



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

Access Control Policy



Access Control Policy

- SMBC's Access Control Measures Policy statement was approved at a Cabinet meeting on December 6th 2022.
- The Transport Strategy Officers have been working raise awareness of the implications of the policy statement across the Council and the process for delivering the new policy.
- We are also working with our contractors to insure that they are aware of the needs of the policy statement when they are delivering work for the Council.



How the policy statement is applied

New Locations

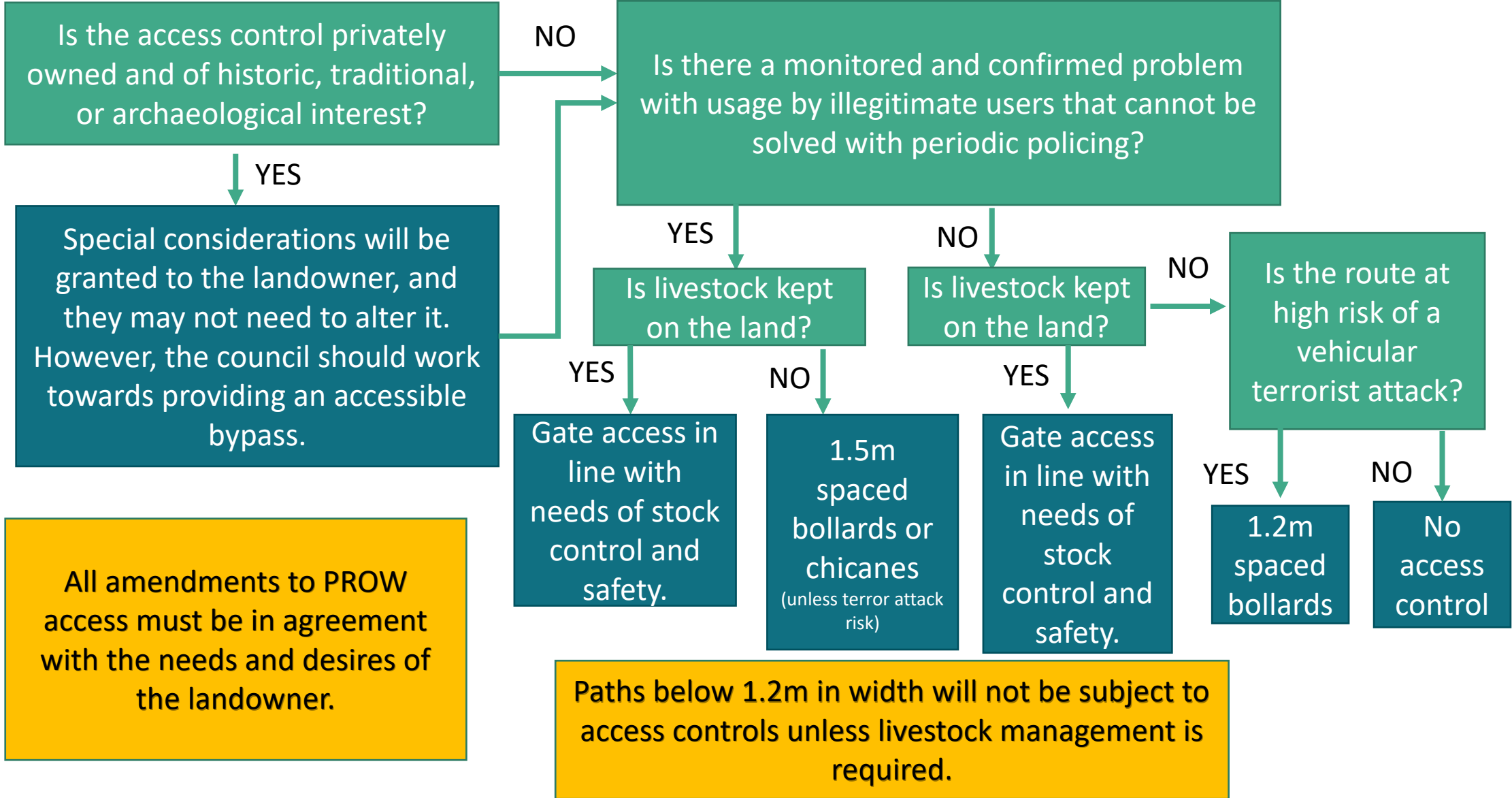
- All consideration should assume that no controls are necessary initially.
- Any new routes within the borough should apply the relevant considerations to their initial design as outlined in the appropriate flow chart.
- The considerations given to the routes access controls in the development of the scheme should be captured in the Assessment Proforma.

