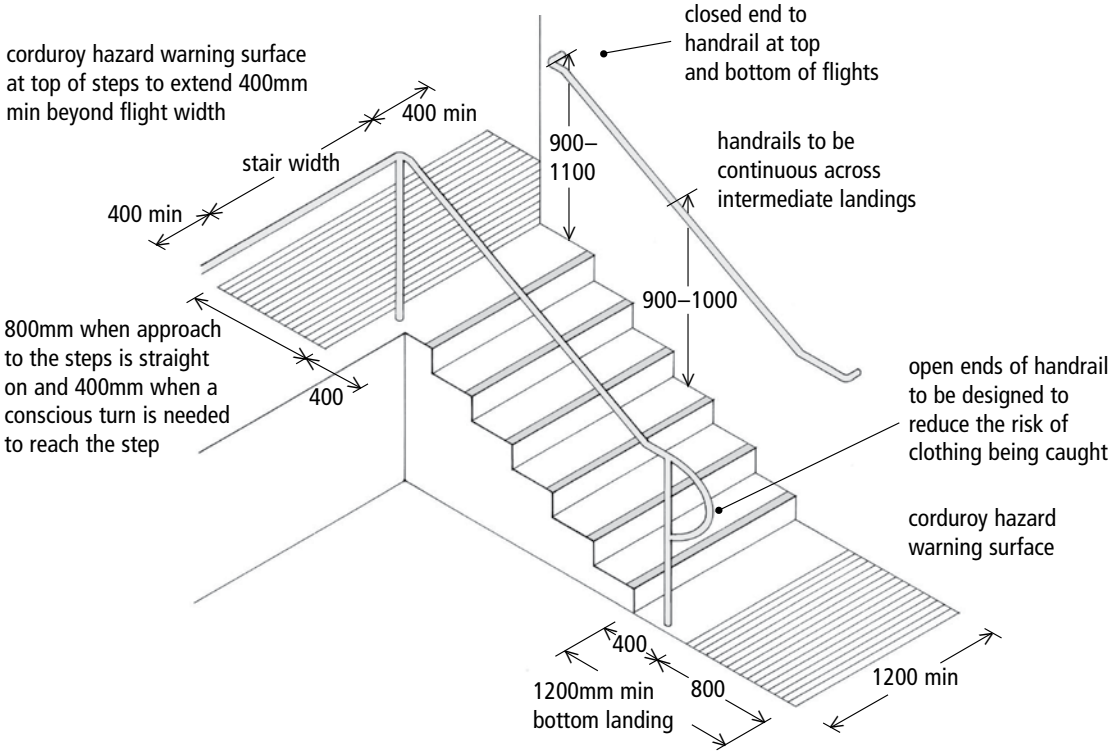
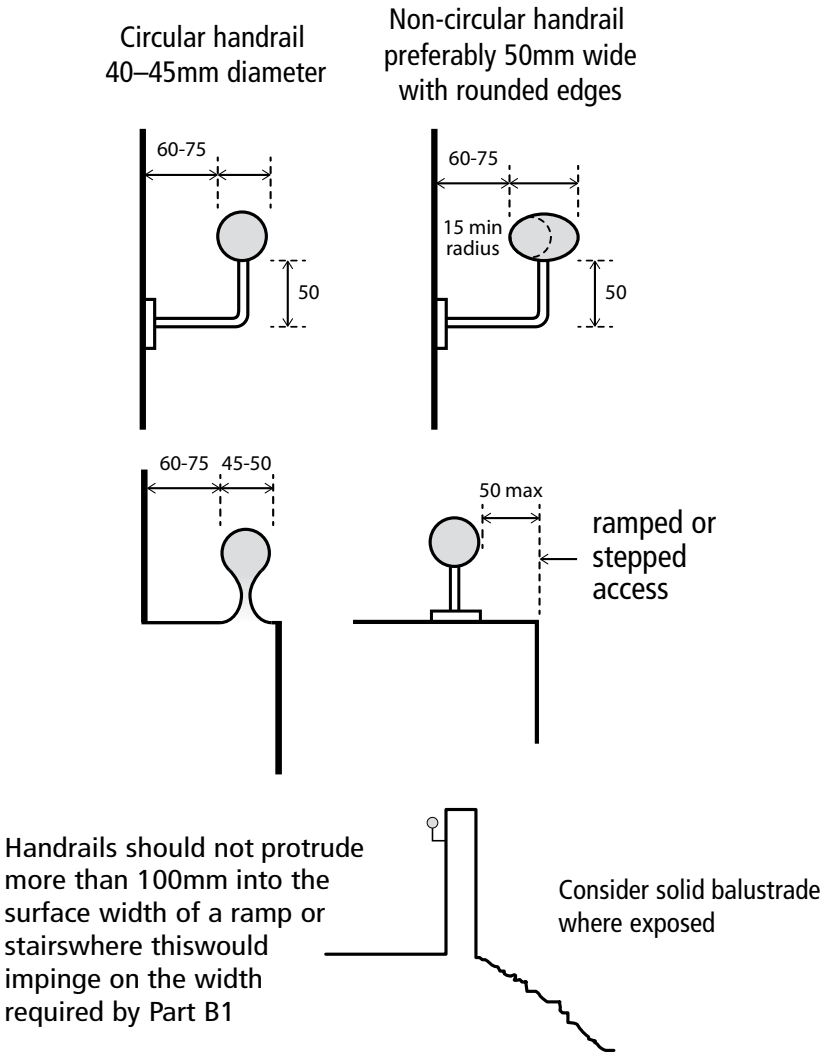


Figure 15

Handrail design



Case study: Cookham Lock River Thames project

The Cookham Lock access project aimed to provide an accessible family fishing area on the River Thames with access and facilities for independent users including: accessible parking, toilet facilities, ramp with dual handrails both sides and a level area for individuals or groups to fish from in safety. British Disabled Angling Association (BDAA) were appointed as access consultants for the project.

Design and consultation process

BDAA consultants carried out an access audit of the existing site and provided a critical design appraisal report to ensure a successful outcome.

The audit survey identified barriers to access that could easily be removed, and accessible solutions recommended. Consultation with local users confirmed the support and demand for accessible facilities in the area.

Toilets

During the audit, an unused toilet block with an accessible toilet was identified within 20 metres of the proposed fishing area. This required very minor refurbishment to bring it up to standard.

This included:

- new accessible door handle
- repainting of the interior in contrasting colours
- repairing light fittings
- RADAR lock system
- upgrading signage to make identifying the location easier

Cost

Cookham Lock were developing five new platforms in total, in a range of sizes, interestingly the core cost of installing the large accessible platform (c £2,000) was less than the smaller, less accessible platforms (c £3,000 on average).

The accessible toilet is only 20m away from the platform

Car park

The potential space for an accessible parking area just five metres from the toilet block and 10 metres from the proposed fishing area, was identified. A hard-standing parking area with upright accessible parking signage was recommended.

Landscaping

The river embankment was a steep 4m above water level. Overgrown tree and shrub clearance was required to investigate the ramp gradient possibilities, once removed it was clear that a ramp with 1:15 gradient was possible, with dual handrails and resting areas.

As the weir area already had a hard standing surface and concrete buttresses in place, we were able to utilise the embankment infrastructure to create the 20m x 4m fishing area. Surveyors undertook a site check to ensure the ground base was suitable and safe for levelling. Contractors levelled the ground providing a solid base for the sub base and surface layers including ramp creation.

'The Cookham Angling Access project has provided a real boost to anglers on the Thames.'

The Cookham Transformation

A fish out of water: The Cookham Lock fishing area was uninviting, with steep embankments and in need of clearing

Neither fish nor fowl: Interim stage before the surface stones were removed, ramped access and level fishing area established

A good catch: The final accessible platform has a smooth finish made from a fine concrete and sand mix

Galvanised rails were installed after a flood defence check was undertaken to ensure that the structural improvements would not divert the course of the river or cause an obstruction.

Snagging

Once all the major improvement works had been carried out, the BDAA team revisited the site for an interim visit before the project could be opened to the public. The visit identified a number of snagging areas where installation did not meet recommendations. Large stones on the ramp and fishing area needed to be removed and a more even, accessible surface for users provided.

The final surface was a fine mix of concrete and sand to form a smooth hard surface shell which was added after the area was cleared removing most of the loose stone.

The ramp handrail was created with sawn timber rather than planed timber which could cause injury to the user, BDAA advised this to be corrected in line with the design and access statement recommendations.

Handrails should be smooth and comfortable to hold without risk of splinters

An excellent result

A final visit was conducted after final completion. BDAA confirmed that recommendations had been implemented and the project was given approval.

‘Not only have the swims been used extensively since their introduction, but publicity surrounding the launch has seen lock and weir permit sales increase substantially for the season.’

Stuart Keable
Fisheries Officer, Lower Thames Catchment

Case studies: ramps and approaches to buildings

Pros: This Welsh club has opted for a pre-fabricated building purchased with local funding. There is a wide, gentle slope with a gradient of 1:50 to the entrance so there is no need for ramp or stepped access.

Cons: The external timber posts on the approach are tripping hazard. Consider removal of any unnecessary obstacles. If retained, ensure posts / bollards are at least 1000mm in height and contrast visually with the background so they can be easily seen even in low level light.

Pros: This north-west fishery has benefitted from considering access from inception and avoiding bolt-on improvements.

The ramps and buildings offer good access on a small budget. The surfaces have been carefully chosen, using well-compacted road shavings with a surface layer of finer grade in all areas.

To improve ramp access, the angle of the handrail should follow the slope of the ramp, and a lower second handrail added.

Key points

- **Gradients** – where possible, provide level paths or gentle slopes (less than 1:20). Ramps with gradients 1:20 or steeper (maximum 1:15) should have handrails both sides and level landings provided
- **Thresholds** – should be level or if unavoidable, upstands should have a total height of no more than 15mm, with rounded / chamfered edges
- **Remove posts / bollards** – Consider all options for managing the site and address issues with alternative means. If posts are installed, they should have high visibility and contrast with their surroundings to reduce the risk of tripping
- **Handrails** – provide 900-1000mm high handrails to both sides of any ramps; these should be installed the same angle / parallel to the ramp surface

Credit:
Stephen Craven

Pros: This 1800mm wide access ramp allows people to pass in both directions. The continuous handrails at two heights provide good support options to a wide range of users.

The firm, bonded gravel surface offers a durable accessible route in all weathers.

Pros: This southern visitor centre has provided both a gentle 1:20 ramp and stepped access. The steps offer an alternative to people with reduced mobility who find steps easier to negotiate than ramps. There are level landing areas at the top and bottom of each flight.

Cons: Handrails have not yet been added to both sides of the ramp and stairs.

Key points

- **Ramp and steps** – providing both options is good practice, steps can be preferred by people with mobility impairments, give visitors a choice in route
- **Ramp width** – ramps should have a minimum width of 1200mm
- **Handrails** – on both sides 900-1000mm high. An additional handrail at 600mm height can be used by children
- **Continuous support** – handrails should be comfortable to hold without sharp edges and provide uninterrupted support for the entire length (not blocked by uprights)
- **Surfaces** – these should follow the same recommendations as routes, they should be nonslip in all weathers, firm and not trap wheels or canes
- **Visual contrast** – ramps and slopes can be tripping hazards, visually contrasting handrails and ramp edges can help everyone to see them including people with visual impairments

5 Design elements: buildings and shelters

All visitors should be able to enjoy full access to any facilities, shelters and services. This includes access to reception areas, shops, cafes, toilets, meeting rooms and any club facilities.

5.1 Approaches and entrances

It is important to ensure that routes from the car parking areas to any building entrances are accessible to everyone using the site.

