

Access Control Measures Policy Statement

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1. Background

The Council have reviewed the procedures it uses to ensure that the design and maintenance of different routes in the borough support the current legislation and guidance for that type of route. The procedures will also support current Council policy.

The policy addresses a range of locations and path types. These are:

1. Pedestrian only routes including concessionary routes in green space
2. Public Right of Way Footpaths as identified on the definitive map
3. Cycle Paths
4. Shared Pedestrian and Cycle Paths
5. Segregated Pedestrian and Cycle Paths
6. Public Right of Way Bridleways as identified on the definitive map
7. Multi-User Trails on Council Land or maintained by the Council due to Legal Agreement.

This policy statement proposes an approach which balances the issues that have been raised regarding accessibility for legitimate users with the need to protect all path users and local residents from the negative impact of illegitimate usage of routes. The approach will also balance the different needs of these routes including the needs of landowners to manage livestock.

2. Current Legislation

2.1. Equality Act 2010

According to the current legislation in Section 20 of the Equality Act 2010 - Adjustments for disabled person's:

(4) The second requirement is a requirement, where a physical feature puts a disabled person at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to avoid the disadvantage.

The Equality Act 2010 places a duty on local authorities and landowners to ensure that traffic-free paths are accessible to all legitimate users. Where possible the Council should be making all routes accessible and not making it difficult for a disabled person to navigate around.

The Equality Act further states:

(9) In relation to the second requirement, a reference in this section or an applicable Schedule to avoiding a substantial disadvantage includes a reference to—

- (a) Removing the physical feature in question,*
- (b) Altering it, or*
- (c) Providing a reasonable means of avoiding it.*

(10) A reference in this section, section 21 or 22 or an applicable Schedule (apart from paragraphs 2 to 4 of Schedule 4) to a physical feature is a reference to—

- (a) A feature arising from the design or construction of a building,*
- (b) A feature of an approach to, exit from or access to a building,*
- (c) A fixture or fitting, or furniture, furnishings, materials, equipment or other chattels, in or on premises, or*
- (d) Any other physical element or quality.*

Therefore, if there are no other way of accessing the route and there is no overriding significant risk to the public, access controls should be wide enough for all legitimate users.

Where barriers are maintained for specific reasons, they should be reviewed when maintenance work is being undertaken to identify if they are no longer needed.

2.2. Highway Act 1980 Section 147 Power to authorise erection of stiles etc. on footpath or bridleway

According to Highway Act 1980:

(1) The following provisions of this section apply where the owner, lessee or occupier of agricultural land, or of land which is being brought into use for agriculture, represents to a competent authority, as respects a footpath or bridleway that crosses the land, that for securing that the use, or any particular use, of the land for agriculture shall be efficiently carried on, it is expedient that stiles, gates or other works for preventing the ingress or egress of animals should be erected on the path or way.

For the purposes of this section the following are competent authorities—

(a) in the case of a footpath or bridleway which is for the time being maintained by a [non-metropolitan] district council by virtue of section 42 or 50 above, that council and also the highway authority, and

(b) in the case of any other footpath or bridleway, the highway authority.

(2) Where such a representation is made the authority to whom it is made may, subject to such conditions as they may impose for maintenance and for enabling the right of way to be exercised without undue inconvenience to the public, authorise the erection of the stiles, gates or other works.

(2A) In exercising their powers under subsection (2) above a competent authority shall have regard to the needs of persons with mobility problems.

This means that, in the case of Public Right of Ways which pass through land containing the owners' animals, the owner is entitled to erect access controls which may be more prohibitive than is ideal for maximum accessibility. However, it is stated that these must not cause "undue inconvenience to the public" and "have regard to the needs of persons with mobility problems".

In our 2018 Rights of Way Improvement Plan, we state "The Council looks to use the least restrictive access controls on off-road routes in the borough. Where access controls are needed due to stock control, the Council will work to make these as accessible as possible. The Council is also aware that there is a need to, where possible, remove steps or provide an alternative route."

2.3. Countryside and Rights of Way Act 2000

Part I, Chapter I, Section 13 of the Countryside and Rights of Way Act 2000 grants special considerations relating to access land:

In determining whether any, and if so what, duty is owed by virtue of section 1 by an occupier of land at any time when the right conferred by section 2(1) of the Countryside and Rights of Way Act 2000 is exercisable in relation to the land, regard is to be had, in particular, to—

(a) the fact that the existence of that right ought not to place an undue burden (whether financial or otherwise) on the occupier,

(b) the importance of maintaining the character of the countryside, including features of historic, traditional or archaeological interest

This means that if an access control on access land is identified as causing inconvenience to the public, it may not have to be altered if doing so places an undue burden on the owner or if it is of historic, traditional, or archaeological interest.

3. Current Guidance Review

Title	Current guidance	Main Points for Consideration
Cycle Infrastructure Design: Local Transport Note 1/20 (Department for Transport, 2020)	<p><i>1.1.1 Local authorities are responsible for setting design standards for their roads. This national guidance provides a recommended basis for those standards based on five overarching design principles and 22 summary principles. There will be an expectation that local authorities will demonstrate that they have given due consideration to this guidance when designing new cycling schemes and, in particular, when applying for Government funding that includes cycle infrastructure.</i></p> <p><i>1.6.1. Summary Principle 16: Access control measures, such as chicane barriers and dismount signs, should not be used.</i></p> <p><i>8.3.1 Access controls can reduce the usability of a route by all cyclists and may exclude some disabled people and others riding nonstandard cycles. There should therefore be a general presumption against the use of access controls unless there is a persistent and significant problem of antisocial moped or motorcycle access that cannot be controlled through periodic policing.</i></p> <p><i>8.3.2 Access controls that require the cyclist to dismount or cannot accommodate the cycle design vehicle are not inclusive and should not be used.</i></p>	<p>This document states access controls should generally not be used on cycle infrastructure.</p> <p>Where they are necessary, 1.5 metre spaced bollards should be used. They are considered to be necessary when there is a persistent and significant problem of antisocial moped or motorcycle access that cannot be controlled through periodic policing. There should not be a presumption that there will be antisocial behaviour.</p> <p>Where livestock is needed to be controlled, cattle grids should be used. (This guidance does not take into account the incompatibility of using cattle grids with pedestrians and horses but all cattle grids legally must have a bypass for these users. This is usually a stile, but a kissing gate is more accessible and bridleway or byway gate would be needed for horse access)</p>