Current Locations

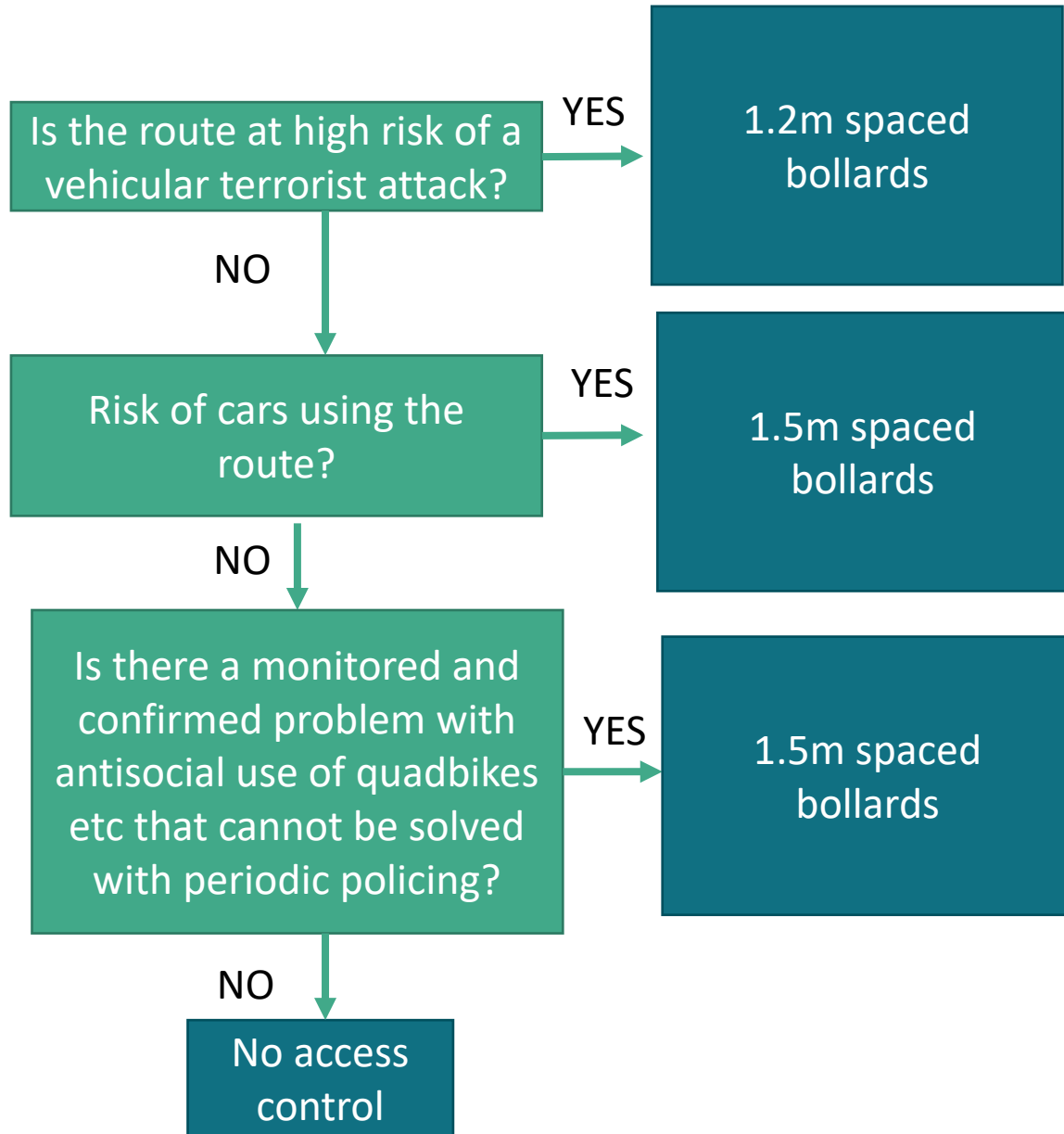
- A review of current access controls will be need to consider if the barrier compliant with the current policy. The process will be recorded in the Assessment Proforma.



Access Controls on Pedestrian only route.