5.1.1 Approach to entrances

- Approaches to entrances should be well signposted, as short as possible and with accessible paths leading up to them
- There should be no hazardous gratings near the approach, because sticks and mobility aids can get stuck in these
- A step-free approach should be provided to the main entrance
- If the approach is ramped and the rise to the entrance is more than 300mm, steps should be provided as well as a ramp
- Ramps and steps at approach should be provided with suitable handrails, kerbs and visual contrast of different elements (see design guidance in Chapter 4)

5.1.2 Design of entrances

- The entrance to any facility should be obviously located and inviting
- It should be clearly distinguishable on the façade with good visual contrast
- The main entrance should ideally be accessible to all users. A separate accessible entrance (such as a different ramped entrance) is not preferable because this creates segregation rather than inclusion
- There should be a level area provided in front of the entrance, 1500mm in length, and clear of door swings
- At a manually opening door, an adequate weather canopy should be provided
- Thresholds should preferably be level with a maximum rise of 15mm, and rounded in profile, with no upright greater than 5mm
- New main entrance doors should provide a clear width of 1000mm (775 minimum for existing)

- Ironmongery should be easy to operate and should contrast visually with the door
- Adequate lighting of at least 100 lux should be provided to light up entry systems and ironmongery
- Entry systems should be accessible to hearing impaired people by providing visual indication of the bell being rung
- Glazed doors should have manifestation at two levels (850-1000mm and 1400-1600mm above floor level). These provide a visual warning of the presence of glass, which is particularly beneficial for visually impaired people

5.2 Reception and refreshment areas

5.2.1 Reception areas

If a reception desk or booking area is provided, it must be accessible to all users.

- Adequate circulation space, including 1800mm turning space, should be provided in front of the reception or booking desk
- A lowered section of desk at 760mm high with 700mm high knee space underneath will accommodate wheelchair users, as well as children and people of short stature
- Visual contrast between objects and surfaces is helpful
- An induction loop at the desk will assist people with hearing impairments
- Lighting to the faces of reception staff, and a non-busy background, will assist people who lip-read
- Good, clear signage should be provided to indicate and locate specific facilities such as a shop, café or toilets
- Disability awareness training for staff and good management training to ensure accessibility is maintained to a high level should be a priority

5.2.2 Refreshment areas

- Refreshment areas such as cafés should ideally be at the same level. If this is not possible, any split levels should be linked by ramps
- Refreshment hatches should be placed at a height of 760-850mm so they are accessible to wheelchair users and people of short stature
- There should be adequate circulation for wheelchair users within an eating area, with passageways of 1200mm
- Tables should have a clear height underneath of 700mm to allow wheelchair users access
- Seating should be movable, not fixed
- There should be a mix of seating, some provided without arms to allow wheelchair users to transfer to seats, and some with arms to allow mobility impaired people to raise and lower themselves
- There should be adequate visual contrast between different elements in the refreshment area
- Menus should be provided in large clear print

5.3 Internal circulation and doors

5.3.1 Corridors

- Passages should be at least 1200mm wide
- There should be splayed or curved corners at changes of direction where possible
- Glazing should have clear manifestation,

particularly at the ends of corridors
- Doors leading through corridors should be kept to a minimum
- Doors opening into a corridor should ideally be recessed. If this is not possible, they should open into the room to avoid clashes

5.3.2 Internal doors

Doors should have:

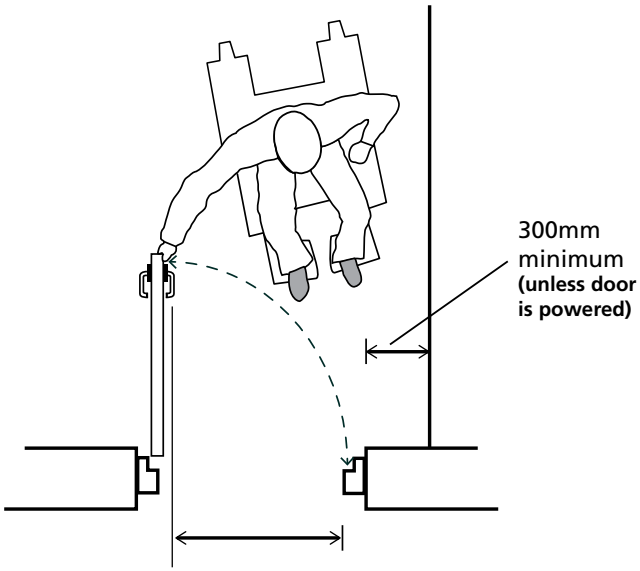
- An effective clear width of at least 800mm in new buildings, and 750mm in existing buildings
- A minimum of 300mm space from the leading edge to the wall on the opening side to allow wheelchair users space to open doors (see Figure 16)
- An opening force under 30N
- Vision panels to minimise collisions; these should extend from 500 to 1500mm above the floor level
- Door handles at a comfortable height for all users, which are easy to use and which contrast visually with the door surface (900mm for lever handles, 700mm–1000mm for D-handles). Users should not have to pull open doors using just a grip on a key

Internal door widths

- An effective clear width (ecw) of at least 800mm will enable people with reduced mobility and some larger wheelchairs to gain access and reduces the risk of collision with the door or frame. See Figure 16.
- For new buildings, ecws of 800mm and 825mm are achievable using a 926mm door leaf, provided the door opens beyond 90 degrees and the projection of door furniture does not reduce the effective clear width.
- Doors 1000mmm wide can accommodate more users, including wheelchair users and people with mobility aids and assistance dogs. This width is also more suitable for places with heavy pedestrian traffic, particularly when the doors are power-assisted.
- Sports facilities have their own requirements for the ecw of doors. For example, tennis sports wheelchairs require a doorway with an ecw of 1000mm for convenient access.

Figure 16

Effective clear width of doors



Effective clear width – Measured from the face of the door when open to the opposite frame or doorstop taking into account door handle or any other protruding door furniture

5.4 Toilets and changing facilities

Providing an adequate number and range of toilets on a fishery is particularly important for competitions, events, and coaching. Good provision, which includes ambulant and accessible WCs, will benefit a wide range of people including older people and children. Having access to suitable toilets enables visitors to spend a longer time at the site.

The design and provision of ambulant and accessible toilets should follow the guidance in building standards and BS 8300. See Figures 17 and 18 for examples of accessible WC layouts. Some general design guidance is given below.

5.4.1 Toilet provision

- Toilets should be located so they can be conveniently accessed from fishing platforms. They should also be available at entrances, because people may have travelled for some time to get to the facility
- Toilets should be available throughout the facility's hours of operation
- Where standard toilets are provided, facilities should have at least one unisex accessible facility that is clearly signposted
- If only one toilet is provided in a facility, this should be wheelchair accessible. It should suit both seated and standing users, with washbasins at two heights
- Smaller facilities with no buildings on site should consider providing a portable toilet. The portable toilet should be accessible to wheelchair users. It should have an accessible approach leading up to it that is adequately wide, firm, level and smooth. The entrance should be step-free with a level landing at the door and a level threshold. Maintenance of the portable toilet is critical to ensure convenient use
- Ideally, a toilet should be kept unlocked. However, if vandalism and misuse are an issue, consider keeping it locked with access via a Radar key provided to members and ticket holders

5.4.2 Approaches to toilets

- There should be clear signage to toilets from key points at the fishery, including information on distance and type of route where appropriate
- There should be a step-free approach to the facility. Any ramps should not be steeper than 1:15, and there should be a level landing at the entrance to the facility
- The approach within a building should be suitable for wheelchair users with a minimum corridor width of 1200mm and a level approach
- There should be adequate lighting at the toilet entrance
- The toilet door should have a clear, embossed sign containing both a pictogram and text
- If the toilet is a standalone unit, a weather canopy could be provided at the entrance
- Lobbies to toilets are not recommended. Privacy should be achieved by careful positioning of the entrance door

5.4.3 Accessible toilet design

An accessible toilet should have:

- A light, outward-opening door with a recommended minimum effective clear width of 800mm when open (refer to Minimum widths of doors table in section 2.3 and 5.3.2 Internal doors)
- A pull bar on the inside of the door at a

height of 900mm

- An easy-action, lever-type lock, which can be operated using a clenched fist, and which can be opened from the outside in an emergency
- Room size of at least 1500mm in width by 2200mm in length
- A corner WC that is positioned to allow side or frontal transfer
- Vertical and horizontal grabrails, and a drop-down rail, should be provided
- A handbasin that is positioned to allow use while seated on the toilet
- A mixer tap with thermostatic control, and lever, automatic or push-button operation
- A WC seat at a height of 480mm
- A spatula-type WC flush handle on the transfer side of pan, at a height of 1000mm
- Visual contrast between walls, floor and ceiling, and of all fittings against the backgrounds, which will help visually impaired people to locate all the facilities within the toilet
- An emergency assistance alarm which can be operated by an alarm cord with bangles at two levels. (800-1000mm and 100mm from the floor) The system should have an audible signal and a flashing light on the inside and outside of the toilet facility to attract attention. It should also raise an alarm at a staffed control point such as reception. A radio transmitter type alarm could also be used. Provide an alarm reset button that can be reached from a seated position on the WC

5.4.4 Accessible toilet fittings

It is essential to include and install accessible fittings as these will ensure good hygiene and dignity for users. Key points for fittings include:

- Alarms can be wired to the control point, or use a radio transmitter
- Provide an alarm reset button that can be reached from a seated position on the WC, so that the user can easily reset the alarm
- A colostomy shelf provided at a height of 950mm. There should also be a shelf for toiletries, which could be on top of a close-coupled WC
- The soap dispenser lever should be operable with one hand, and preferably should be fixed to the wall
- Provide a paper towel dispenser in addition to an electric hand dryer if possible
- The toilet paper dispenser should be easy to use with one hand
- A full length mirror should be provided with the lower edge 600mm above the floor
- Clothes hooks should be provided at heights of 1050mm and 1400mm
- All fittings should be positioned 800-1000mm above the floor so that they are easily reachable

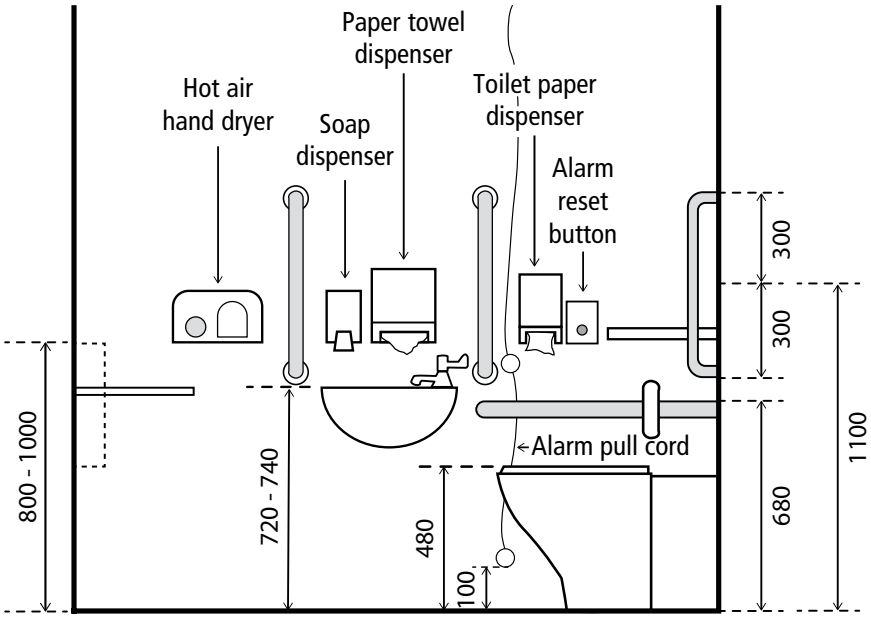
5.4.5 Accessible showers and changing facilities

Some fisheries provide facilities that allow visitors and members to change, or even to shower, during their visit. If a fishery has made the decision to provide these facilities, it makes sense to ensure that they meet the needs of as many people as possible. This means using layouts and specifying products that are accessible to everyone.

Approved Document M (*England*) or equivalent technical standards (see Further Information) offer guidance on the design of accessible shower and changing facilities, including diagrams indicating recommended layouts.