	<p><i>8.3.4 Chicane barriers cannot be used by people on tandems, tricycles, cargo bikes and people with child trailers. They may also be inaccessible to some types of wheelchair and mobility scooter. An access control that requires cyclists to dismount will exclude hand cyclists and others who cannot easily walk. Barriers fitted with plates that are designed to be narrower than motorcycle handlebars will also leave a gap that is narrower than many larger cycles. This will require cyclists to stop and put a foot down to pass through, which can be difficult when carrying children or heavy luggage.</i></p> <p><i>8.3.5 An alternative method is to provide bollards at a minimum of 1.5m spacing, which allows users to approach in a straight line whilst permitting all types of cycle and mobility scooter to gain access. If access is required by wider maintenance vehicles, a lockable bollard can be used</i></p> <p><i>8.3.7 Where it is necessary to control the movement of livestock a cattle grid should be used, in preference to a gate which will cause delay to cyclists. Experience in Cambridge showed that a cattle grid with closely spaced (100mm) threaded rod bars can be crossed by cycles without undue difficulty</i></p>	
<p>Greater Manchester Interim Active Travel Design Guide (Transport for Greater Manchester, 2021)</p>	<p><i>Key Issue 6: Access control barriers on traffic free routes: Historically, concerns over abuse of traffic-free cycling and walking routes by motorised vehicles of a variety of types have led to the introduction of barriers or other physical restrictions to prevent such incursion onto these routes.</i></p>	<p>Regional design guidance for Greater Manchester active travel classes A-frames, K-frames and kissing gates as unacceptable due to being exclusory to legitimate users on new active travel locations and Bee Network locations.</p>

	<p><i>Whilst such concerns can be legitimate, common barriers used to exclude motorised vehicles such as A-frames, K-frames and kissing gates also exclude many legitimate users, such as users of non-standard cycles, mobility scooters or double buggies. For this reason, such barriers are unacceptable on the Bee Network, or other new active travel infrastructure in Greater Manchester.</i></p> <p><i>In particular, it is usually physically impossible to exclude motorcycles without also excluding many legitimate users such as those listed above. Use of any access control barriers on new active travel infrastructure in Greater Manchester will therefore usually be limited to those locations where there is concern about abuse by cars or other 4-wheeled motorised vehicles, and must have clear, specific, local justification agreed through the Cycling and Walking Design Review Panel as part of the development of the scheme business case. Acceptable solutions will usually either use bollards or offset barriers/gates with sufficient clearance to permit use by all legitimate users.</i></p> <p><i>Any barrier used must provide a minimum width clearance of 1.5m to enable use by all legitimate users. Failure to provide this may result in breach of the Equality Act 2010.</i></p>	<p>Access control measures will usually come in the form of bollards or chicanes and will be limited to those locations where there is concern about abuse by cars or other 4-wheeled motorised vehicles. They must have a minimum width clearance of 1.5m. This width would allow motorcycles through, but TfGM say it is usually physically impossible to exclude motorcycles without also excluding many legitimate users.</p> <p>It should be noted that this guidance does not mention livestock control, where more restrictive access controls are usually needed or discouraging cyclists from pedestrian only routes.</p>
CD 195- Designing for cycle traffic (Standards for Highways, 2021)	<i>E/3.33 The gap between posts and other physical constraints on cycle tracks shall be a minimum of 1.5</i>	Standards for Highways do not comment on when and which access controls should be used but suggest that A-frames and K-frames are not used

	<p><i>metres to restrict access by motor traffic while retaining access by cycle traffic.</i></p> <p><i>E/3.34 Bollards on cycle tracks shall be aligned in such a way that enables a cycle design vehicle to approach and pass through the bollards in a straight alignment.</i></p> <p><i>E/3.35 A frame and K frame type barriers, often used to prevent motorcycle access, shall not be used on cycle tracks.</i></p>	<p>on cycle tracks, and when bollards are used, they should be spaced 1.5m apart.</p>
<p>Gear Change: A bold vision for cycling and walking (Department for Transport, 2020)</p>	<p><i>Summary principle for cycle infrastructure design 16: Access control measures, such as chicane barriers and dismount signs, should not be used. They reduce the usability of a route for everyone and may exclude people riding nonstandard cycles and cargo bikes. They reduce the capacity of a route as well as the directness and comfort. Schemes should not be designed in such a way that access controls, obstructions and barriers are even necessary; pedestrians and cyclists should be kept separate with clear, delineated routes.</i></p>	<p>This report only states that access controls should not be used on cycle infrastructure and does not provide guidance for when they are.</p>
<p>Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Department for Transport, 2021)</p>	<p><i>7.6 Traffic calming, speed reduction and access control measures:</i></p> <p><i>As a principle, access control measures, such as staggered barriers that require cyclists to dismount, should not be used. This is because they both reduce the usability of a route for everyone and may exclude users of ‘nonstandard’ cycles. Physical interventions should not be used to, for example, reduce the speed of cyclists approaching a junction; instead, cyclists should be provided with good sightlines and road</i></p>	<p>This guidance states that access controls that require cyclists to dismount, such as staggered barriers, should not be used on cycle infrastructure.</p> <p>It also states that access controls should not be used to reduce the speed of cyclists, and instead good sightlines and warning road markings should be provided.</p>

markings to alert them to the need to take care and give way to pedestrians or other traffic.

Footways and footpaths should be made as wide as is practicable, but under normal circumstances, a width of 2000mm is the minimum that should be provided, as this allows enough space for two wheelchair users to pass, even if they are using larger electric mobility scooters. If this is not feasible due to physical constraints, then a minimum width of 1500mm could be regarded as the minimum acceptable under most circumstances, as this should enable a wheelchair user and a walker to pass each other. Where there is an obstacle, such as lamp columns, sign posts or electric vehicle charging points, the absolute minimum width should be 1000mm, but the maximum length of such a restricted space should be 6 metres.

Tonally and colour contrasting bands on poles, and similar obstructions, should be approximately 150mm in depth, with the lower edge of the band approximately 1500mm from the ground. Colour contrast is also necessary on structures such as guard rails, glass doors and on bus shelters.

Bollards might be used as a Vehicle Security Barrier (VSB) to mitigate criminal or vehicle-borne threats and might be used at busy transport stations and interchanges. In such cases, the installation of bollards should provide an appropriate level of physical protection whilst minimising any negative impact on pedestrian movement. Gaps between bollards should

With regards to pedestrian only routes there is less information on access controls but widths and guidance of the use of contrast is provided as is guidance for the use of bollards where there is a risk of vehicle incursion. However, it should be noted that the document reminds readers that cycles, even as used for disabled people as mobility aids are not legitimate users of pedestrian routes. There is also advice on access to gates on countryside paths.

The document does not advise on horse access.

	<p><i>be a maximum of 1200mm. Detailed guidance on the placing of VSB bollards is provided in Traffic Advisory Leaflet TAL 2/13.</i></p> <p><i>A shared use route is a route on which all or part of the footway has been converted to a cycle track, making it available for use by both pedestrians and cyclists. Where only part of the footway has been converted, cyclists must only use that part of the route. Mixing pedestrians and cyclists should be avoided as far as possible, in order to reduce the potential for collisions or conflict, and shared use routes in streets with high pedestrian or cyclist flows should not be used. It is particularly important to protect those pedestrians who are most at risk and who, for example, might not be able to see or hear an approaching cyclist.</i></p> <p><i>Some people use a cycle as a mobility aid which helps them to get around or to carry items or passengers. ...While disabled people may use a cycle in this way, legally it is considered to be a cycle and therefore cannot be used in areas where cycling is not permitted.</i></p> <p><i>The guidance on rural paths states Where there are gates on a path, there should be clear space 2000mm long, with 300mm extra width adjacent to the latch side, on the side of the path into which the gate opens.</i></p>	
<p>Sustrans traffic-free routes and greenways design guide (Sustrans, 2019)</p>	<p><i>There should be a general presumption against the use of access control measures.</i></p>	<p>Due to reducing access to valid users, Sustrans guidance state access control measures should only be used if absolutely necessary, and that any</p>

Where any controls at access points are absolutely necessary, they should not restrict access to legitimate users.

