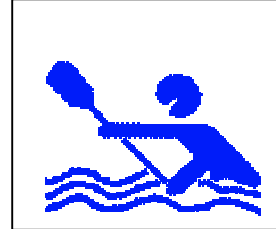


Access Canoes and Kayaks And Portage Routes

The term waterway is used to include river, lake and canal routes, tidal and estuarine routes may require additional signage or measures.

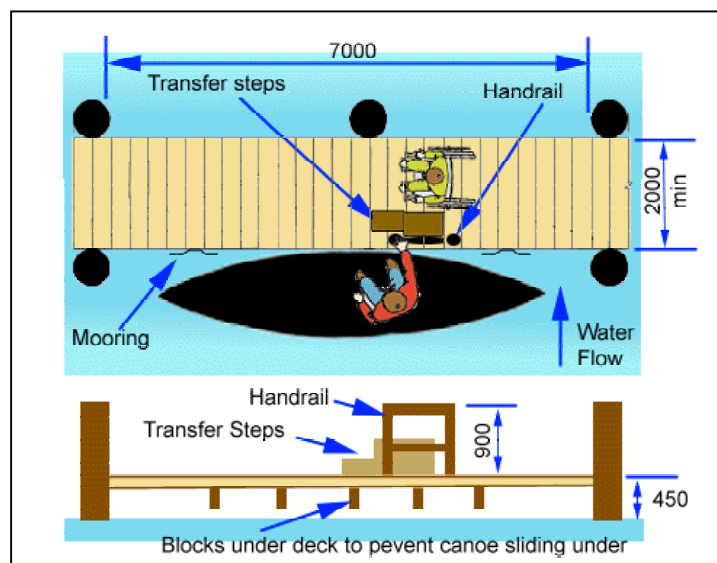


Route Accessibility

The primary considerations in the designation of canoe routes include adequate signage and support facilities, and the reasonable expectation that the waterway can accommodate small watercraft most of the time.

The following guidelines describe the minimum level of development of a canoe route to accommodate the needs of canoe and kayak use:

- Access points (landings) should be situated at maximum intervals of 5 kilometres.
Provision of a landing pier with handrails should be considered to assist people with disabilities to board. For landings intended for use by people with disabilities the landing should not require boarding in fast flowing water. Launching should be achieved with a ramped access where space permits 1:15 (1:20, 5% pref.) max incline. Sufficient parking should be available for the average number of users. Where vehicles may be left unattended for long periods security of the vehicles should be considered.
- Camping and sanitary facilities should be situated at maximum intervals of 30 kilometres. These should be designed to meet accessibility standards. Consider providing additional more frequent shelter and sanitary facilities along routes which cater for older and disabled people.
- Consider providing a boarding pier at the head of the route and other landings where people with disabilities can board and leave their canoes. A transfer step





box is useful for wheelchair riders and people with low mobility or vision. Handrails to assist standing and transfer are essential for people with low mobility or vision.

- Portages should be kept to a minimum, but, where required, should consist of established landings and a well-drained, natural surface trail that is free from branches, brush, or other obstacles.

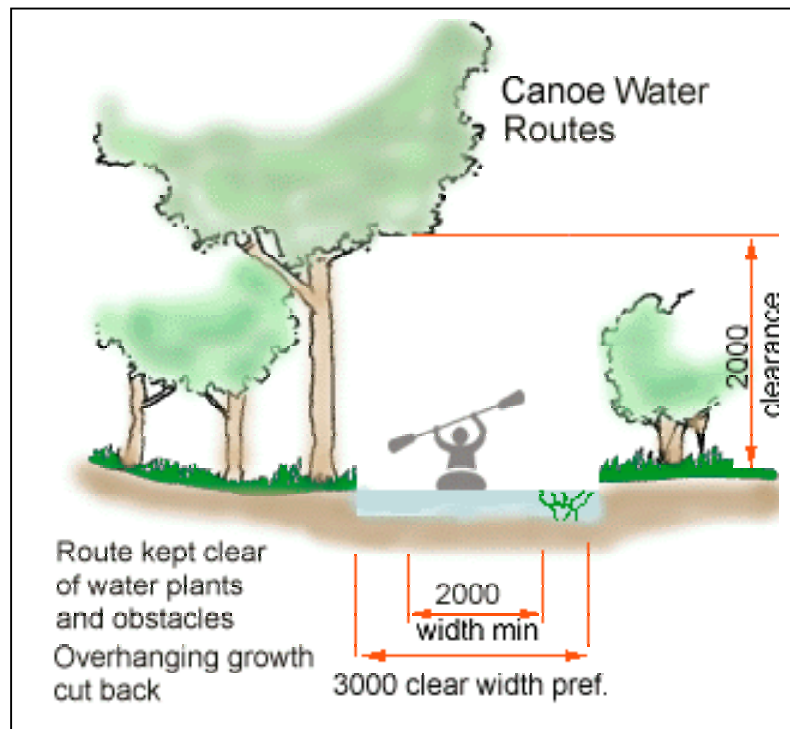
Portages and landings should be considered at lock gates to reduce the frequency of lock flooding.

Suitable boarding places should be available at locks for people to get aboard their canoe. These should have low wharf levels so that passengers can transfer easily. There should be provision for bow and stern mooring for people who have limited mobility or vision.

- Accurate information on the route should be available, including river maps, mileage between services, level of difficulty, and current water levels. This information should be updated frequently.
- Signage should be included to direct users to the waterway, and to inform users on the river. Uniform directional signage should be placed on nearby roadways to advertise landing locations. Uniform signage should be installed along the river to advertise landings, camping facilities, portages, and hazards.