Figure 17

Wheelchair accessible WC



Wall-mounted basin provides clear space for feet and wheelchair footrests

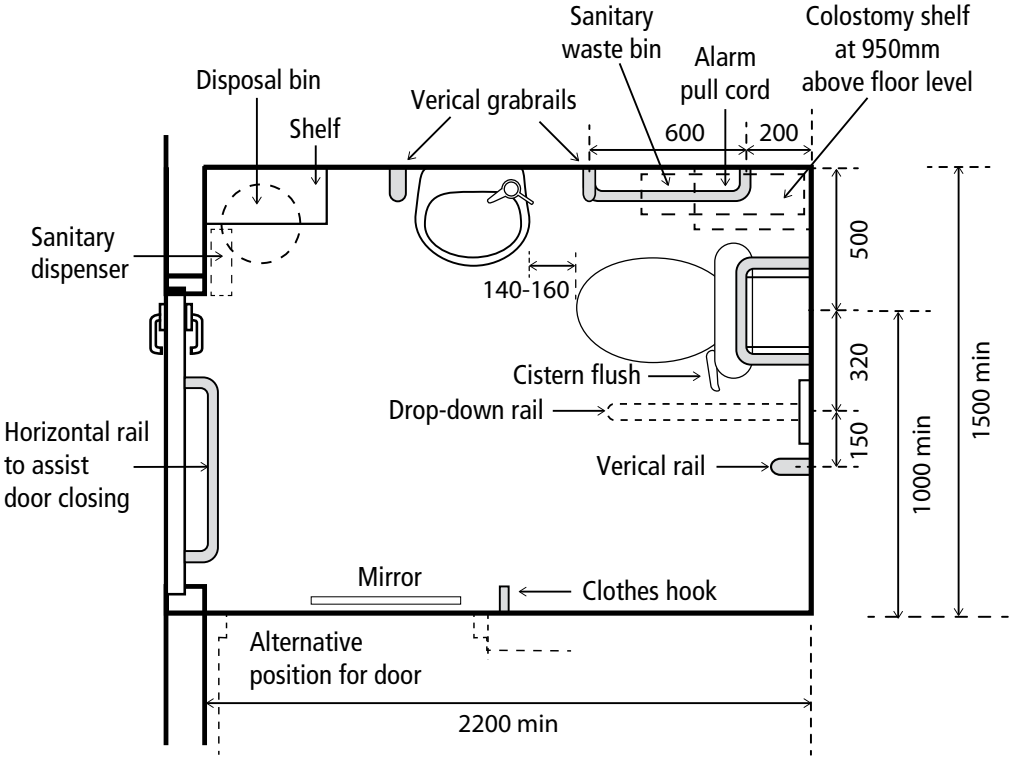
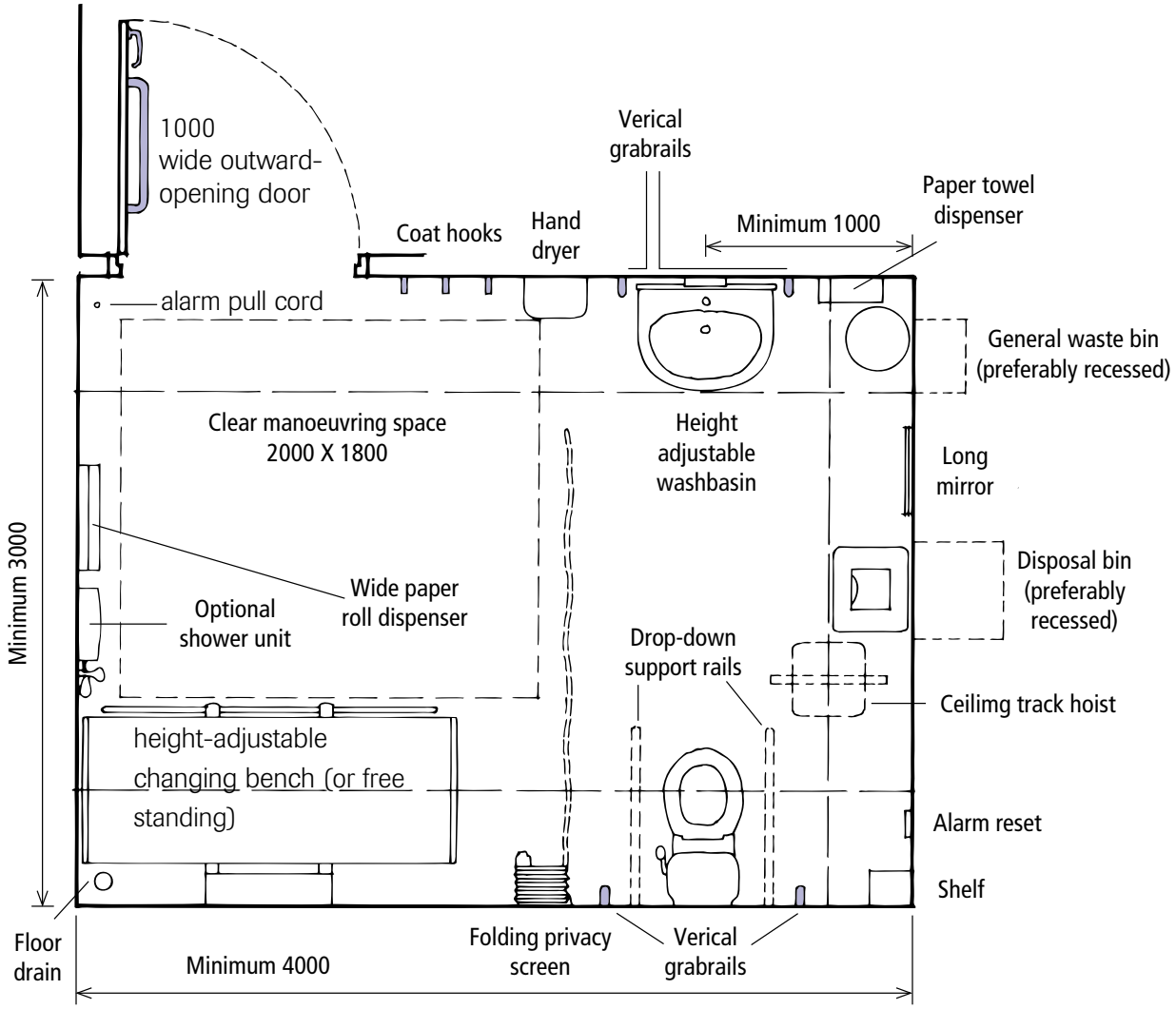


Figure 18

Changing Places toilet
(For assisted use)



5.4.6 Changing Places toilet

A Changing Places facility suitable for adults with multiple and complex disabilities is appropriate for larger leisure facilities. This is a combined toilet, shower and changing room.

The facility needs to be at least 3m wide and 4m long with a height of 2.4m. The space needs to be fitted with a ceiling track hoist system.

Changing Places toilet facilities include a hoist and adult-sized changing bench

For more information on design and installation, *Changing Places: the practical guide* is available to download for free from the Changing Places Consortium website. www.changing-places.org

Case studies: buildings

Pros: This is a new build fishery in the West Midlands. It is an accessible building housing a reception, accessible unisex toilet, teaching rooms, tackle shop, offices and cafeteria.

The exterior has firm block-paved pathways leading to the shop, picnic areas and car parks.

Cons: The door mat outside is not flush with the floor, which could trip feet or catch on wheels.

Pros: This Eastern region commercial fishery has a combined shop, café, accessible toilet and separate accessible toilet with shower area. Picnic tables have been provided for visitors.

The double doors provide a good width for access, and there is ample car parking close to the building.

Cons: The loose gravel surface of the approach is very difficult terrain for many visitors, including wheelchair users. A weather shelter could also be added

Key points

- **Accessible tables and benches** – should be available within picnic areas. Provide space and knee recess so wheelchair users can use the tables
- **Weather shelter** – recommended over the main entrance area
- **Unobstructed access** – provide clear, routes with suitable firm, nonslip surface and keep doors open where possible
- **Mats** – should be fixed and recessed so that they are flush with the floor, avoid loose mats as these are a tripping hazard and can catch wheels
- **Clear signage** – within a building will help users identify key facilities such as toilets
- **Lowered section of counter** – should be available at reception so visitors including wheelchair users can easily communicate with staff and fill out forms
- **Staff training** – make sure your staff can provide good customer service for all

Pros: This West Midlands commercial fishery has provided level access into the building, housing a tackle shop, and a café. The furniture is not fixed into place providing flexibility for visitors. There is also an accessible toilet.

The mat is built into floor level to remove debris from outside, reducing the trip and slip factor inside. The doors open outwards for ease of access.

Cons: The outdoor seating blocks part of the entrance and exit route. There are no vision panels in the doors so you cannot see if someone is approaching from either side.

Pros: This club fishery has provided an accessible toilet facility within a timber shed. A sloped concrete area provides an accessible approach. The dark wooden door contrasts well against the front, making the entrance easy to identify. Car parking is provided close to the building.

Cons: The door opens inwards taking up space on the inside and restricting movement. Rehanging the door so it opens outwards is recommended.

Key points

- **Entrance door width** – ensure minimum width of 800mm through one leaf
- **Outward opening doors** – doors that open outwards (with an inner pull bar) can be easier to negotiate and create more space internally for manoeuvring
- **Vision panels** – glazed panels in doors 500mm to 1500mm from the floor will allow visitors to see others approaching from the opposite side
- **Good lighting** – make sure entrances are well lit externally and internally
- **Visual contrast** – check that your entrance stands out from the frontage and is easy to identify, interiors should also have good contrast, signs, doorways, skirting and furniture which are a different colour tone can help visually impaired visitors with navigation
- **Furniture** – ensure your layout provides clear routes and seating does not present an obstacle or hazard

Accessible Toilets

Pros: This fishery has provided an accessible toilet facility for visitors. The toilet includes a hand basin, emergency pull cord with two loops, grabrails and non-slip flooring.

The WC seat and grabrails contrast well against the pale background making them easy to identify, especially for people with visual impairments.

Cons: Some of the fixtures are too high up and not accessible. The layout and fixtures in an accessible toilet should be checked against current standards and refurbished if necessary.

Pros: Brixworth Country Park provides a Changing Places toilet, which includes a hoist, adult-sized changing bench and additional space for assistants. It is located on the western side of Pitsford Water.

The park does not provide fishing facilities but visitors can plan a trip to the Changing Places toilet when travelling to (or from) the fishing lodge near Holcot, a village on the eastern side of the reservoir.

Key points

- **Doors** – ensure the door is an accessible width and opens outward (if possible check this does not impact egress routes) to maximise internal space
- **Layout** – check that your fittings and fixtures meet design recommendations in Part M of the Building Regulations (or equivalent) as the relationship of the WC pan and basin as well as support rails and tap type are critical for use
- **Turning space** provide a turning circle of 1500mm minimum
- **Information** – provide pre-visit details on the accessible toilet facilities onsite, and if there are any additional facilities available in the area
- **Emergency alarm** – a cord with bangles 100mm and 800-1000mm above the floor should be provided with a
- **Changing Places toilets** – sanitary facilities with hoist and adult-sized changing benches will allow more visitors to enjoy fishing and for longer periods of time

© Harry Morse

Accessible counters

Provide a lower counter section accessible to a range of customers.

It is important that all customers are able to make eye contact with staff and it is essential for deaf or hearing impaired customers to be able to lip read.

Installing an induction loop will improve communication with customers with hearing aids at the counter.

Key points

- **Staff training** – make sure your staff can provide good customer service for all
- **Clear aisles** – space can be limited in smaller buildings but ensure that main routes are clear and that customers can approach counters without being obstructed
- **Lowered section of counter** – should be available at reception so visitors including wheelchair users can easily communicate with staff and fill out forms
- **Induction loop** – hearing aid users will be able to hear your staff more clearly if you have a loop– provide these at the counter
- **Payment terminals** – provide accessible and flexible portable payment terminals which are easy to reach and use
- **Pen, paper and clipboards**– keep these handy as it can be helpful to jot something down for someone who cannot hear or might need a note. Clipboards can be useful portable surfaces if you don't have a counter

6 Design elements: platforms and fishing areas

The guidance for these fishing platforms has been developed by BDAA in consultation with the Royal Society for Protection of Accidents (RoSPA). The principles on which the designs have been developed are to ensure that they are *'as safe as necessary rather than as safe as possible'.*

It is recommended that a minimum standard be adopted for all fishing platforms. This benefits a wide range of people, including parents, teachers, families, carers, coaches and match anglers as well as older and disabled people.