9.1.1 A poorly designed access point can serve to exclude users from routes. Particularly where designers have placed too much emphasis on preventing access by motorised vehicles.

9.1.3 Any access point should have a minimum clear width of 1.5 metres.

9.2.3 Anti-social behaviour will generally be more effectively managed through enforcement.

9.3.7 Where changes in path alignment, signs and markings, or non-restrictive controls such as bollards are not considered sufficient to mitigate the risks in a particular situation, staggered barriers or chicanes may provide a solution.

9.4.1 Traffic-free routes often have interfaces with or are situated alongside agricultural land. As such, landowners, tenants and farmers will sometimes need access across or along a traffic-free route. Designers must understand the needs of a landowner or tenant to ensure that the most appropriate crossing is provided

9.4.5 Where it is necessary to control livestock at an access point, well-designed cattle grids with a minimum clear width of 1.5 metres can provide unobstructed access for many people cycling.

access control used should have a minimum width of 1.5 metres.

Bollards are preferred but chicanes may be necessary in specific situations.

Cattle grids are preferred when access is needed to be restricted for livestock, but it is acknowledged that this can then reduce access for pedestrians and horse riders. However, as stated above, all cattle grids legally must have a bypass for these users.

	<p><i>However, they can exclude other users, including those walking, wheeling or riding horses.</i></p>	
<p>Advice on Vehicle barriers on routes used by riders and carriage-drivers in England and Wales (The British Horse Society, 2019)</p> <p>Advice on Gates on routes used by riders in England and Wales (The British Horse Society, 2020)</p>	<p><i>Barriers can cause serious hazards for equestrians, cyclists, visually impaired, and wheelchair users.</i></p> <p><i>The preference of the BHS to prevent access by four-wheeled vehicles would be for bollards as being least restrictive to legitimate users.</i></p> <p><i>Bollards should have smooth tops and edges and have gaps between them of no less than 1.5m on a bridleway. Round bollards are preferred. Recommended height of bollards is 600mm.</i></p> <p><i>As with all other vehicle barriers, chicanes should be set back from a road by at least 5m so that a group of horses has space to wait at the roadside without being separated by the barrier and, should riders experience difficulty negotiating the barrier, they are not immediately exposed to the traffic on the road.</i></p> <p><i>As with bollards, minimum gap between barriers should be 1.5m.</i></p> <p><i>Where a gate is necessary, it should be reasonably easy and convenient to use by equestrians as well as other users. A newly authorised gate should comply with the British Standard for Gaps Gates and Stiles. Regard should also be given to its site because although a gate itself may be sound or comply with the Standard, hazards in its site may make it an obstruction. It is vital for safety that the</i></p>	<p>The British Horse Society discourages the use of access controls entirely on the grounds of being hazardous to legitimate users, however, their preference should they need to be used are bollards, spaced at 1.5m.</p> <p>Should chicanes need to be used, they should also provide a clearance of 1.5m, and additionally, should be 5m from any road to prevent unnecessary interaction with vehicles. There are also a range of requirements should gates or horse stiles be needed. Our proposed chicanes are larger than those described by the BHS.</p>

site has adequate manoeuvring space—commonly underestimated—and be clear of hazards such as uneven or sloping ground, holes, deep mud, overgrowth and barbed or electric wire. Gates should be set back by 4m from the edge of a carriageway because of obvious dangers to users (and motorists) while equestrians negotiate the gate in either direction

BHS Priorities in Order of Preference

- 1. A gap at least 1.5m on a bridleway, 1.8m on a restricted byway, 3m on a byway*
 - 2. A gate without self-closing mechanism*
 - 3. A self-closing gate only where required for essential livestock security with at least eight seconds closing speed from 90 degrees²*
- Essential livestock security is considered to be alongside a road or onto a track which is open to a Road*

Gates should:

- Be openable with one hand, ideally the same hand that also operates the latch**
- Be operable while mounted with no need to lift or exert strength*
- Have manoeuvring space of 4m by 4m at each side, including 1.2m beyond the latch in line with the gate*
- Have firm, level (i.e. not sloping in any direction), even ground with no vegetation overgrowth (from the surface, sides or overhanging) within the manoeuvring space*

- *Provide an opening of at least 1.5m on a bridleway, 3m on a byway*
- *Open to more than 90 degrees*
- *Be set back from a road by 4m*

The Kent Carriage Gap is no longer recommended by the British Horse Society as it obstructs the majority of modern horse-drawn vehicles

Horse Stile (ridden horse routes only) Few barriers are wholly effective in deterring motorcycles so the Society may accept that where there is a genuine risk to public safety from motorcyclists, the horse stile (sometimes called horse hops or motorbike traps) as specified in the British Standard 5709 for Gaps Gates and Stiles may be installed on a bridleway if the highway authority can justify authorisation of a limiting obstruction which will affect legitimate users including, potentially, their safety.

Horse stiles are constructed using two parallel railway sleepers or equivalent with each sleeper lying on its narrow face across the line of passage, with fencing to each side forming a rectangle at least 1.5m wide and 1.2m long between the sleepers. Adjacent secure fencing is required to prevent illegal users going round the stile and is pointless unless other entries are secured.

- Height of sleepers 190mm +/- 60mm*
- 'Short edge' or diameter 80mm to 160mm*
- Width at least 1525mm*
- Distance between sleepers 1200mm +/- 100mm*

All of these dimensions should not be exceeded or reduced; to do so could render the obstacle more dangerous or pointless.

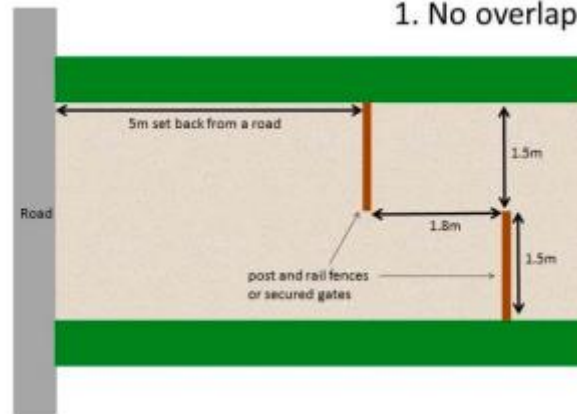
Clear space at least 4m long and 2m wide is required to both sides of the horse stile so that the horse can walk straight through the structure.

