



Extract

Report on Atelier Komárom

Theme 2.: Accessibility and safety



Accessibility

- *Accessibility is the degree to which a product, device, service, or environment is available to as many people as possible.*
- *Accessibility can be viewed as the "ability to access" and benefit from some system or entity. The concept often focuses on people with disabilities or special needs, and their right of access, enabling the use of assistive technology.*
- *Accessibility is not to be confused with usability, which is the extent to which a product (such as a device, service, or environment) can be used by specified users to achieve specified goals with effectiveness, efficiency and satisfaction in a specified context of use.*
- *Accessibility is strongly related to universal design, when the approach involves "direct access." This is about making things accessible to all people (whether they have a disability or not).*
- *An alternative is to provide "indirect access" by having the entity support the use of a person's assistive technology to achieve access*

Safety

- *the state of being "safe"*
- *the condition of being protected against physical, social, spiritual, financial, political, emotional, occupational, psychological, educational or other types or consequences of failure, damage, error, accidents, harm or any other event which could be considered non-desirable.*
- *Safety can also be defined to be the control of recognized hazards to achieve an acceptable level of risk.*
- *the form of being protected from the event or from exposure to something that causes health or economical losses.*
- *It can include protection of people or of possessions."*

GPEW (Oct. 2012) pointed focuses:

- ☞ accessibility
 - to the site
 - into the site
 - within the site

Viewpoints:

- arriving to the site (transport, parking, guiding)
- entering into the site (physical accessibility)
- staying there (within the site- visitors management, info-communication accessibility)
- accessibility for disabled people: what can, what should: EU- and national legislation
- smart solutions

☞ safety:

- responsibility
- solutions

Methodology of the groupwork were: brainstorming.

Presentations/introduced examples

| | | |
|-----------------|----------------------|-----------------------------------|
| Fort Breendonk | Olivier van der Wilt | Province of Antwerp |
| Fort Blauwkapel | Menno Smit | New Dutch Waterline/DLG |
| Vauban forts | Thomas Floc'h | Vauban Association |
| Suomenlinna | Takkula Petteri | The Governing Body of Suomenlinna |



| | | |
|--|----------------|----------------------------------|
| The handover of the mainland Venetian forts from the military to the civilian authorities: security and accessibility issues and challenges" | Daniele Sferra | City of Venice/Marco Polo System |
| Multimodal accessibility - Fort Monostor | István Varga | Fort Monostor Nonprofit Ltd. |
| The adaptive re-use of forts, visitor impact and the cost of safety. | Malcolm Borg | Paola, Malta |
| Accessibility of fort Mortsel | Ann Thomas | Town of Mortsel, Belgium |

Olivier van der Wilt - Province of Antwerp Fort Breendonk

The two missions of development this fort:

- Preserve the place with its buildings and its contents
- Education (remind of what happened here)

2003: - New Bill : the Memorial under the Trusteeship of Belgian Defense

- Complete renovation of the exhibition area, respecting the historical site and introducing new technologies

Nowdays the fort has nearly 100.000 visitors per year. To make this site accessible for everybody, and safe, is a challenge for the trustee.

Menno Smit, New Dutch Waterline - Fort Blauwkapel. /later/

Thomas Floc'h Vauban Network - the planning phase of the accessibility and safety of Citadell of Arras, World Heritage Site.

- The citadelle in Arras is a military sites in the heart of the agglomeration.
- Because of its location, access to this citadelle is quite hard.
- only one entrance,
- no public transport,
- the stone pavements are not fit for walking,
- transport impossible by wheelchairs.
- plans about the pedestrian access, former/actual uses and circulations around the citadel.

Takkula Petteri Governing Body of Suomenlinna

- Accessible only by ferry,
- car-free zone
- Ferry-timetables follow seasonal visitor amounts
- Terrain & fortifications dangerous for the visually impaired
- Uneven cobblestone, gravel and sand paths difficult for visitors with impaired mobility
- Old buildings → Toilets for the disabled have to be added, lots of thresholds & narrow spaces
- All the residential buildings are three stories or less → no legal obligation to build lifts.
- cooperation with NGO's in the field of planning improvements with the Disability Organisation Kynnys.
- represents the importance of the holistic approaches in the field of fortress utilization.
- Survey were made by Niina Kilpelä, an architect with impaired mobility, in 2007, about the analysis of structural hindrances followed by development suggestions.
- a historical site – like Suomenlinna fortress - cannot be changed to 100 % accessible,
- small changes can make a big difference.
- The Survey is consulted as the restauration programme is implemented.
- More than 50 % of the less intrusive and more inexpensive suggestions in the Survey have been implemented,



- more resource intensive suggestions are largely still waiting for the implementation. (E.g.: the cobblestone surface has been partially replaced by a more even flagstone surface to ease the accessibility on a wheel chair.
- every point of the fortress cannot be totally accessible
- disability organisations' expectations are realistic
- co-operation is the key
- wheelchair route map were made, which shows the main attractions but also hindrances on it, including uneven pavement and steep parts of the route in the World Heritage Site.

Daniele Sferra, Marco Polo System g.e.i.e Venetian forts and their transformation from a military to a civil use, focusing of the accessibility and security.