By adopting minimum standards for all fishing platforms, we can:

- meet recognised best practice
- make facilities comfortable and practical
- provide safer facilities for everyone
- create inclusive competition opportunities
- ensure social integration rather than segregation

Facilities should be planned as a complete and inclusive package, anticipating future increases in popularity of angling by a wide range of users including disabled people and families of all ages.

If the fishery is not able to make all areas accessible then accessible fishing pegs, swims or platforms should be sited close to areas used by other anglers as this will reduce a sense of segregation and isolation.

6.1 Legal considerations

- Check with the Environment Agency for a flood defence consent for works proposed in, over, under or adjacent to main rivers such as fishing pegs (Water Resources Act 1991).
- Check to see whether planning permission is needed when developing a fishery (see Chapter 1).
- Check with the Environment Agency as to whether a land drainage consent is required (Land Drainage Act 1991).
- Check with the land owner for permissions to carry out works.

6.2 Location choices

When considering a location for a fishing platform, the points below should be considered to maximise accessibility.

6.2.1 Travel distances

- Travel distances from parking to fishing platforms should be minimised
- If it is intended that a disabled person will drop off fishing equipment and then drive back to the parking area, the access routes from the parking area must be suitable. See section 4.3 on Footpaths.

6.2.2 Topography

The topography of the site might dictate that only certain areas are suitable for mobility-impaired anglers. In these cases, pegs, swims and platforms for use by disabled anglers should be close to vehicular and pedestrian access points so that anglers can drive or be driven as close to the water or parking area as possible.

Where the access route to accessible platforms from the car park is unsuitable due to topography, additional secondary parking for disabled customers could be provided closer to platforms from where a more suitable route can be provided.

6.3 Approaches to platforms and fishing areas

Approaches to platforms should allow independent access for a wide range of users. The following features are recommended:

- The approach pathway should have a width of 1800mm, leading to a 1800mm by 1800mm level landing (to provide a level turning circle) to access the platform.
- The approach pathway surface should be flush with the platform and well drained.
- Any unguarded edges to ramps or paths leading to a platform require guard rails at a height of 1100mm, a lower-level rail or vertical infills, and 150mm high base rail or kerb upstand for protection.
- All surfaces should be slip resistant in all weathers and well drained.
- There should be a clear walking canopy at a height of 2100mm along the route.
- Pathway turns should have splayed edges, not acute angles.
- For greater safety, any necessary ramps should have shallow gradients (max. 1:15) by the water and should not be installed in a direct line from bank to platform / peg to reduce risk.

Ramps should be as shallow as possible and not in a direct line to the water for greater safety. It is good practice to provide stepped access in addition to ramps

6.4 Location of pegs and height above water

- Fishing platforms should not obstruct the route or pathway.
- The platform or bank should be as close to water level as possible, taking into consideration summer and winter levels, and levels during droughts or floods, all of which may have an effect on the safe height of the platform. To avoid the need for anglers to lean forward too far to land or return fish to water, the maximum recommended height for a platform is 600mm above the water.
- It is just as important to ensure that the front of the platform has no ground in front of the platform, as this also requires the angler to reach forward to land or return fish.
- It is not recommended to position the platform or fishing area on a known flood plain, as this will add to contamination by silt or debris, and will require regular maintenance. There is also the danger of destabilising the platform or fishing area through erosion.
- For general safety, peg / platforms / swim sites should be carefully selected to avoid areas where the bank is or could be undercut or subside.
- Overhanging branches or trees which could obstruct the angler should be removed to allow clearance for the airborne flyline or overhead casting by the angler. There should be at least 25-30m of open bank to the rear and side of the area for fly fishing.
- Low growing shrubs, particularly evergreens can provide useful windbreaks and cover when planned and sited carefully.
- Rivers pose a challenging environment for angling platforms due to strong currents and danger of flooding. Also access is often over farmland and needs to be carefully planned to allow use by all. It is important to note that all rivers require permission from the Environment Agency before commencing any works.

6.5 Construction principles

It is good practice to incorporate the embankment of the lake, pool or river into the fishing area as this eliminates the need for guarding or safety rails if the surrounding grounds are flush with the fishing area or platform.

Credit: Cob House Fishery

Platforms integrated with the embankment reduce the need for safety rails

Platforms that extend out over the water will require some form of guarding or assistance rail to ensure safety of the users. Different support structures will be required for different bases (for example, a lake or a riverbed).

To ensure safety for these platforms it is important that the construction and installation is carried out by a qualified and experienced professional. Fishing platforms that are intended for use by groups will need to accommodate heavier weights than platforms for individual use. Manual or electric wheelchairs and mobility scooters will also impose much higher weight requirements on a platform.

Considerations for platform installation include:

- whether it is next to a lake or river
- flood risks
- platform materials
- platform frame support legs and cross members
- securing methods for the platform to the embankment
- maintenance and management policy
- anti-slip properties

6.6 Dimensions and design

The six designs developed by BDAA provide access, stability and safety in a variety of situations on waters for individuals, pairs, and groups, or in competitions.

The principles apply to all fishing platforms, whether they are on a bank or whether they extend out over the water.

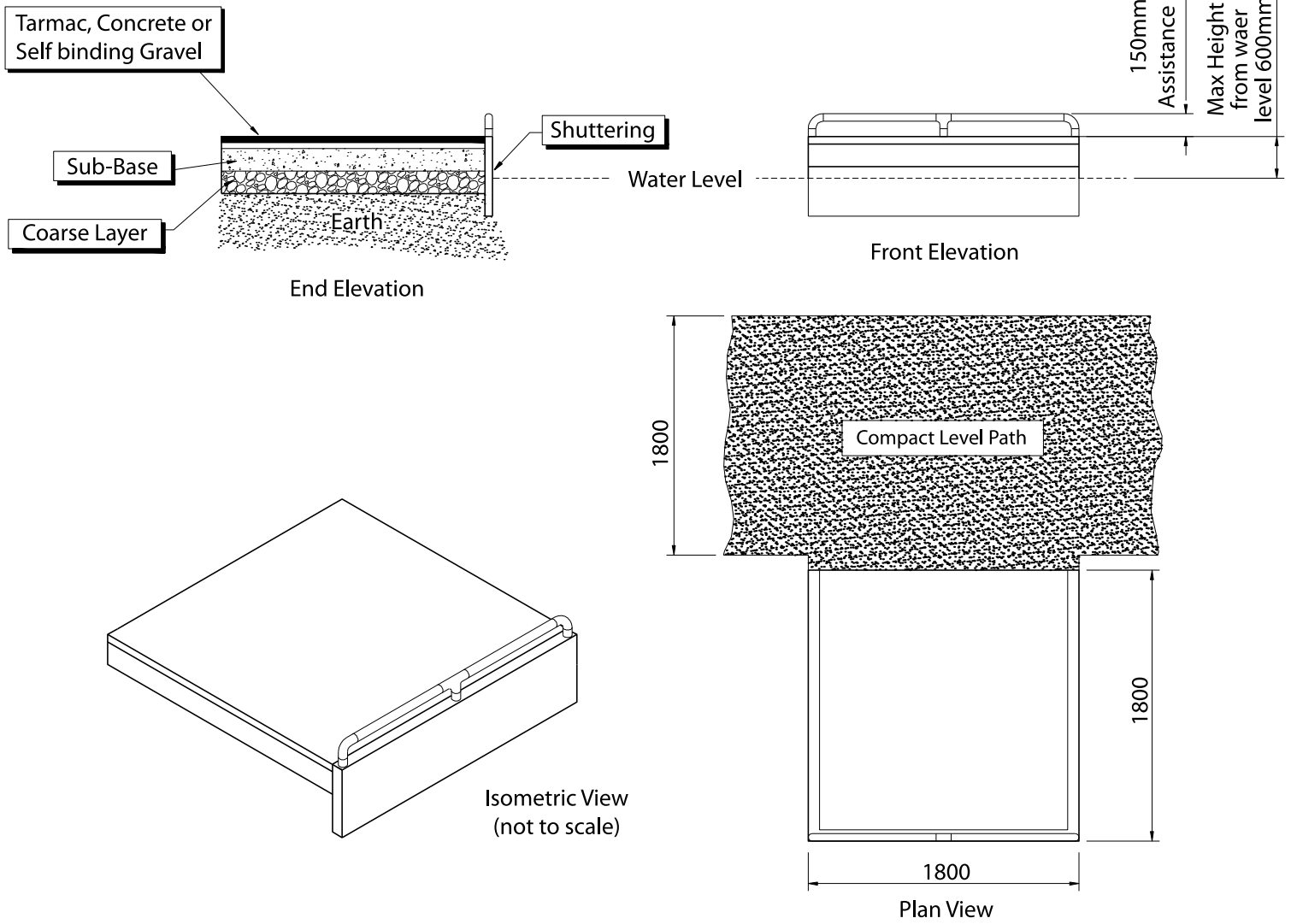
'BDAA guidelines were very useful in the development of the Isle of Man's first wheelchair-accessible reservoir fishing platform by the Department. This guide will prove invaluable to any organisations wishing to improve access for all'

Richard Ronan, MHK, Minister for the Department of Environment, Food & Agriculture, Isle of Man