'Horse friendly vehicle barriers' should only be used on bridleways where all of the following circumstances apply:

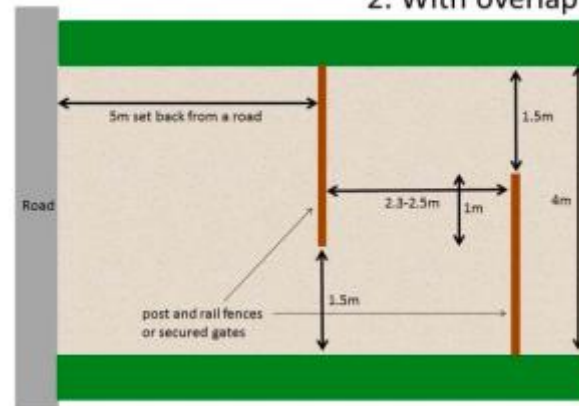
- Lawful motor vehicular access needs to be maintained while deterring illegal use*
- There is insufficient space beside a locked field gate for a 1.525m gap*
- There is clear evidence of persistent problems with unlawful four wheeled motor vehicular access*
- The surface is not tarmac or of any substance that may be slippery for horses*
- The authority is able to legally authorise installation of the barrier and is satisfied that the requirements of the Equality Act 2010 are met*

A chicane formed by lengths of post and rail fencing and/or a locked gate or sleeper across a bridleway can be a helpful means of reducing speeds of cyclists, warning users of proximity to a road or deterring illegal use by motor vehicles.

1. No overlap



2. With overlap



4. Lessons from Elsewhere

Other local authorities have developed access controls processes. These include:

4.1. Tameside Council

Tameside aspire to follow the guidance as set out in LTN 1/20 (Section 1.6, paragraph 16 and Section 8.3 relate to chicane barriers). This guidance is being followed on all MCF schemes where appropriate (i.e. anywhere, where there is not a demonstrable need to have more restrictive barriers to prevent vehicular and motorbike access).

In addition to this, on the public rights of way network, Tameside Council design barriers to comply with British Standard 5709:2018 and the design principle of the 'least restrictive option'.

4.2. Wigan Council

Wigan council have produced a guidance note for accessibility on PRow and Council land in Wigan. Following the LTN 1/20 guidance Wigan Council have set out that they will use the least restrictive access controls when considering installing or reviewing barriers on public rights of way, as well as other routes on Council owned land in Wigan Borough. They suggest the basic preference is no barrier at all; however, a hierarchy has been identified:

- Gap
- Bollard
- Chicane
- Gate
- Kissing Gate.

It should also be noted that careful consideration must be given to where issues of safety conflict with access for some disabled, evidence will need to be provided identifying the extent of the risk and therefore justifying any more restrictive barriers on the route.

Wigan Council have a number of processes that will be applied when considering requests for new barriers and when looking at making changes to existing structures including flow charts and a pro-forma which provide a guide for recording the decision-making process. They are using these for all cases when considering the installation of barriers on public rights of way and other routes on Council owned land. This acts as a disability equality impact assessment on the access control.

5. Stockport Council Work Done on Access So Far

Stockport has clear aspirations to improve access and work has been undertaken to identify the best approach at different locations for this to take place.

5.1. Stockport Rights of Way Improvement Plan 2018 – 2028 (Stockport Council, 2018)

Conclusion 5 of the plan states:

“Access for all – People with all types of access needs have limited access to the path network both physically and in terms of information and this must be addressed. Paths should be available to all and their usage should be encouraged to all parts of the community. Where good access can be provided it should be and where it can’t as much as possible should be done to avoid restricting or limiting access unnecessarily.”

The plan identifies the need to consider the accessibility of gaps and gates for improved access for all and the need to consider and address as possible those with larger wheelchairs, scooters and specialist bicycles (on routes where they are legitimate users). However, it also recognises that there may be legitimate needs to have controls in place and the need to work with landowners to facilitate the usage of the route.

5.2. Stockport Town Centre Access Plan (TCAP)

The TCAP team undertook site trials at the Gorsey Bank path with members of Stockport's disability group to ensure mobility scooters were able to negotiate a chicane. On the 2.5m wide shared-use path, the chicanes installed comprise of two 1-metre-wide sections of pedestrian guardrail at a 3 metre off set with no overlap, making the smallest gap 1.5m. These dimensions were designed to accommodate all users such as mobility scooters.

Research into the different dimensions of cycle was undertaken to increase the council's understanding of the issue. Senior engineers took part to fully understand the impact of their design decisions. A diagram of different cycle dimensions can be found in Appendix A.

6. Site Trials

6.1. Site trial Report 23rd April 2021

Stockport engineers sought to gain a real-life understanding of how it is to navigate different access controls on non-standard cycles. This would enable them to make decisions on the best access control to use in any given situation, particularly non-standard locations. They did this by riding a range of different bikes through different types of access controls. Previous investigations have been undertaken to understand the impact of controls on Mobility Scooters (discussed in 5.2).

Firstly, a site trial was undertaken at Woodbank Park running track with a number of adapted bikes (Trike, Quadcycle, Rehati handcycle, wheelchair bicycle and bike with trailer) with various spacing listed below:

1. 3.5m spacing of chicanes on 3.0m path as per Sustrans standards on hills



3.5m spacing of chicane on steep hill as per Sustrans guidance. Picture shows Bike With Trailer

3.5m spacing of chicanes on a 3m path on a steep uphill as per Sustrans guidance. Picture shows tricycle on level using chicanes.



3.5m spacing of chicanes on a 3m path on a steep uphill as per Sustrans guidance. Picture shows 4 wheel pedal cycle



2. 3.5m spacing of chicanes on 3.0m path with 0.3m over-lap to reduce gap to 1.2m;



3.5m spacing chicanes on a 3m wide path with 0.3m overlap to reduce gap to 1.2m picture shows tricycle wheelchair tandem.

3.5m spacing chicanes on a 3m path with 0.3m overlap to reduce gap to 1.2m. Picture shows tricycle tandem.



3. 2.5m spacing of chicanes on 3.0m path;



2.5m spacing of chicanes on 3m path. Picture shows bike with trailer.

4. 1.2m spacing of bollards;



1.2m bollards. picture shows wheelchair tandem tricycle.

5. 1.1m spacing of bollards.



1.1 spacing bollards. picture shows wheelchair tandem tricycle.

Options one, two and four did not cause any problems for any adapted bike; Three was possible but only at very low speed and so would cause problems on a slope. Five caused issues as the wheelchair carrying Tricycle hit the sides. This would indicate issues would also be caused for wider mobility scooters and wheelchairs.

6.2. Site Trial Site Trial Report 5th November 2021

A site trial was undertaken at Woodbank Park running track in association with Stockport disability. The users used a number of adapted bikes (Trike, Quadcycle, Rehati handcycle, wheelchair bicycle and bike with trailer) with various spacing listed below:

1. 3.5m spacing of chicanes on 3.0m path



3.5m spacing of chicanes on 3m path. Picture shows tricycle.

2. 3.5m spacing of chicanes on 2.5m path

3.5m spacing of chicanes on 2.5m path. Picture shows wheelchair tandem tricycle.