- beginning state of utilization
- the interventions functional to the containment of the vegetation and the pulling down of several masts that were incompatible with the features of the buildings and the incoming issue of the security of fruition.
- access to the forts starting to track some internal visit itineraries, guarantee the access in security.

István Varga Fort Monostor Komárom

- Because of its location, the Fort Monostor is in good position.
- Visitors can arrive to the site by train, car, bicycle, bus, boat. It is possible to landing in the fort by helicopter or paraglide, parachutes. (Special permit needed.)
- connection between the 3 forts in Komárom.
- plan not only about the physical accessibility, but visual connections between objects, elements, links between forts and main touristic object of the town.
- unsafe places closed before the public
- special offer for the disabled people.
- Because of the fort's structure, shape, form, former use, its national monument status, it is impossible to make it fully accessible for disabled people.
- The complex visitor's visual guide is under planning, after it will implemented, the guiding signs will help for the visitors to be in safe, enjoy the visit – using modern technologies, smart devices, etc.

Dr Malcolm Borg Heritage Enterprise, Malta, PEACOCK GARDENS.

- rehabilitation of Garden on the Salvatore Bastion – French Curtain,
- made Interpretation Centre and Visitor's Centre for WHS,
- soft and hard Landscaping.

Paul Cuming /Kent/

Medway/Dockyard/Fort Amherst

- Dockyard vulnerable from land and sea
- Dockyard enclosed by complex of forts and defences

Access

- 2.2m euros spent on upgrading access points
- Several circular foot- and cycle paths in the site
- good car-parking
- good visitor facilities
- open land accessible at all times, Fort open dawn to dusk
- much of the site very overgrown and inaccessible



- difficult for those with mobility difficulties (wheelchairs, elderly)
- Relatively poor communication routes
- Contributes to lack of identity, low use and lack of cohesion
- Much of the focus has been on access through the site, rather than access to individual elements of the fortifications
- Desire to link the Fort to the town more effectively
- Prince William Bridge opened in 2011 to connect Fort Amherst with the rest of the Great Lines Heritage Park

Safety

- infrastructure checked 4 times per month – generally ok
- graffiti also not too bad
- the site is very dark at night - many people don't like going there
- some anti-social activities (low level crime & drugs)
- many areas of danger – drops hidden by vegetation, unstable masonry

Dover Western Heights

- Should be a popular walking area
- Area is crossed by numerous footpaths
- Car-park near the most interesting part of the site
- Accessibility hazards – overgrown vegetation
- Poor interpretation
- Vandalism, graffiti
- Key access points blocked
- tried to help people access heritage sites
- Good Example: Accessible Heritage Trails

Summary of the groupwork

Group 1 Malcolm

| ACCESSIBILITY | SAFETY |
|---------------------------------------|------------------------------------|
| CHANGE OF CHARACTER (NEW FUNCTIONS) | GUIDED TOURS AND INSURANCE PLANS |
| ACCESS FOR THE IMPAIRED | EMERGENCY PLANS |
| NATURE AND TEMPORARY CLOSURE | FIRE PLANS/DRILLS |
| PARKING AND TRANSPORT PLANS | NATIONAL LAW /EU DIRECTIVES |
| MODAL SPLIT / MULTI-MODAL | CCTV AND CONTROL |
| DISTANCE AND ACCESS | TOP OF BUILDINGS PROBLEM |
| CHANGE OF MILITARY TO PUBLIC FUNCTION | VEGETATION |
| HISTORICAL ROAD SIGNS | VOLUNTEERS |
| VIDEO INTERPRETATION | DECONTAMINATION |
| OVER USE AND EROSION | MILITARY FUNCTION /NOT SECURE |
| POLLUTION | SAFE SURFACES |
| IMPAIRED ACCESS ROUTE | |



CROSS-CUTTING

- A. CRIME ACCESS AND SECURITY CONTROL
- B. IMPAIRED ACCESS AND RELATED SAFETY
- C. PLANS, DRILLS AND GUIDANCE
- D. VOLUNTEER AND ASSISTANCE
- E. INSURANCE AND CORDONED OFF AREAS
- F. CCTV AND CONTROL

Group 2 /Group Marco

change of the character

access to the fortress – coordinated plan with all stakeholders (governance)

- naming bus/metro stop
- Light trains/water taxi
- coordinated mobile applications
- providing the site of technologies – video protection and infrared, augmented realities
- Traditional media (leaflets, street signals, etc.)
- coordinated parking – more efficient urban, metropolitan parking
- car sharing /biherenting- Biresharing –health agenda
- tourism packages
- focused decisions on the forts to be developed or exploited
- providing facilities according to the users (bureau...)

internal access

- electric mobilities for disabled
- alternative means of transportation (tourism)
- Interpretation centres/spots + new ICT devices, tools
- Carrying capacity analysis
- Focuses resources on one site to exploit for tourism activities
- 24 h entrance though booking + ambitions 24 h opening /free entrance
- internal means of transportation according to regulation and conservation principles