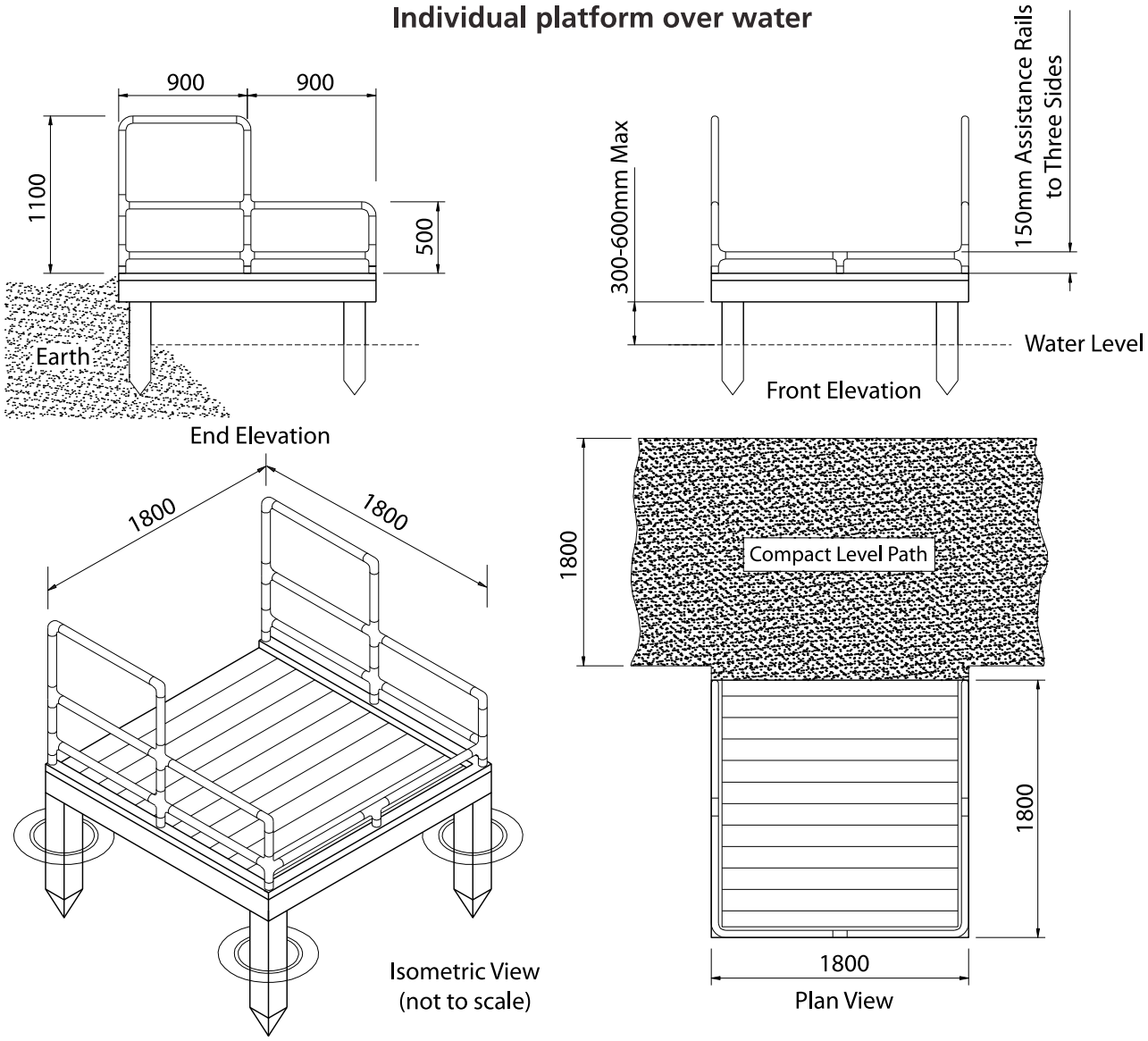
Cringle Reservoir, Isle of Man

Platforms which extend over the water require guardrails at the front and sides

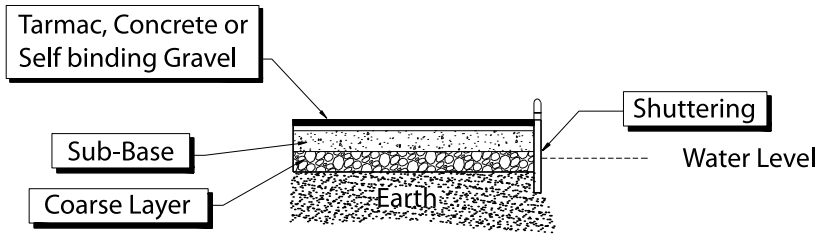
Individual platform on the bank



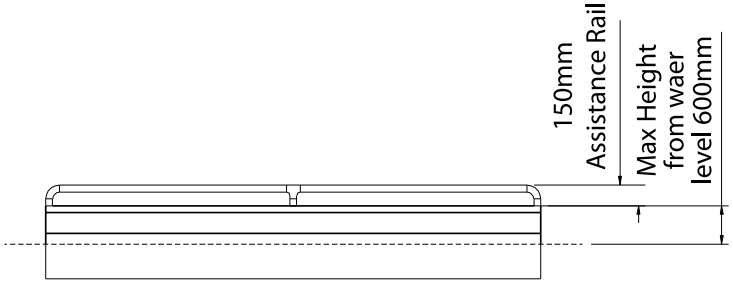
Individual platform over water



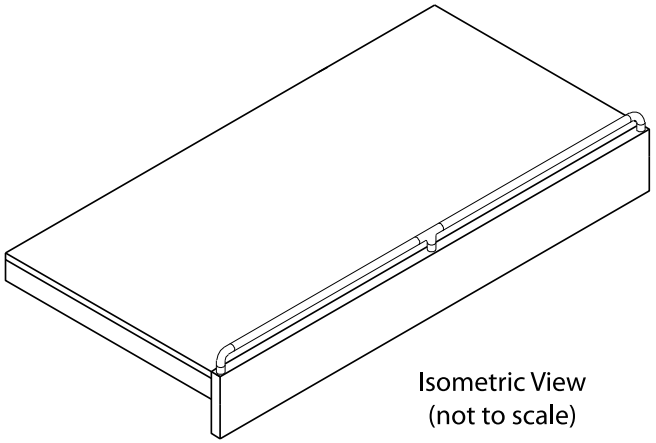
Double platform on the bank



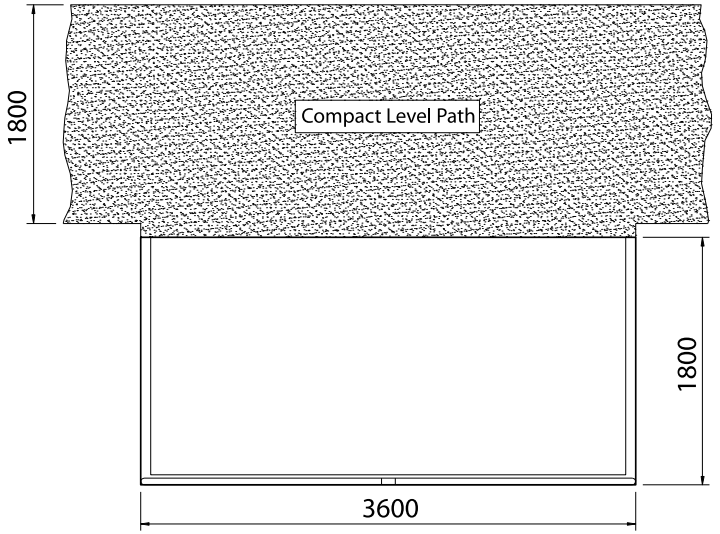
End Elevation



Front Elevation

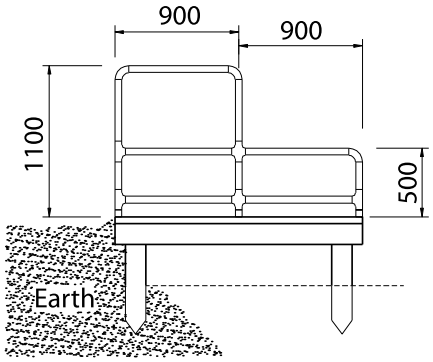


Isometric View
(not to scale)

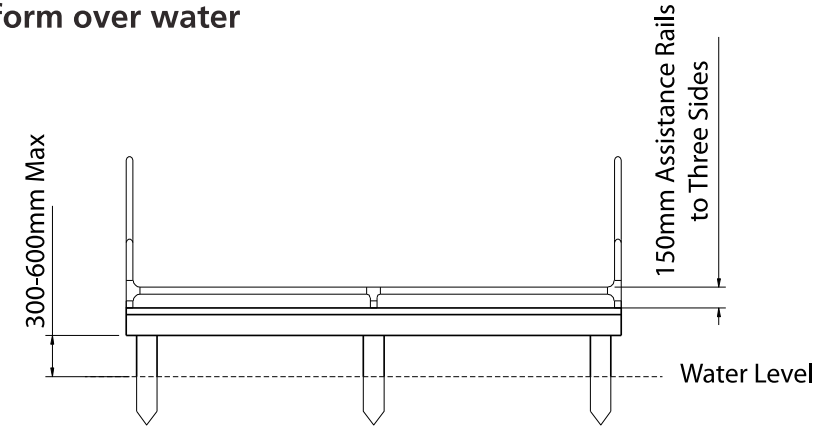


Plan View

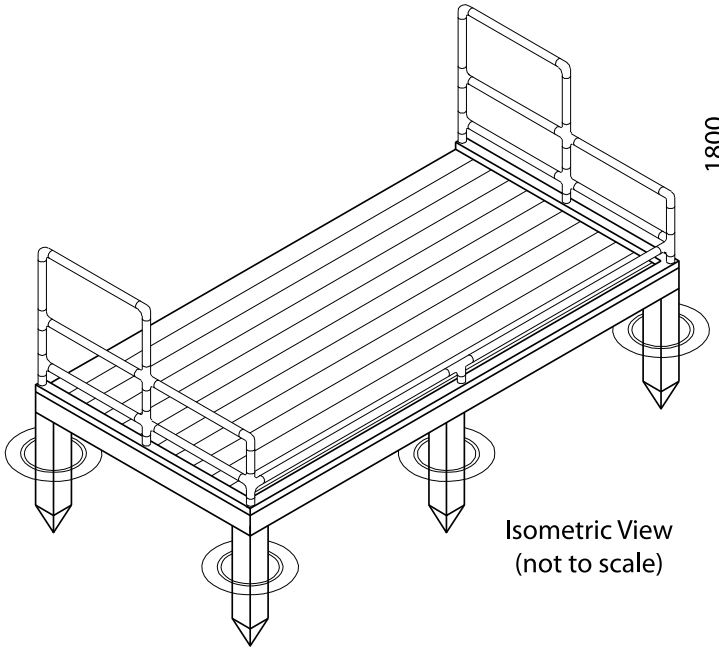
Double platform over water



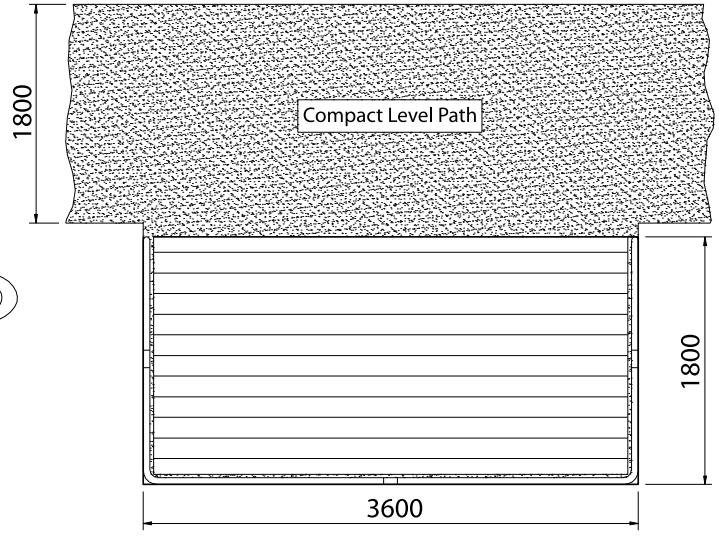
End Elevation



Front Elevation

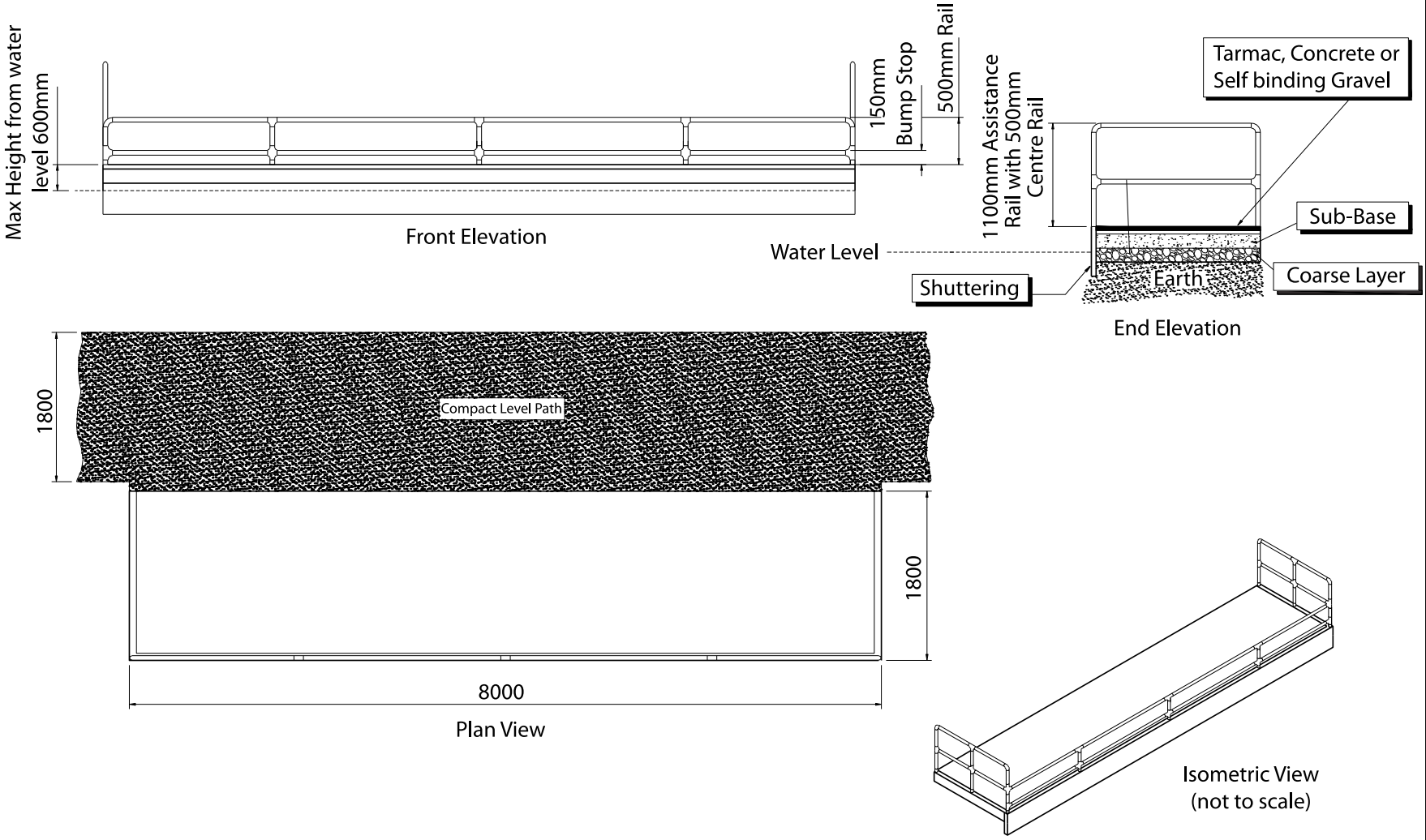


Isometric View
(not to scale)