3. 2.5m path with 0.4m overlap between barriers



2.5m with 0.4m overlap between barriers. Pictures shows wheelchair tandem tricycle.

2.5m path with 0.4m overlap between barriers. Picture shows handcycle and tricycle.



Options one and two did not cause any problems for any adapted bike. Three caused issues as the wheelchair carrying Tricycle hit the sides but the other bikes were able to pass at low speeds. This would indicate issues would also be caused for wider mobility scooters and wheelchairs.

6.3. Site Trials Summary

Chicane or Bollard	Hill or Flat	Path Width	Narrowest Gap	Space between Chicanes	Overlap of Chicanes	Comments
Bollard	Flat	n/a	1.2	n/a	n/a	No issues
Bollard	Flat	n/a	1.1	n/a	n/a	Wheelchair carrying Tricycle hit the sides. This would indicate issues would also be caused for wider mobility scooters and wheelchairs.
Chicane	Hill	3	1.5	3.5	0	No issues
Chicane	Flat	3	1.5	2.5	0	Possible but only at very low speed so would cause problems on a slope
Chicane	Flat	3	1.5	3.5	0	No issues
Chicane	Flat	3	1.2	3.5	0.3	No issues
Chicane	Flat	2.5	1.25	3.5	0	No issues
Chicane	Flat	2.5	1.05	3.5	0.4	Caused issues as the wheelchair carrying Tricycle hit the sides but the other bikes were able to pass at low speeds. This would indicate issues would also be caused for wider mobility scooters and wheelchairs.

7. Stockport Policy Statement 2022

7.1. General Rules

There will be a general presumption against the use of access controls on new or upgraded routes. Cases when they may be used include where there is:

- A monitored, documented, persistent and significant problem of antisocial moped or motorcycle access that cannot be controlled through periodic policing.
- A risk of cars using the route; be that a clear linkage between two locations wide enough for a vehicle posing a significant temptation; or monitored, documented, persistent and significant problem where the expectation of such was otherwise unanticipated.
- A risk of a vehicular terrorist attack such as access to an area of public events like a square or market place.
- A need for livestock control most commonly on PROW but potentially in other locations.
- Historic, traditional, or archaeological interest in the access control. This criterion will only usually apply on specific rural footpaths, and a bypass should be provided where possible. This may occur as a result of planning needs and in those cases will need to be discussed with the heritage officers in the planning team.

If there is a proposed case for access controls being used, it should first be ascertained what type of route it is. The following section gives the general decision-making process for each path type.

Please see Appendix B for chicane and bollard standard details.

The process of decision making must be recorded in the form provided in Appendix C.

Please see appendices D through H for flow diagrams which give the general access controls decision-making process each path type.

All decisions would need to be fully assessed for the impact in terms of equality and all factors recorded. It should be noted that the councils legal team have reviewed the councils understanding of its requirements in regards to the Equalities Act especially in line with s.29(6) of the Equality Act 2010. The legal team have confirmed that the Council can implement access control measures. However, where there are possible negative impacts on protected user groups, such as those with disabilities, these measures must be justified and mitigated, to ultimately be compliant with the Council's duties under the Equality Act.

It should be noted that this policy statement does not remove the potential for the Council to need to undertake action under the Anti-social Behaviour, Crime and Policing Act 2014 or other similar Acts to control antisocial and illegal behaviour. A public spaces protection order that restricts the public right of way over a highway may authorise the installation, operation and maintenance of a barrier or barriers for enforcing the restriction.

7.2. Future Access Controls

In new schemes, money will be set aside to prevent the need for any access controls amendments that may be needed.

New schemes should have the most accessible option tried first. Schemes will be monitored over a period to see if any complaints or queries are received. If there is found to be a confirmed problem that cannot be controlled through periodic policing, then amendments can be undertaken.

A review will be undertaken to understand why a certain access control is the best option. An example of the proforma to be used can be found in Appendix C.

All controls will need to consider individual site issues such as width of path and gradient.

7.3. Current Access Controls

The review of current access controls will need to consider if the barrier compliant with the current policy, outlined above. If not, there is potential for it to be changed to something more accessible or removed entirely.

The council does not have the ability to amend all access controls on the network at once and will have to prioritise funding for the locations that give the most public benefit. Factors to consider would be:

- Facilities the route provides access to.
- Quality of the route beyond access controls
- Number of users
- Involvement in a wider improvement or maintenance scheme
- Complexity of the work required (a mixture of simple and more complex work is desirable to manage workflow)

Amendments should also be consulted on with appropriate stakeholders when finalising new design. In regards to public rights of way the issue and desires of the land owner will feature strongly in this consideration and their agreement needed. Assessment will utilise the assessment proforma in appendix C.

7.4. Path Types

Pedestrian only routes (including concessionary routes in green space)

Ideally these routes would not need access control and would have a gap of at least 1.5 meters or more.

If there is a risk of cars using the route; be that a clear linkage between two locations wide enough for a vehicle posing a significant temptation or a monitored and confirmed issue of usage by illegitimate users then actions could be taken which would slow or impede their movement. This could include:

- Bollards to reduce gap to 1.5 meters where the path is wider.
- Chicanes set to allow mobility scooters but to inconvenience illegitimate users and slow them down.

If there is a high risk of vehicular terrorist attack, reducing the gap to via bollards to 1.2m may be necessary. This is generally in locations of high usage such as marketplaces or Public Transport Interchanges but may be identified at other locations for the safety of the public.

Certain footpaths may be narrower than 1.2m due to surrounding constraints. If this is the case, then no access controls should be used but the council is under no obligation to make the path itself wider.

Public Right of Way Footpaths on the definitive map.

All actions regarding PROW need to be in consultation with the landowner and not impede their and their visitors usage of the path. That said illegitimate usage can cause issues for landowners and opportunities often exist to work together to mutual benefit.

If there is a risk of illegitimate cars using the route; be that a clear linkage between two locations wide enough for a vehicle posing a significant temptation or monitored and confirmed issue of usage by illegitimate users then actions could be taken which would slow or impede their movement. This could include:

- Bollards to reduce gap to 1.5 meters where the path is wider
- Chicanes set to allow mobility scooters but to inconvenience illegitimate users and slow them down.
- Gates not impeding the Public Path with relevant pedestrian diversion.

If livestock is kept on the land, measures may need to be taken to control movement of animals. Self-closing gates and a gap of 1.5m are the preferred method in this case.

If there is both an issue with livestock and motorised use, self-closing gates and a gap of 1.2m may be considered as may kissing gates with Radar keys for improved disabled access.

If the access control does not conform to the above guidance but is of historic, traditional, or archaeological interest, then special considerations will be granted to the landowner, and they may not have to alter it. However, the Council will aspire to provide a more accessible route in conjunction with the maintained historic route.

Certain footpaths may be narrower than 1.2m due to surrounding constraints. If this is the case, then no access controls should be used if livestock is not an issue but the council is under no obligation to negotiate to make the path itself wider. Historic access controls would be removed in locations where this can be agreed with the owner of the land.