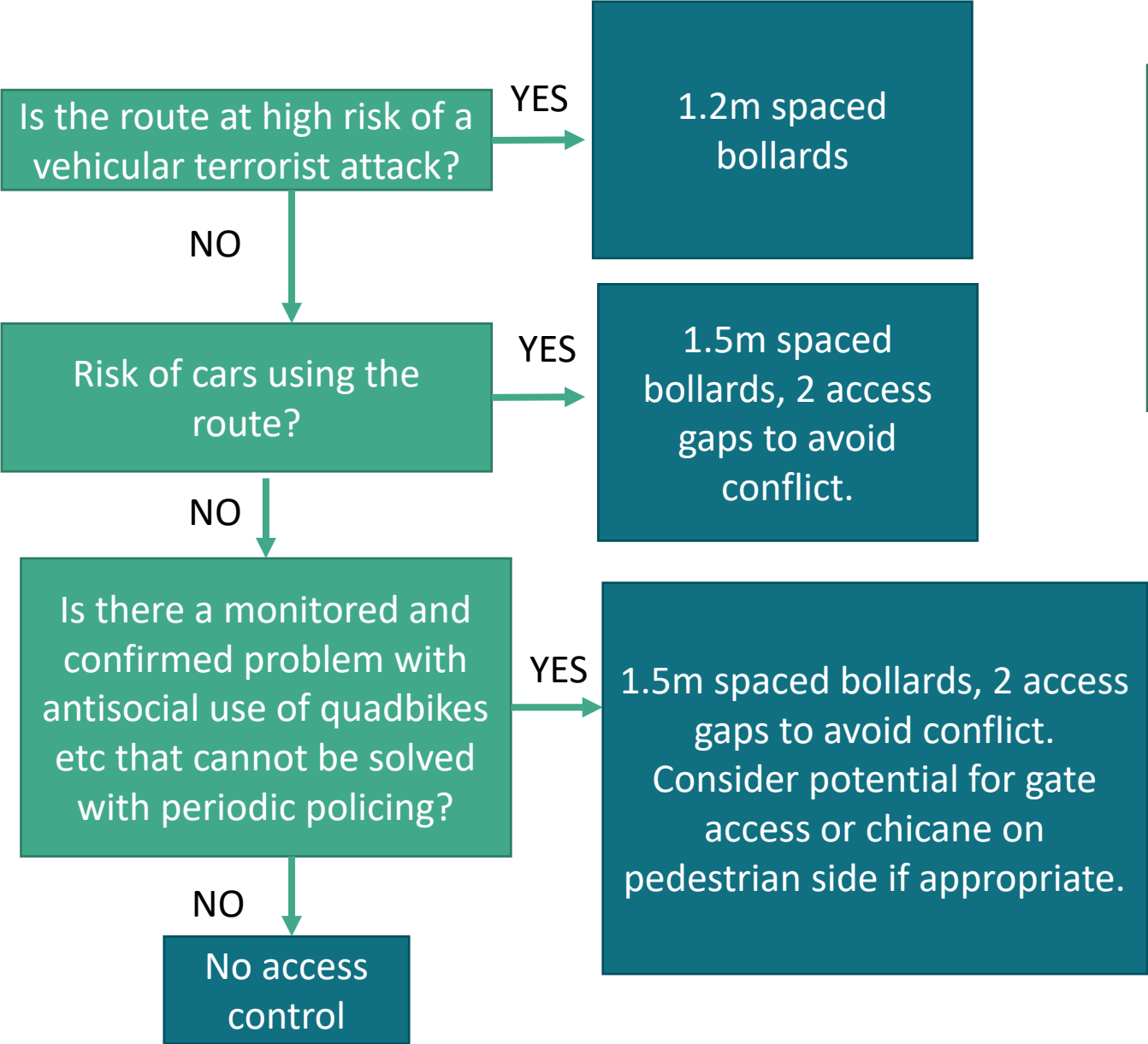


Access Controls on Cycle paths and Shared Pedestrian /Cycle Paths



The Council will work with the GMP to enable the use of policing to address motorcycles on these routes.

Access Controls on segregated Pedestrian /Cycle Paths



The Council will work with he GMP to enable the use of policing to address motorcycles on these routes.

Access Controls on Bridleways

Is the access control privately owned and of historic, traditional, or archaeological interest?

YES

Special considerations will be granted to the landowner, and they may not have to alter it. However the council should work towards providing an accessible bypass.

NO

Is there a need for uncontrolled private vehicle access?

YES

Is livestock kept on the land?

YES

Cattle grid, with self-closing gate bypass, with at least 1.5m gap

NO

No access control

NO

Is there a need for controlled private vehicle access (locked vehicle gate)?