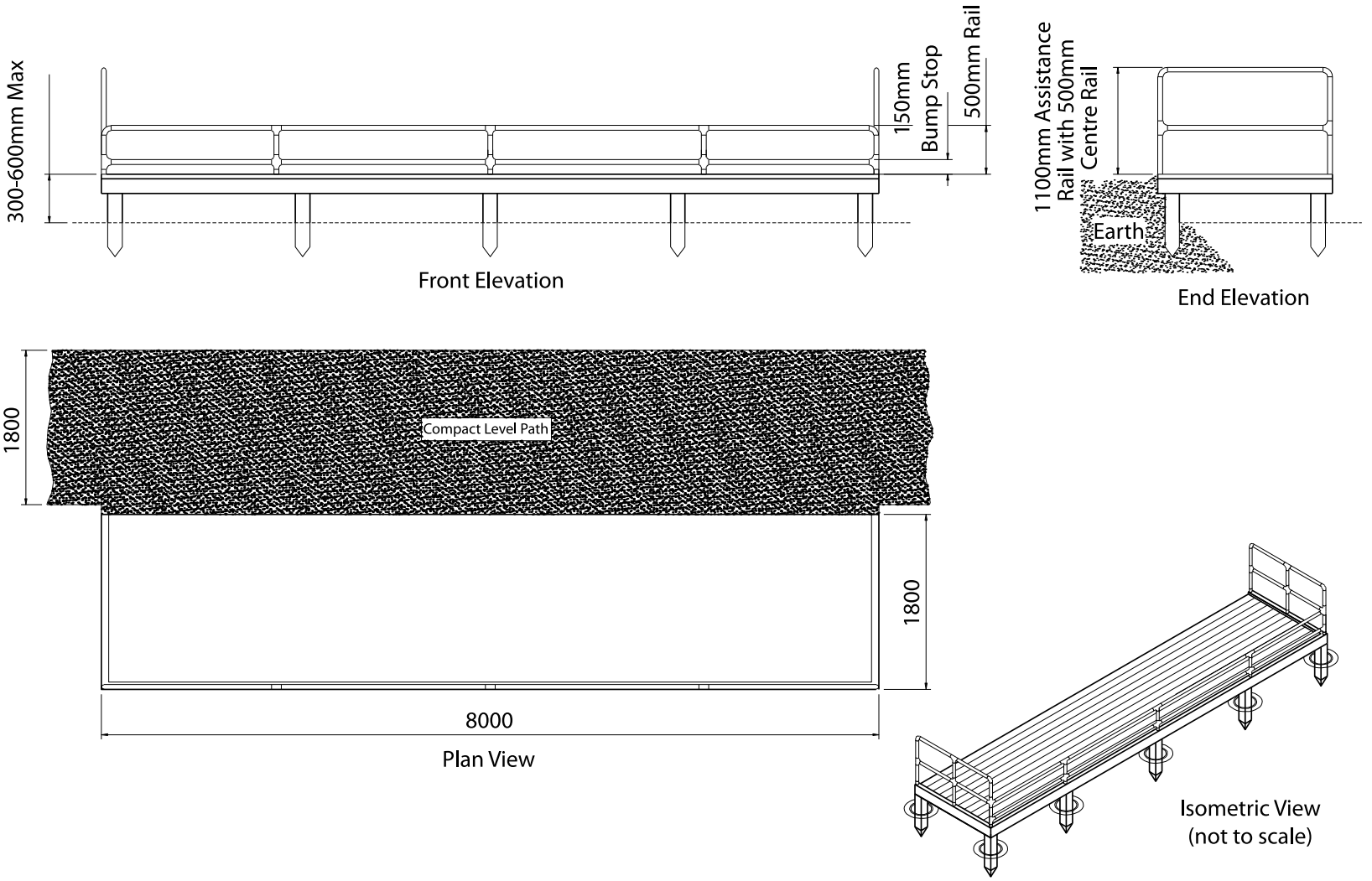


Plan View

Large platform on the bank (Up to six wheelchair users)



Large platform over water (Up to six wheelchair users)



6.7 Planning different sizes of platforms

In addition to, or even instead of, conventional platforms for individuals, consider incorporating larger platform sizes into the fishery that cater for the needs of a wider range of people and groups. BDAA's accessible platform designs provide flexibility of use:

- The individual platform type could be used by an independent wheelchair user and can additionally accommodate an assistant, coach or parent.
- The double platform design is twice the size of an individual platform and could accommodate two or three wheelchair users
- The large group or training platform can cater for up to six wheelchair users and can be used safely by angling coaches and local community groups, schools and disability organisations.

The following are suitable dimensions for a variety of platform formats:

Platform type	Dimensions
Single platform	1800mm x 1800mm
Double platform	3600mm x 1800mm
Large group / training platform (up to six wheelchair users)	8000mm x 1800mm

6.8 Handrails and guarding

Handrails are required where fishing platforms or areas are constructed at a higher level than the surrounding land or over water.

Handrails help the user to maintain balance while accessing or exiting from the platform or fishing area.

- A handrail 900mm-1000mm high helps mobility impaired people to access the fishing platform. This handrail should extend to the access pathway if there is a drop to the side of it.
- Handrail diameter should be 45-50mm, preferably not cold to the touch, and have a continuous grip.
- A guardrail 1100mm high is required to prevent falls from the sides of the platform, if there is a drop to the side.
- The guardrail can reduce to a 500mm high assistance rail to the sections of the platform closer to the water to allow a person to fish to the sides.
- A 150mm high bump stop to the front of a fishing platform prevents wheelchairs or buggies from going over the edge.
- A 500mm high assistance rail at the front is used to offer children or adults additional assistance in rising from a seated level and maintaining balance.

6.9 Accessories

A platform or fishing area can have clamps or holders fixed to the sides or to rails to hold accessories such as bank sticks, umbrellas, rod rests or pods.

6.10 Net dipping locations and dimensions

Almost all fisheries will have a disease-prevention system in operation by means of chemicals that are used to clean nets prior to fishing. There are no recommended dimensions for these, or even regulations on contents, access or safety.

Here are a few basic recommendations that will help to ensure that these locations are safe and accessible:

- the maximum height from ground level should be 650mm
- the ground area should be firm, level and well drained
- the container should be set on level ground with no possibility of tipping over
- there should be clear information provided about the contents in case of allergic reaction

6.11 Materials for platforms

The most economical material for a platform would be the same as those for the access pathway, using the same base, sub-base and surface material.

Platforms constructed from recycled materials or natural timbers should be slip-resistant in all weathers and have adequate load bearers to prevent movement in the deck area.

In general, platform materials should:

- be slip resistant
- allow for drainage, but with gaps that are not too wide (5mm maximum)
- be suitable in all weathers
- be of solid construction

This large group platform in London is made from recycled plastic with a non-slip surface

6.12 Sea fishing from the shore

As an island, the UK has an abundance of sea fishing areas. Due to the nature of sea fishing however, many of these have no access or are not safe fishing locations.

There are a limited number of piers and promenades that allow sea fishing at certain times of the year, although not all of them can be easily used by disabled people.

The conditions at some beaches may prevent anglers from getting close enough to the water to participate. Changes in tide must be taken into consideration. Where possible, local authorities should ensure that angling areas are as accessible as possible by following best practice guidance on aspects such as ramps and steps, path widths and turning circles.

Guidance can be found in *Accessible fishing piers and platforms*, which was issued to support the Americans with Disabilities Act.

Credit:
Phototrails,
FieldFare Trust

Case studies: platforms and fishing areas

Good practice access

Pros: This lake fishery has provided direct vehicular access / parking at the fishing areas for disabled anglers. Providing a sign indicating priority for disabled users is good practice. Ensure that any signage is clearly visible, a suitable size and contrasts visually with surroundings. Use clear tonal contrast between the text and background. Check signs regularly for signs of wear, and that they are not covered by overgrown vegetation.

Cons: This sign is behind a bench, so may be obscured at times by resting pedestrians. The definition of the text is slightly worn and could be refreshed

Pros: This Welsh fishery has provided a number of accessible platforms with a vehicular access road, in addition to pedestrian access. This provides access for wheelchair users (drivers or passengers) who can use the fishing areas independently, as parking is available for adapted vehicles. The fishery has ensured that the access road is wide enough for vehicles to pass parked cars without obstruction.

Key points

- **Priority platforms** – signs designating accessible platforms with priority for disabled users is good practice. This will help people identify the facilities and keep them free for people who need them
- **Direct vehicle access** – providing access for disabled users with adapted vehicles is recommended. Signage can prevent others from blocking this facility
- **Signage** – signs indicating priority use should have clear symbols and text, with visual contrast. Signs should be large enough to be easily seen from the direction of approach, not just facing the water. Double-sided signs may be seen from different directions

An international example with good contrast, giving priority to disabled users

© Rhian VK

Good practice for platforms

Pros: This south-west club provides car parking and step-free access to an accessible platform. In consultation with BDAA, they were able to find the best location for the platform and optimise the design for fishing and safety.

The 150mm front bump stop and split level (1100mm and 500mm high) guardrails at the sides provide flexibility in use and support options. The club's improved accessible platform provision has led to an increase in membership.

Pros: This dock regeneration scheme has provided and accessible fishing area accessed from a suitable 1800mm wide pathway. The platform has been designed to catch sea fish, with rails at variable heights to offer both seated and standing anglers a choice in facilities.

Cons: A bollard has been installed to prevent vehicular access. Ensure that adequate width is provided at the sides of any bollards to minimise obstruction and allow users access to the platform. Provide visual contrast on the bollards so that they can be easily identified.

Key points

- **Consultation** – access consultants and user groups can help to make fishing facilities accessible and pleasant for all to use. Access audits make practical recommendations and can give advice on all available facilities
- **Location** – choosing the right site for an accessible platform is important, take into account the users journey from the car park and route to the platform, as well as the fishing experience
- **Flexible design** – providing a choice in the height of guardrails provides better facilities for seated and non-seated users. For platforms over water, split-level guardrails at the sides (1100mm high at the back and 500mm at the front) offer greater flexibility
- **Management** – avoid installing bollards / barriers to the platform to deter anti-social behaviour if possible. Consider all options for managing the site and addressing misuse by alternative means or at an earlier point of access

Large platforms on bank

Pros: This eastern region club worked with BDAA and regeneration teams to provide the first fishing platform on a man-made drain in the UK. Facilities include car parking, a ramp to best practice guidelines and a 20m long fishing platform with drainage and safety features. The fishing areas are wide enough for people to pass anglers without obstruction.