Cycle Paths (no pedestrians/ other users)

If there is a risk of illegitimate cars using the route; be that a clear linkage between two locations wide enough for a vehicle posing a significant temptation or a monitored and confirmed issue of cars using the route, or if there is a known persistent problem with quadbike usage that cannot be solved through regular and firm policing, reducing the gap to 1.5m via bollards or fencing is appropriate, although this is not guaranteed to prevent all illegal use.

If there is a high risk of vehicular terrorist attack, reducing the gap to via bollards to 1.2m may be necessary. This is generally in locations of high usage such as market places or Public Transport Interchanges but may be identified at other locations for the safety of the public.

The Council will work with Greater Manchester Police (GMP) to address motorcycle and smaller quadbike issues on these paths. However, this will be limited by the capacity of GMP.

Shared Pedestrians and Cycle Paths

If there is a risk of illegitimate cars using the route; be that a clear linkage between two locations wide enough for a vehicle posing a significant temptation or a monitored and confirmed issue of cars using the route, or if there is a known persistent problem with quadbike usage that cannot be solved through regular and firm policing, reducing the gap to 1.5m via bollards or fencing is appropriate, although this is not guaranteed to prevent all illegal use.

If there is a high risk of vehicular terrorist attack, reducing the gap to via bollards to 1.2m may be necessary. This is generally in locations of high usage such as marketplaces or Public Transport Interchanges but may be identified at other locations for the safety of the public.

The Council will work with Greater Manchester Police (GMP) to address motorcycle and smaller quadbike issues on these paths. However, this will be limited by the capacity of GMP.

If a persistent issue with speeding by users is reported the council will investigate. If a persistent issue is identified the route would need to be amended to meet the specific issues on the route. The following would be considered as part of this:

The speed limit for a mobility scooter in pedestrian areas is 4mph and while it is recognised that the ideal speed for commuter cyclists is between 12mph and 20mph we also recognised that at pinch points and in congested areas slower speeds will be necessary for user safety. This is especially important in wet conditions which increase stopping distances.

The highways code states if sharing a path, cyclists should take extra care and give plenty of room to children, the elderly and disabled people. Cyclists should always be riding at a speed that would allow you to slow down and stop if necessary.

Measures can be used to reduce cycle speed include signage, horizontal deflection, sinusoidal speed humps and thermoplastic rumble strips. These traffic calming devices will inevitably also introduce potential hazards and discomfort for other users. However, they are preferable to other users being unable to feel comfortable using the route due to high speed users.

Segregated Pedestrians and Cycle Paths

If there is a risk of illegitimate cars using the route; be that a clear linkage between two locations wide enough for a vehicle posing a significant temptation or a monitored and confirmed issue of cars using the route, or if there is a known persistent problem with quadbike usage that cannot be solved through regular and firm policing, reducing the gap to 1.5m via bollards or fencing is appropriate but the path must remain segregated so there must be at least two gaps.

If there is a issue with conflict between users or a known persistent problem with quadbike/motorbike usage, or a reducing the gap, chicane or kissing gate with radar key can be used on the pedestrian side of this route to provide a safer pedestrian path at the pinch point.

The Council will work with Greater Manchester Police (GMP) to address motorcycle and smaller quadbike issues on these paths. However, this will be limited by the capacity of GMP.

If the path is of high risk of a vehicular terrorist attack, reducing the gap to 1.2m may be necessary, but the path must remain segregated so there must be at least two gaps.

Cyclists using a segregated path, must stay on the right side of the track to avoid colliding with pedestrians and be on high alert in case pedestrians pass into the cycle lane without realising.

Measures can be used to reduce cycle speed include signage, horizontal deflection, sinusoidal speed humps and thermoplastic rumble strips. These traffic calming devices will inevitably also introduce potential hazards and discomfort for other

users. However, they are preferable to other users being unable to feel comfortable using the route due to high speed users.

Public Right of Way Bridleways on the definitive map

Where it meets the needs of the landowner bollards maybe used to provided 1.5-meter gaps 5 meters from the start of the route.

If the Bridleway also provides private access there maybe no controls at the request of those having private access.

Where private access is needed but there is a desire to prevent general traffic by cars options which allow legitimate users through will be considered. Including gates with appropriate bypass options.

If livestock is kept on the land, measures may need to be taken to control movement of animals. Self-closing gates 1.5m wide which can be opened from horseback are the preferred method in this case. However, a cattle grid with a gate as a diversion with Self-closing gates 1.5m wide which can be opened from horseback can also be considered.

If a persistent issue with speeding by users is reported the council will investigate. If a persistent issue is identified the route would need to be amended to meet the specific issues on the route. The following would be considered as part of this:

The speed limit for a mobility scooter in pedestrian areas is 4mph and while it is recognised that the ideal speed for commuter cyclists is between 12mph and 20mph we also recognised that at pinch points and in congested areas slower speeds will be necessary for user safety. This is especially important in wet conditions which increase stopping distances.

The highways code states if sharing a path, cyclists should take extra care and give plenty of room to children, the elderly and disabled people. Cyclists should always be riding at a speed that would allow you to slow down and stop if necessary. The Highways code also suggests a maximum of 10 mph when overtaking horses which we would also take into account.

Measures can be used to reduce cycle speed include signage, horizontal deflection, sinusoidal speed humps and thermoplastic rumble strips. These traffic calming devices will inevitably also introduce potential hazards and discomfort for other users. However, they are preferable to other users being unable to feel comfortable using the route due to high-speed users.

Byways Open To All Traffic (BOAT)

No Access controls will be in place on these routes.

Restricted Byway

Access Control will be in line with the legitimate users identified on the route. The Council will work with Greater Manchester Police (GMP) to address illegitimate users. However, this will be limited by the capacity of GMP.

Multi-User Trails on Council Land or maintained by the Council due to Legal Agreement.

Where private access is needed, including maintenance vehicle access, but there is a desire to prevent general traffic options which allow legitimate users through will be considered. This will include gates with appropriate 1.5m gap bypass. If high usage is an issue several accesses could be provided as a bypass including a chicane or kissing gate with radar key for pedestrians to reduce user conflict.

If livestock is kept on the land a cattle grid, with an alternate access controlled by a self-closing gate 1.5m wide which can be opened from horseback, can also be considered. If high usage is an issue several accesses could be provided as a bypass including a chicane or kissing gate with radar key for pedestrians in addition to the self-closing horse gate to reduce user conflict.

Where livestock and access for maintenance are not an issue then bollards with gaps 1.5m wide would be used unless high risk of vehicular terrorist attack was a concern where reducing the gap between bollards to 1.2m may be necessary.

All options would be set 5 meters back from the path start for the safety of horse riders.

If a persistent issue with speeding by users is reported the council will investigate. If a persistent issue is identified the route would need to be amended to meet the specific issues on the route. The following would be considered as part of this:

The speed limit for a mobility scooter in pedestrian areas is 4mph and while it is recognised that the ideal speed for commuter cyclists is between 12mph and 20mph we also recognised that at pinch points and in congested areas slower speeds will be necessary for user safety. This is especially important in wet conditions which increase stopping distances.