YES

Is livestock kept on the land?

YES

Self-closing gate usable by horse riders and walkers with bypass cattle grid with 1.5m gap.

NO

Self-closing gate with bypass 1.5m gap

NO

Is there a monitored and confirmed problem with antisocial use of quadbikes, etc. that cannot be solved with periodic policing?

YES

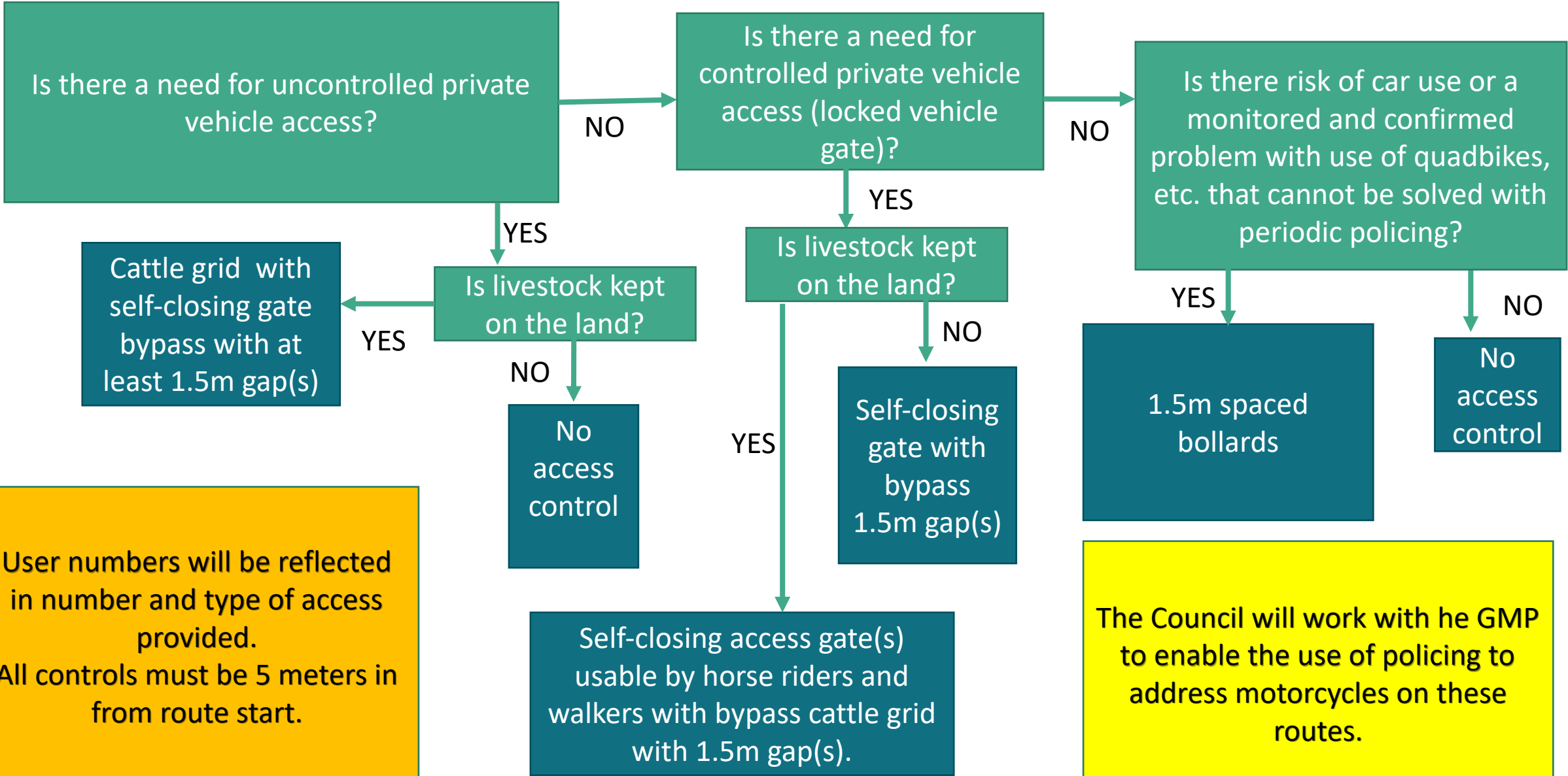
1.5m spaced bollards

NO

No access control

All amendments to PROW access must be in agreement with the needs and desires of the landowner.
All controls must be 5 meters in from route start.