Ensure that bump stops at the front of platforms have good visual contrast for easy identification.

Pros: This northwest club fishery has installed a 30m long platform which can accommodate groups and families. The tarmac path provides a good surface to the platform and leads directly from an accessible car park.

Cons: The platform decking area is too narrow to provide a level pathway to the rear and so people fishing will restrict manoeuvrability for other users.

Key points

- **Large platforms** – with nonslip surfaces are excellent for training, family and group use
- **Space for passing** – platforms 3600mm wide will provide enough space for other anglers and visitors to pass
- **Parking** – provision nearby with accessible parking bays is recommended to support greater numbers of visitors to large platforms
- **Lifesaving equipment** – should be provided and easy to use
- **Routes** – clear pathways to the platforms should include step-free routes and have a firm suitable surface and gradient
- **Bump stops** – should be installed at the front of platforms with a height of 150mm with a visually contrasting edge to help users with visual impairments identify the edge
- **Front rails** – providing some sections with a front rail 500m in height can benefit many users, including younger users and people with visual or balance impairments

Large platforms on bank

Pros: This West Midlands fishery has provided a large, 3600mm wide training / group platform, allowing users to pass other anglers. The 150mm high bump stop at the front prevents roll-off and helps users identify the edge. The decking has an anti-slip coating and 5mm wide gaps provide drainage.

Four 1500mm wide paths provide access onto the platform. The uprights at the back of the platform act as a barrier to slow people down when approaching the water, and can be used as seating.

Pros: This Kent club has constructed a 20m long decking platform for group use. There is ramped access and some seating has been provided. The boards in the decking run parallel to the front of the platform, providing better slip resistance in the main direction of fishing.

Cons: The platform needs a 150mm bump stop rail at the front and split level guardrails (1100mm high at the back going down to 500mm) at the sides over water to improve safety.

Key points

- **Bump stops** – 150mm high bump stops installed at the front of platforms will prevent roll-off and should be visually contrasting to help demarcate the water's edge
- **Front rails** – some users, including younger anglers can benefit from a 500mm high support rail. Consider providing a section with support rails or a temporary rail for specific groups
- **Side guardrails** – if the platform sides are over water, a split level guardrail 1100mm going down to 500mm high can improve safety and assist users
- **Direction of boards** – any decking should run parallel to the front of the platform to prevent roll-off and provide better slip resistance. Installing boards diagonally is best practice as this improves slip resistance when fishing from the front or sides
- **Seating** – providing rest areas is good practice, ensure that these do not obstruct the main fishing area

Large platforms over water

Pros: This Welsh game fishery has provided a flexible, large platform which can accommodate groups. The firm tarmac path provides good access to the full length of the large group platform. There are safety guardrails to the front and sides because the platform is located over water. Sloping / angled guardrails at the sides of the platform cannot be easily used as assistance rails for support. A split level horizontal guardrail, 1100mm high at the back going down to 500mm, is recommended.

Pros: This Thames river platform has been built to withstand flood conditions while also providing a suitable facility for disabled visitors. Guardrails have been provided to the sides due to the height above water. A 500mm front rail also reduces the risk of falling into the water.

Cons: The path to the platform is too narrow. The rough stone border at the back of the platform is a trip hazard. Making the access route the same width as the platform, or widening the path to 1500mm (or at least 1200mm over a very short distance) would improve accessibility.

Key points

- **Large platforms over water** – the base of a platform should be 300mm-600mm (maximum) over the water level, with guardrails to the front and sides
- **Front bump stop and rail** – 150mm bump stops should be installed, consider installing sections with 500mm high support rails
- **Side guardrails** – a split level combination of 1100mm and 500mm high horizontal guardrails should be considered. Avoid installing sloping or diagonal guardrails
- **Access routes** – platforms are best accessed by level paths which span the entire length of the platform. Provide guardrails to any parts of the route which are over water
- **Manoeuvrability** – avoid installing barriers such as low stone walls to back of the platform, this area should be clear of obstruction and trip hazards

Individual platforms on bank

Pros: This West Midlands fishery has provided pathways to individual platforms on fishing lakes via a self-binding gravel surface.

The platforms are constructed as part of the bank with an 1800mm wide access path to allow the passage of people in both directions. Bump stops have been installed at each platform to improve safety for wheelchair users and mark the edge of the waterside.

Pros: This north-west urban club water has been designed with equitable access in mind. The tarmac path provides easy access to all the dedicated platforms, which are extensions off the path to provide a long-lasting access solution.

Cons: Each platform has bump stop rails to the front which is a good safety feature, however the rails continue along the sides of the platform which is a trip hazard and unnecessary.

Plants at the front of the platform might hinder fishing and returns. Overgrown areas can also trap hooks, which can cause harm to wildlife.

Key points

- **Platform size** – consider combining areas into larger platforms as they create greater scope for assistance, teaching and families. Provide 1800mm by 1800mm turning space as a minimum for individual use
- **Routes** – 1800mm wide paths will allow people to pass in both directions
- **Surfaces** – provide firm, level and non-slip paths and platform surfaces which are clear of debris
- **Drainage** – ensure that there is adequate drainage to keep facilities accessible in all weathers
- **Bump stops** – 150mm high barriers with good visual contrast at the front of platforms are recommended as a safety feature. These are not necessary at the sides if the platform is built into and flush with the bank
- **Plant growth** – regularly check the growth of plants which might obstruct the fishing areas. Plants at the front edge should be cleared in order to return fish safely, and reduce the risk of losing hooks and damaging wildlife

Pros: This Welsh fishery has taken on board the benefits of building fishing areas as part of the bank to reduce risk of falling, and to improve economy of build.

A firm level surface is provided with 150mm bump stop rail to the front. As it is installed onto the bank with no water to the sides, no side uprights / rails are needed.

Where there is a change of surface type, ensure that the transition is as flush as possible to reduce the risk of tripping.

Pros: This West Midlands country park has provided two accessible fishing areas. The platforms are accessed via a ramp from the car park, leading directly onto the fishing area.

Bump stops have been provided at the front of concrete platforms.

Cons: The uprights at the sides of the platforms are a trip hazard. Removing these will improve safety and increase space available to users. The ground surface around the platforms could be improved and loose stones and debris should be cleared.

Key points

- **On-bank platforms** – it is good practice to incorporate the embankment into the fishing area and provide 150mm high bumps stops to the front
- **Height above water** – the base of a platform should be 300mm-600mm (maximum) over the water level
- **Avoid trip hazards** – guardrails are not necessary at the sides if the platform is level and built into a level bank area
- **Individual platform size** – level platforms 1800mm by 1800mm minimum will provide turning space for wheelchair users, although combined larger platforms are recommended
- **Materials** – tarmac, concrete or self-binding gravel can provide suitable nonslip platform surfaces in all weathers. If decking is used, boards should run parallel to the front of the platform, with maximum 5mm width gaps to provide better slip resistance in the direction of fishing
- **Surfaces** – keep the fishing area and paths clear of debris and loose materials

Lake fishing areas

Pros: This Kent urban park fishery provides accessible fishing opportunities. The 150mm high rails surrounding the lake offer protection from entering the water by accident, and are at an ideal height to land and return fish safely. The surface is firm and level around the lake.

Cons: A guardrail has been installed to prevent passers-by from entering the fishing zone. The continuous guardrail also acts as a barrier to the fishing area. Consider removing the guardrail or creating breaks in the railing to make it easier to enter and exit the fishing area.

Pros: This West Midlands park fishery has provided a firm, level surface surrounding the lake, which is 3m wide in most areas. The path is only 30mm above water level and so offers easy access for landing and returning fish to the water.

Cons: There are no safety rails around the edge of the lake. Installing 150mm bump stop rails with visual contrast will provide greater safety for everyone, including wheelchair users, parents with buggies and people with visual impairments.

Key points

- **Lake fishing areas** – can provide excellent access to fishing, if wide routes with suitable surfaces close to the water level are provided
- **Front bump stop** – if large level fishing areas are provided close to the water level, only a 150mm high bump stop around the water's edge is needed to improve safety
- **Parking** – lakes are popular visitor locations so providing ample parking and designated accessible parking bays is recommended
- **Visitor management** – providing flexibility of space and choice for users is best practice. Dividing space for different activities should be carefully considered in the context of a site, as this may improve safety but can also restrict permeability for all users
- **Tree canopies** – maintain tree canopies regularly so that they leave a clear height of at least 2100mm

7 Accessible boats

7 Accessible Boats

Fishing from a boat offers a unique angling experience, whether it's for coarse fishing, sea fishing or simply where bank fishing is not possible. Boats provide anglers with access to the entire water, whereas anglers fishing from the bank are limited by where they can access and the distance they can cast.

Providing accessible boats enables all anglers to enjoy the immersive experience of fishing on the water. Accessible boats can also be used for nature watching, pleasure boating and as ferries.

The Wheelyboat Trust provides advice and guidance on the most suitable accessible boat for a fishery's needs and support with funding the acquisition of a Wheelyboat. The Wheelyboat design includes an integrated ramp built into the bow, providing a wheelchair accessible boarding facility.

Access onto a boat could be via a slipway, dock, pontoon, hoist or ramp. Further guidance on access to boats and related facilities, including brief guide Pontoons and landing stages, is available from RYA Sailability.

Manual handling: If a disabled person requires assistance with transferring onto a boat, only qualified people with formal training in moving and handling, and using the hoisting equipment should support the transfer. It is important that any transfer is directed by the person being moved. Full risk assessments should be carried out. The information sheet *Getting to grips with hoisting people*, which includes a checklist, is available from the Health and Safety Executive.

Fishing from a boat offers a unique experience

7.1 Freshwater and saltwater boats

Freshwater and saltwater boats are 'different kettles of fish'; however, in both cases the main considerations are how disabled people can approach, board and disembark the boat safely.

Some disabled anglers may require assistance, people with visual impairments may need guiding onto a boat and people with mobility impairments and wheelchair users may need support boarding ramps as the gradient can change with sea levels.

- Slipways and access ramps should be made from slip-resistant material and have a maximum gradient of 1:15
- The unobstructed width of boarding access and ramps should be at least 750-800mm as a minimum, to accommodate a greater range of wheelchair users
- Provide information on safety and security including guidance before embarking and while on board

7.1.1 Freshwater fishing

Freshwater boats come in many different shapes and sizes. In all cases, there should be a clear, unobstructed width of at least 750 -800mm to access the boat, and the surface must be non-slip.

The Wheelyboat has an integrated ramp in the bow providing a convenient boarding ramp from a jetty or slipway

Boats with accessible controls can be suitable for independent use

Unlike sea boats, freshwater boats are often self-operated. Boats with accessible controls can be independently operated by disabled anglers.

An anchor system should be supplied with manual or electric winch for independent use as some anglers will require mechanical support to raise an anchor.

7.1.2 Saltwater fishing

Accessible sea fishing boats are available and provide an excellent angling experience for all. Sea fishing boats are usually skippered.

Some charter boats provide access for wheelchair users by using the side access feature used by divers.

Side doors can provide access points if wide enough

It is important to ensure that the unobstructed width of this access point is at least 750- 800mm as a minimum, to accommodate a greater range of wheelchairs. The surface of the access point should be non-slip. As tides can change the gradient of an access ramp; assistance may be required for boarding.

Approaches via harbours, gangways or pontoons should have a maximum gradient of 1:12 (1:15 or gentler preferred).