The highways code states if sharing a path, cyclists should take extra care and give plenty of room to children, the elderly and disabled people. Cyclists should always be riding at a speed that would allow you to slow down and stop if necessary. The Highways code also suggests a maximum of 10 mph when overtaking horses which we would also take in to account.

Measures can be used to reduce cycle speed include signage, horizontal deflection, sinusoidal speed humps and thermoplastic rumble strips. These traffic calming devices will inevitably also introduce potential hazards and discomfort for other users. However, they are preferable to other users being unable to feel comfortable using the route due to high speed users.

8. Appendices

8.1. Appendix A - Cycle Dimensions



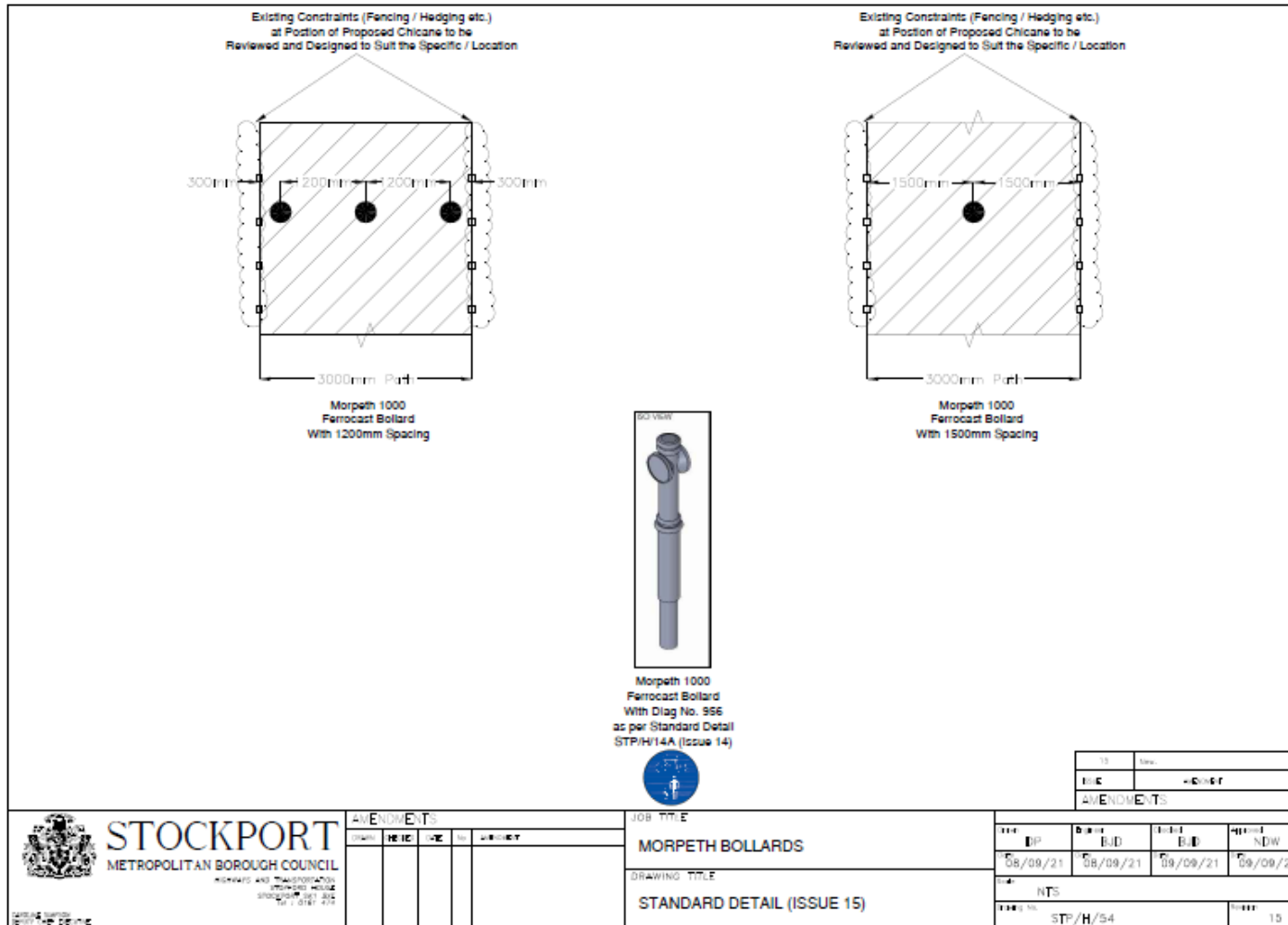
Typical Standard Cycle
L1800m / W650m



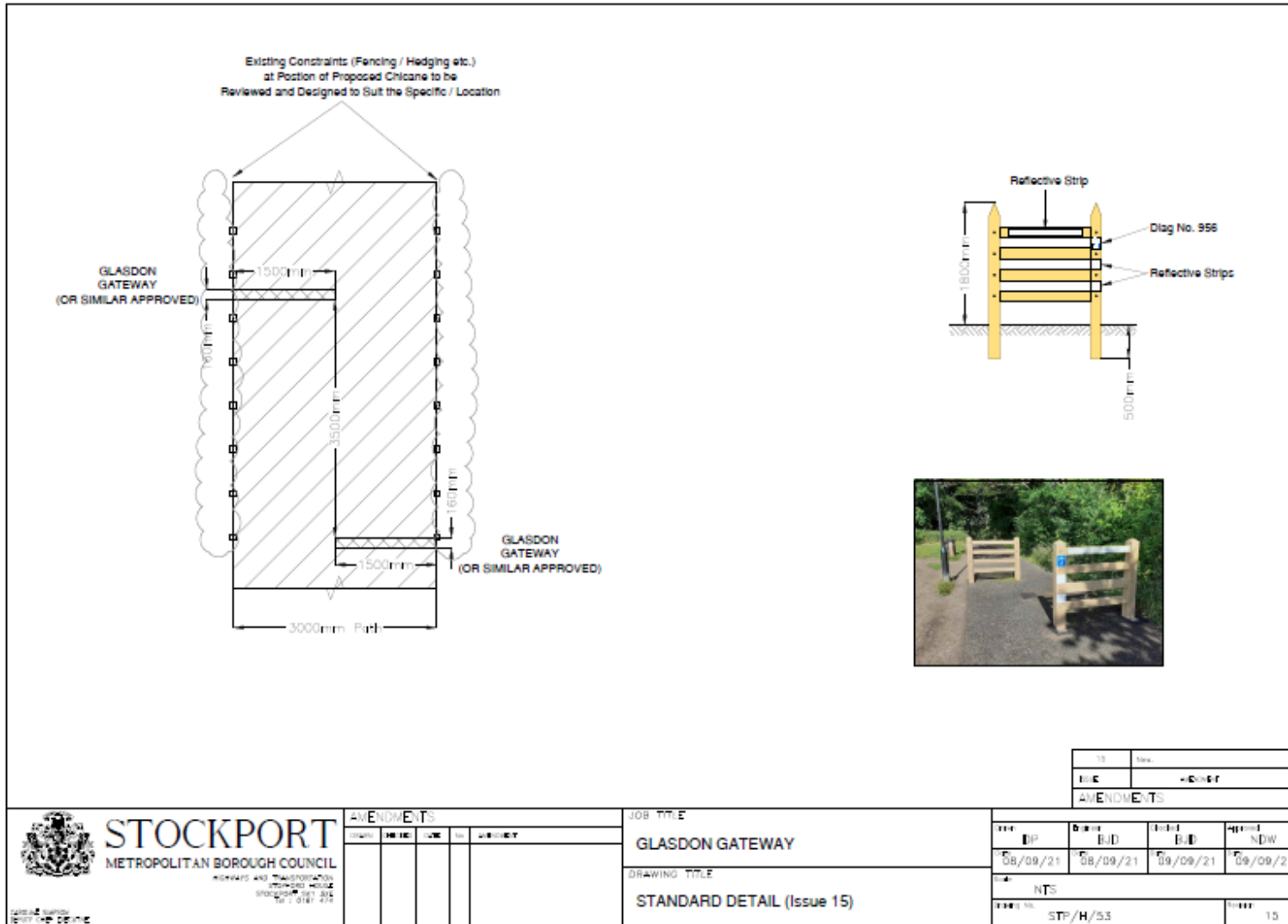
Source: London Cycling Design Standards (2016)