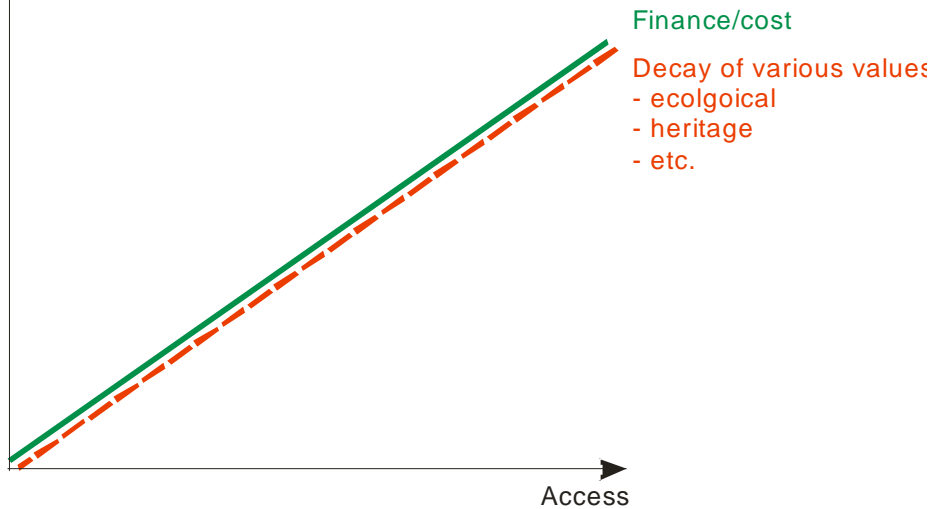
Safety

- integrated safety programme
- “Statement of self-responsibility (FIM) exemptions, or sensible ... indicating places of danger
- clear assessment of safe/unsafe places



Relation

Safety



Group 3 (Peter)

| | |
|--|--------------------|
| Accessibility to the site into the site within the site | Safety Security |
|--|--------------------|

To the site

Solution: public transport can help to balance the amount of visitors (Helsinki, NDW)

Bad practice:

- No public transport (Kaunas)
- no influence on the infrastructure to the site (Antwerp)

good practice

- signs (NDW)

Into the site

UNESCO – car are not allowed (Vauban)

Problem: monument law, safety (Vauban)

- ICE experience (Suomenlinna)
- Different entrance (NDW) : safety first
- Being part of local, regional infrastructure plan for parking places (NDW)
- parking place with explanation at small place



Within the sites

Best practices

Vauban/France

- Different experience for disabled people – Camaret sur Meer

Suomenlinna

- Signs, Warnings
- Fences are necessary
- Juridical – parents are responsible
- Design of fences

Fort Breendonk

- Rules on safety jackets (not clear)
- Teachers are responsible
- Where to stop???

Kaunas – empty fortress

- no fences, no signs
- municipality is responsible (Depending on situation)
- pollution is problem

Vauban:

- pollution – Briancon – threat for the future of the fortress
- regulation of number of visitors

All: Should we make everything accessible?

Group 4.: Prof. Jokilehto

„All the decisions related to the accessibility and safety of forts (and other related types of defence systems, such as fortifications, fortified boundaries, and fortified cities) depends on the **recognition of this property as heritage**. The recognition of the fortification as heritage should also include understanding and recognizing the **significance of the related setting**.”

The issue of accessibility and associated question of safety again depend on the heritage recognition, mentioned above. There are different types of cases. Consequently, the accessibility has to be discussed in each case subject to the relevant parameters, ranging from free access to strictly controlled, and no access. Identification of the **existing function or functions** of the property can be referred to the following types of indicators:

- Permanently used and inhabited property with residential and other related uses, such as an inhabited citadel or fortified urban area;
- Property with partial or ad-hoc utilisation for mixed purposes, including military use in parts;
- Property with no utilisation at the present;
- Property with important natural features, or natural habitat;

The accessibility can be articulated according to various parameters, depending on the type of property, its relationship to public or private transport facilities, the policies and strategies resulting from the recognition of heritage significance, the vulnerability of the site, and risks that depend on the type of visitors and their needs, e.g. adults, youngsters, children, handicapped, etc.

- ❖ **Getting there:** accessibility by public transport;
 - Property that is well connected to existing public transport systems;
 - Property at a distance from settlements and/or not well connected to public transport;
- ❖ **Being there:** access to open areas of the property, e.g. parks, gardens, courtyards;
 - Areas that are open for public access,



- Areas that have reserved access
- Areas that are not accessible
- ❖ **Entering there:** access to covered areas of the property;
 - Parts of the property normally accessible;
 - Parts of property with reserved access;
 - Parts of the property not accessible for visitors;
 - Property not accessible to visitors.

We can identify different levels of accessibility:

| Visitable | Accessible |
|---|---|
| Full property is open for the public | fully accessible (also for disabled people) |
| Full property is open for the public | normally accessible (for disabled people not, or just partly accessible) |
| Part(s) of the property are open for the public | the open areas are fully accessible for disabled people |
| Parts of the property are open for the public | the open areas normally accessible, for disabled people not, or just accessible with help |
| Closed for the public | not accessible for the visitors |