Access Controls on multi-user trail (not PROW)



User numbers will be reflected in number and type of access provided.
All controls must be 5 meters in from route start.

The Council will work with the GMP to enable the use of policing to address motorcycles on these routes.

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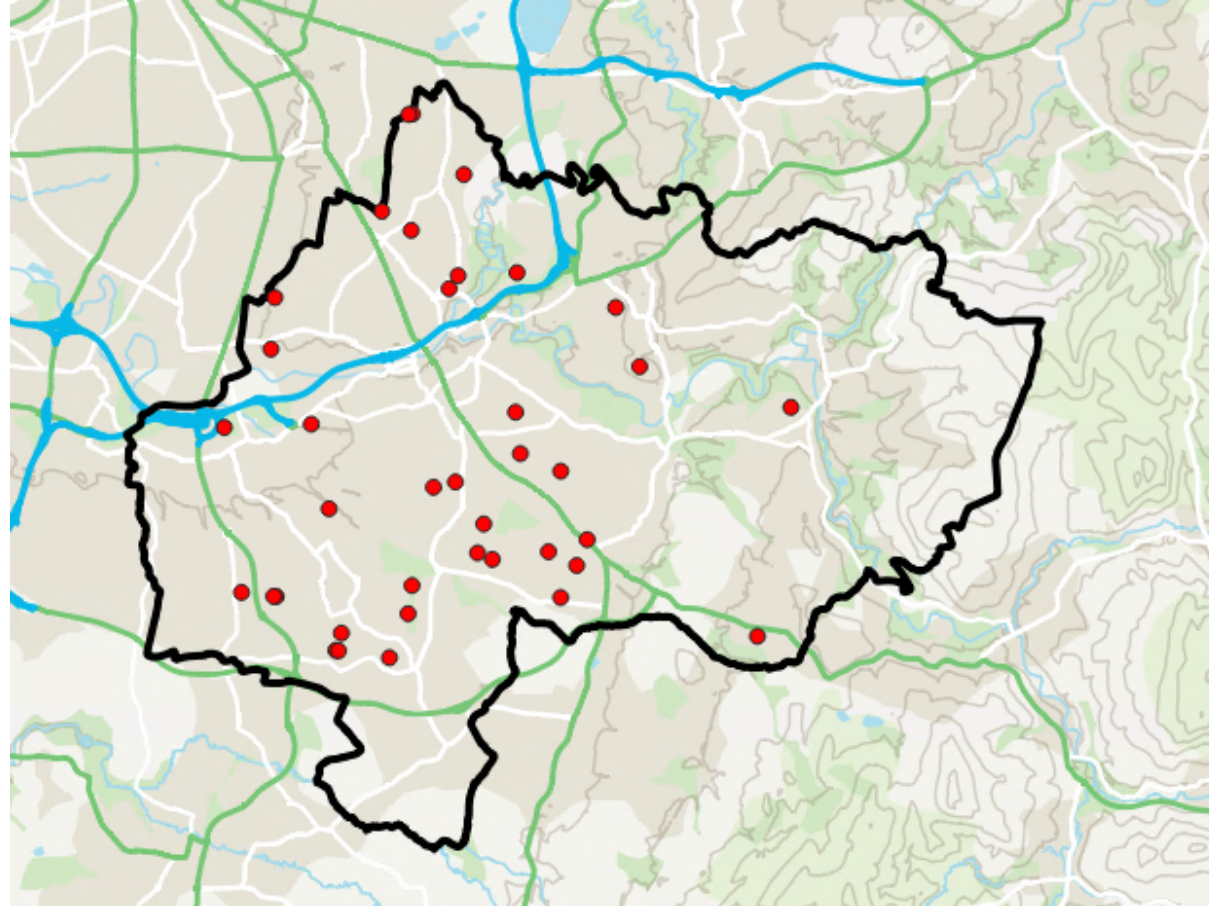
While we work to develop a prioritised access control programme of delivery some sites are being picked up by works that are already being brought forward by other schemes.