Wide, level and non-slip approaches help to facilitate access onto boats

Centre image credit: Kenneth Allen
Bottom image credit: Fieldfare Trust

8 Management

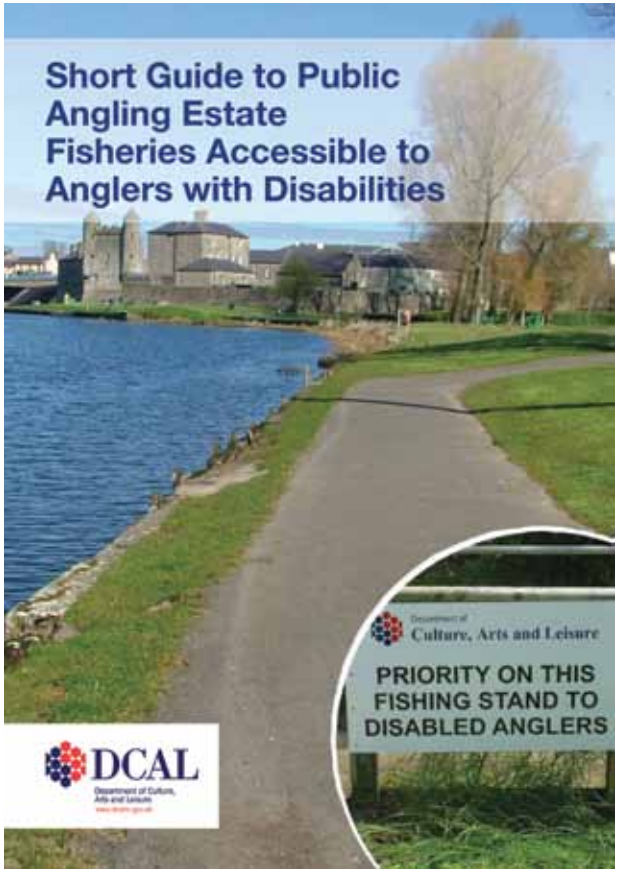
8 Management

The way a fishing site is managed can have a significant impact on the accessibility of the services and facilities. Poor management can make a potentially accessible site inaccessible and create a negative experience for all users.

Site management covers a range of practical issues including car parking management, signage and wayfinding, repairs and maintenance as well as customer services and operational issues. It also covers staff disability awareness training and systems and procedures for implementing and monitoring good practice.

Building and management issues that should be considered include:

- **Information:** ensure up to date pre-visit and onsite information is available on the accessibility of the site, including accessible parking, routes, accessible fishing platforms and facilities including WCs.



The Department of Culture, Arts and Leisure Northern Ireland produced a short guide to accessible fisheries including photographs and detailed access information

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- **Signage:** ensure this is kept up to date and relevant, temporary signage removed, and all signage is kept clean and clearly visible.
- **Car parking bays:** ensure that accessible parking bays are kept available for disabled people and not blocked by other drivers.
- **Routes and external paving surfaces:** ensure that these are kept clean, unobstructed and free of surface water, snow, ice and algae growth.
- **Planting:** ensure that shrubs, bushes and trees are not allowed to grow to an extent whereby they obstruct the width of paths, signage, or entrances.
- **Doors:** ensure door closers and furniture are regularly maintained and adjusted to achieve a maximum closing force of 30N.
- **Accessible WC:** ensure supplies of toilet tissue and paper towels, keep the transfer space beside and in front of the WC clear of equipment and bins, test and maintain the assistance alarm system.
- **Lighting:** ensure windows, lamps and blinds are kept clean to maximise available light and blown light bulbs are swiftly replaced.
- **Policies:** organise competitions to include and encourage a wide diversity of participants.
- **Staff training:** provide staff training on good customer service for all, health and safety issues and disability awareness.
- **Ongoing improvements:** ensure access improvements are incorporated into maintenance and refurbishment work.

Credit: Cob House Fishery

Be proud of your accessible facilities and policies: let visitors know about your accessible routes, platforms and features using maps, signs and websites

9 Further information

9 Further information

This guidance for inclusive angling facilities is based on a number of different sources. Some parts are from statutory guidance, such as the Building Regulations for England and Wales, which set out minimum access standards for buildings.

Other parts are a compilation of relevant best practice guidance, including existing international standards for fisheries, and standards developed and put into practice over the years by the BDAA. These sources are listed below.

9.1 Legal guidance

Equality Act 2010
www.legislation.gov.uk

Equality and Human Rights Commission
www.equalityhumanrights.com

Water Resources Act 1991
www.legislation.gov.uk

Government web page for disabled people
www.disability.gov.uk

Code of Practice: Services, Public Functions and Associations Equality and Human Rights Commission, 2010

9.2 UK regulations and general design guidance

Standards

England
Building Regulations 2010
Approved Document M: Access to and use of buildings (2004 edition incorporating 2010 and 2013 amendments)
Department for Communities and Local Government

Wales
Building Regulations 2010
Approved Document M – Access to and use of buildings (2004 edition incorporating 2010 amendments) until updated by Welsh Government

Scotland
Building (Scotland) Regulations 2013
Technical Handbook 2013 – Non-Domestic
Scottish Building Standards

Northern Ireland
The Building Regulations (Northern Ireland) 2012
Technical booklet R: Access to and use of buildings 2012 Department of Finance and Personnel (Northern Ireland)

British Standards

BS 8300:2009 Design of buildings and their approaches to meet the needs of disabled people – Code of practice
British Standards Institution, 2009

BS 9999:2008 Code of Practice for fire safety in the design, management and use of buildings
British Standards Institution, 2008

BS EN 12414:1999 Vehicle parking control equipment. Pay and display ticket machine. Technical and functional requirements
British Standards Institution, 1999

General design guidance

Access for All: Opening Doors. A guide to support your sports club to improve physical access for disabled people
English Federation of Disability Sport, 2013

Accessible Sports Facilities: Design Guidance Note
Sport England, 2010

Access Audit Handbook
Centre for Accessible Environment / RIBA Publishing, 2013

Accessibility and Disability: A Guide to the Application of Disabled Access Legislation to Scotland's Woodlands
Forestry Commission Scotland, 2007

Designing for Accessibility
Centre for Accessible Environment / RIBA Publishing, 2012

Good Loo Design Guide
Andrew Lacey, CAE / RIBA Publishing, 2004

Sign Design Guide
Sign Design Society, 2001

Inclusive Design Standards
Olympic Delivery Authority, London 2012

Changing Places: A practical guide
Changing Places Consortium, 2013

9.3 Fisheries guidance

Access Guidelines for Fisheries
British Disabled Angling Association, 2007

Access Guidelines for Fisheries: Technical Information
British Disabled Angling Association, 2007

Accessibility Guidelines (ADAAG) for Buildings and Facilities
Appendix to Americans with Disabilities Act, 2004

Chapter 10: Recreation Facilities, American with Disabilities Act and Architectural Barriers Act
United States Access Board, 2004

Accessible fishing piers and platforms: a summary of accessibility guidelines for recreation facilities
United States Access Board, 2003

BDAA fishing platform designs
British Disabled Angling Association, 2008
Available from www.bdaa.co.uk

Fishing Piers: Design Guidelines for Recreational Fishing Facilities
Inland and Marine Fisheries Divisions, 2010

Inclusive Angling
British Disabled Angling Association, 2003

Guide to the Design of Accessible Angling Stands
Inland Fisheries Ireland, 2011

9.4 External environment guidance

Access for All design guide
Environment Agency, 2012

BT Countryside for All: Accessibility Standards for Countryside Recreation
Fieldfare Trust, 2005

By All Reasonable Means: Inclusive access to the outdoors for disabled people
The Countryside Agency, 2005

Guidance on the use of tactile paving surfaces
Department for Transport, 2005

Inclusive mobility: A guide to best practice in access to pedestrian and transport infrastructure
Department for Transport, 2002

Waterways Access for All: policy, design and guidance
British Waterways, 2003

Scottish Outdoor Access Code
www.outdooraccess-scotland.com
Guidance on making the most of outdoor areas in Scotland, whilst maintaining respect for others and for the environment.

Pontoons and landing stages
RYA Sailability

9.5 Useful websites

Angling Trust
http://www.anglingtrust.net
The Angling Trust represents all game, coarse and sea anglers and angling in England. The Trust develops programmes with clubs to increase participation, particularly amongst groups who have yet to discover fishing

British Disabled Angling Association
www.bdaa.co.uk
Offers advice on how fisheries can improve their facilities and environment so they are accessible to as many people as possible. The principal aim is to open up angling opportunities to disabled people throughout the country.

Centre for Accessible Environments
www.cae.org.uk
Offers advice on how to design the built environment in the most inclusive way possible, catering for the needs of a wide range of people. Produces publications, offers consultancy, and gives advice about inclusive design and the rights of disabled people.

Environment Agency
https://www.gov.uk/government/organisations/environment-agency
Can advise on the water-related legislation that must be considered when siting, designing, refurbishing and maintaining a fishery. Offers information on water pollution, water resource management, flood defence, fisheries and navigation.

Equality and Human Rights Commission
www.equalityhumanrights.com
Download free publications that help explain the rights of disabled people and how to meet your duties under the Equality Act 2010.

Get Hooked
http://www.ghof.org.uk
Get Hooked works to promote the value of angling for young people who are troubled or who have special needs. The Trust provides an umbrella structure for Get Hooked on Fishing schemes that run in England, Scotland and Wales.

Isle of Man Government
www.gov.im
The Isle of Man is a self-governing British Crown Dependency. Information on its fisheries and planning legislation including angling licences is available on its website

National Register of Access Consultants
www.nrac.org.uk
The NRAC is an independent register of accredited access auditors and consultants who meet professional standards and criteria.

Office for Disability Issues
https://www.gov.uk/government/organisations/office-for-disability-issues
Work collaboratively with government departments to make sure the needs of disabled people are reflected in their work. They provide strategic advice and analysis, share tools and develop skills among government staff.

Royal Institute of Chartered Surveyors
www.rics.org
RICS offers the Inclusive Environment Consultants Scheme, an online register of accredited property professionals who have the knowledge, experience and expertise to practise as Inclusive Environment Consultants.

RYA Sailability
www.rya.org.uk
Encourages and supports disabled people to take up sailing, and facilitate sites to develop sailing opportunities.

Sensory Trust
www.sensorytrust.org.uk
Help make places and processes more accessible so more people can use them, regardless of age, disability and social circumstance. They offer free factsheets on the design of inclusive outdoor environments.

Sustrans
www.sustrans.org.uk
Work with families, communities, policy-makers and partner organisations to enable people to more easily travel by foot, bike or public transport for more of the journeys they make every day.

9.6 Suppliers

Centrewire
www.centrewire.com
A specialist supplier of gates for paths used by the public. They produce the Easy Latch, a gate-locking system that can be easily used by a range of people.

Radar National Key Scheme
www.radar.org.uk
The Radar National Key Scheme key offers disabled people independent access to locked accessible toilets around the country. Radar locks can also be fitted to gates to enable access for disabled people.

Solar and Electric Gates AgriWheel
www.solar4security.co.uk
www.agriwheel.com
Supply various automatic barrier systems, such as solar and electric gates.

Caley Marine Ltd
Suppliers of 'Crewlift' manual wheelchair hoist. www.crewlift.com

SeaRover Boats Ltd
Manufacturers of the Sea Rover 21D

inshore boat and suppliers of a manual wheelchair hoist suitable for marinas.
www.sea-rover-boats.co.uk

WetWheels
Wheelchair accessible deep sea fishing charter boat, Portsmouth.
www.wetwheels.co.uk

The Wheelyboat Trust
Provides advice and guidance on the Wheelyboat model most suitable for a fishery's needs and will raise funds to discount in part or in full the cost to the fishery of acquiring a Wheelyboat. List of Wheelyboat venues in the UK and Ireland.
www.wheelyboats.org

9.7 Web Accessibility

Web Accessibility Initiative
www.w3.org/WAI
Develops strategies, guidelines and resources to make the Web accessible to disabled people.

Quick Web Accessibility – A guide for busy voluntary sector managers and designers, available to download from the Sensory Trust's website
www.sensorytrust.org.uk

PAS 78:2006 Guide to good practice in commissioning accessible websites
available to download on the Equality and Human Rights Commission's website
www.equalityhumanrights.com

ROKTalk
Technology to develop website text to speech http://www.roktalk.co.uk