Water Routes

- should be kept clear of dumped vehicles and other obstacles, plant growth should be controlled to prevent trapping of the boat or paddles.
- have a clear width of 2 Metres (3 preferred).
- Overhanging branches and plant growth should be cut back to provide 2 metres head clearance.

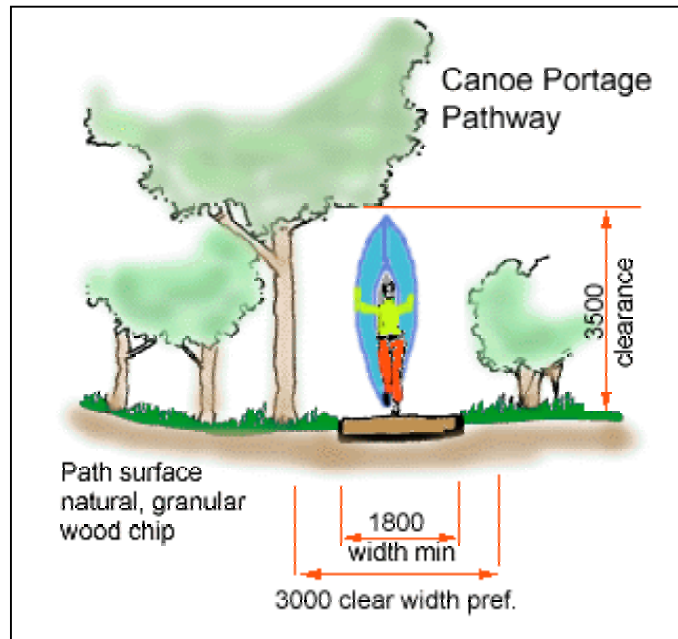




- Canal tunnels and low bridges should have hand ropes to aid movement when height restricts paddle use.

Portage Routes

Canoe trips are made over waterways, but defined by portages – the carrying places between one body of water and the next. They are special places. The short ones allow canoeists to stretch their legs, inspect maps, reflect on the last stretch of water and anticipate the next. The long ones are challenging ordeals waiting to be faced, met, and looked back upon with pride. The best portages are smooth, defined and clear of impediments and obstructions.



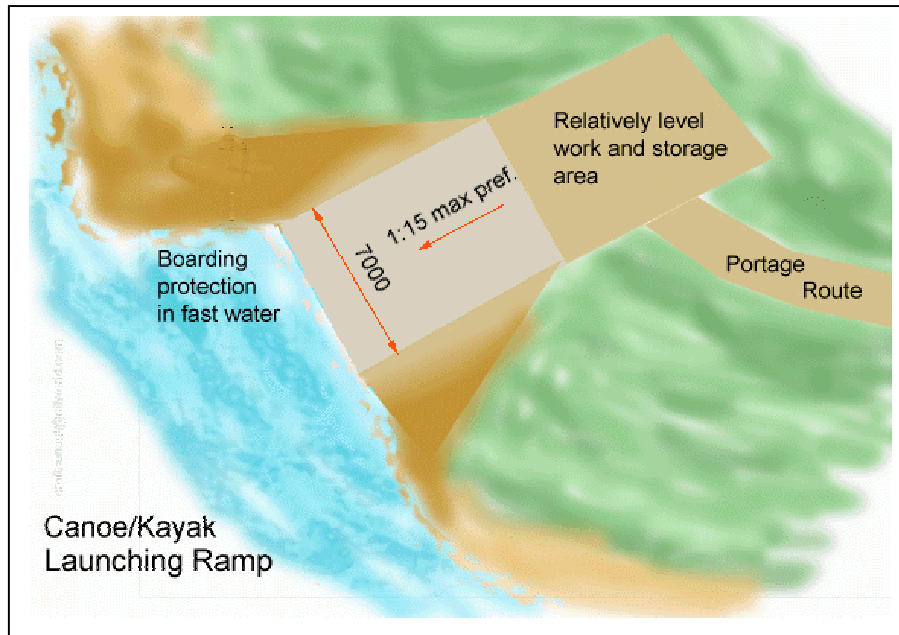
Portages should be

- 1800 mm wide and provide clear bends suitable for 7 metre long vessels to be carried.
- Head clear height 3500 mm, over growth cut back to give a 3 metre wide clear route.
- On longer portages a wider section for passing and resting should be available every 30 metres. Space to lay boats on level ground and out of the pathway. Consideration should be given to providing seating or perches at these rest points.
- Surfaces should be smooth and free of tripping hazards. People carrying canoes and kayaks may have their vision partially obstructed by the vessel they are carrying.
- The use of steps and inclines greater than 1:20 (5%) should be avoided where possible.

Landings

Canoes and kayaks need safe launching and portage routes on rivers, lakes and other waterways. These need to be sited at the head and foot of a route, with parking and other facilities similar to those for boating.

- The service area at the head and foot of the route should be designed with the same facilities as those provided at the head of a path or track. e.g. accessible parking, water supply, shelter.
- Landing places at camp sites should be available every 30 Kilometres or closer where people with disabilities are intended users. Consider placing landings where pubs, hotels etc. are close to the waterway.
- Landings should also be provided at the start and finish of a portage section.



- Providing an embayment or land projection to provide additional protection in fast water landings should be considered to assist people with mobility impairments to board. As a minimum on fast water the ramp should be at an angle to the water flow to provide a backwater.
- Signage along the route should give directions and cautions about the route.

See also our guides – Country Pathways and Surfaces, Boat Handling Facilities and Inland Waterways for details of paths and facilities.

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