Examples of the policy in action

- Capability and Ambition Fund – Cycle Access Improvements
- ATF4 (Bid) - Heatons Cycle Link Phase 2
- Replacing an A-frame with an accessible barrier during maintenance works

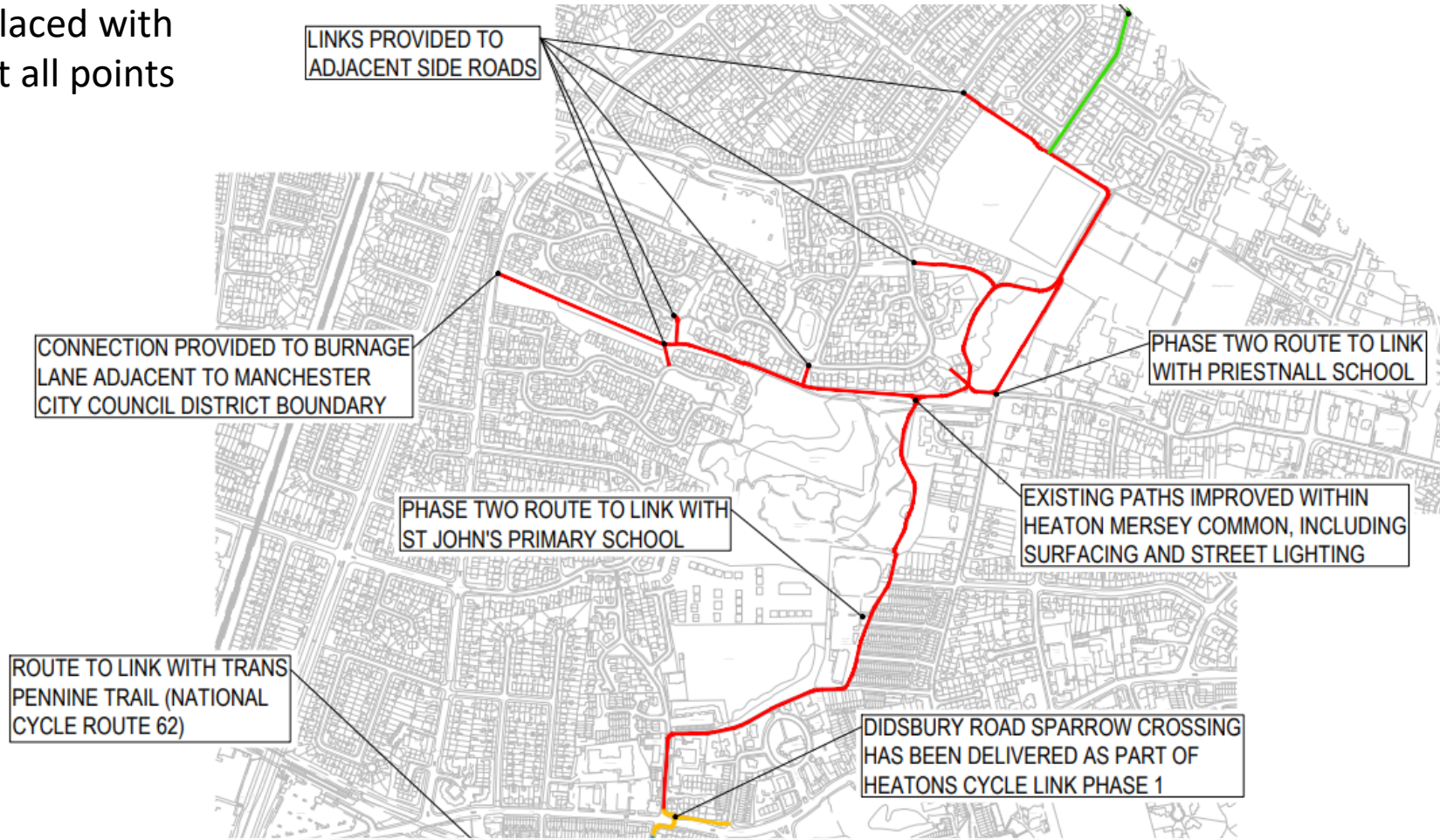


Cycle Access Improvements - Locations in scope.



Heatons Cycle Link Phase 2

- A-Frames to be replaced with morpeth bollards at all points on scheme



Heatons Cycle Link Phase 2

- A-Frames to be replaced with morpeth bollards at all points on scheme



Replacing an A-frame with an accessible barrier during maintenance works



Adam Aitkenhead
@AdamAitkenhead

The A-frame at the foot of Lapwing Lane, Brinnington is currently out for work access.

When the work is done, could you replace it with a bollard with 1.5 m gap please @SKWalkCycle? It's a key walking/cycling route over the M60 and needs to be accessible.

(@DameSarahStorey)



9:07 AM · Feb 7, 2023 · 1,456 Views