8.2. Appendix B – Access Control Standard Details

For Morpeth bollards (bollard) (STP/H/54)



For a Glasdon Gateway (chicane) (STP/H/53)



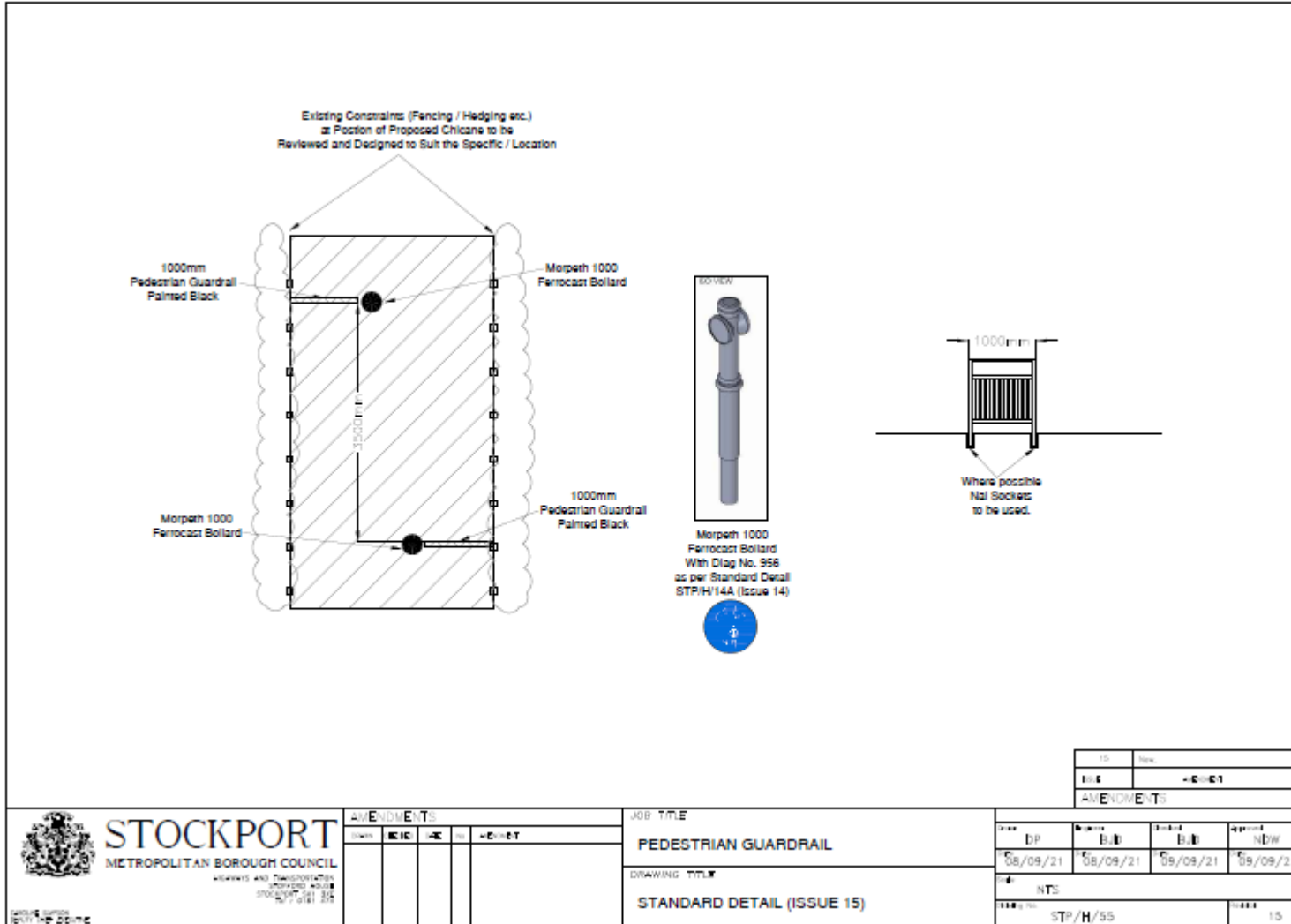

STOCKPORT
METROPOLITAN BOROUGH COUNCIL
HIGHWAYS AND TRANSPORTATION
STOCKPORT ROAD
STOCKPORT SK11 7DT
0161 276 200

AMENDMENTS				
NO.	DATE	BY	REASON	APPROVED BY

JOB TITLE	GLASDON GATEWAY
DRAWING TITLE	STANDARD DETAIL (Issue 15)

15	New		
14	Amend		
AMENDMENTS			
NO.	DATE	BY	REASON
1	08/09/21	BUD	NDW
2	08/09/21	BUD	NDW
3	09/09/21	BUD	NDW
4	09/09/21	BUD	NDW
Scale: NTS			
Project No:	STP/H/53	Sheet:	15

For a Pedestrian Guardrail (chicane and bollard) (STP/H/55)



8.3. Appendix C – Stockport Access Control Assessment Proforma

Stockport Access Control Assessment Proforma

Please fill in the boxes below.

Date:		Project ID	
Project Name		Location	

Is this a new barrier or review of an existing structure?

What is the status of the route (e.g., footpath / bridleway/ cycle path/ shared cycle and pedestrian route)

Is there:
<ul style="list-style-type: none"> • Opportunity to expand types of legitimate users? • A monitored, persistent, and significant problem of antisocial access that cannot be controlled through periodic policing? (evidence of issue to be provided) • A risk of cars using the route? • A risk of a vehicular terrorist attack on the route? • A need for livestock control? • Historic, traditional, or archaeological interest in the access control?

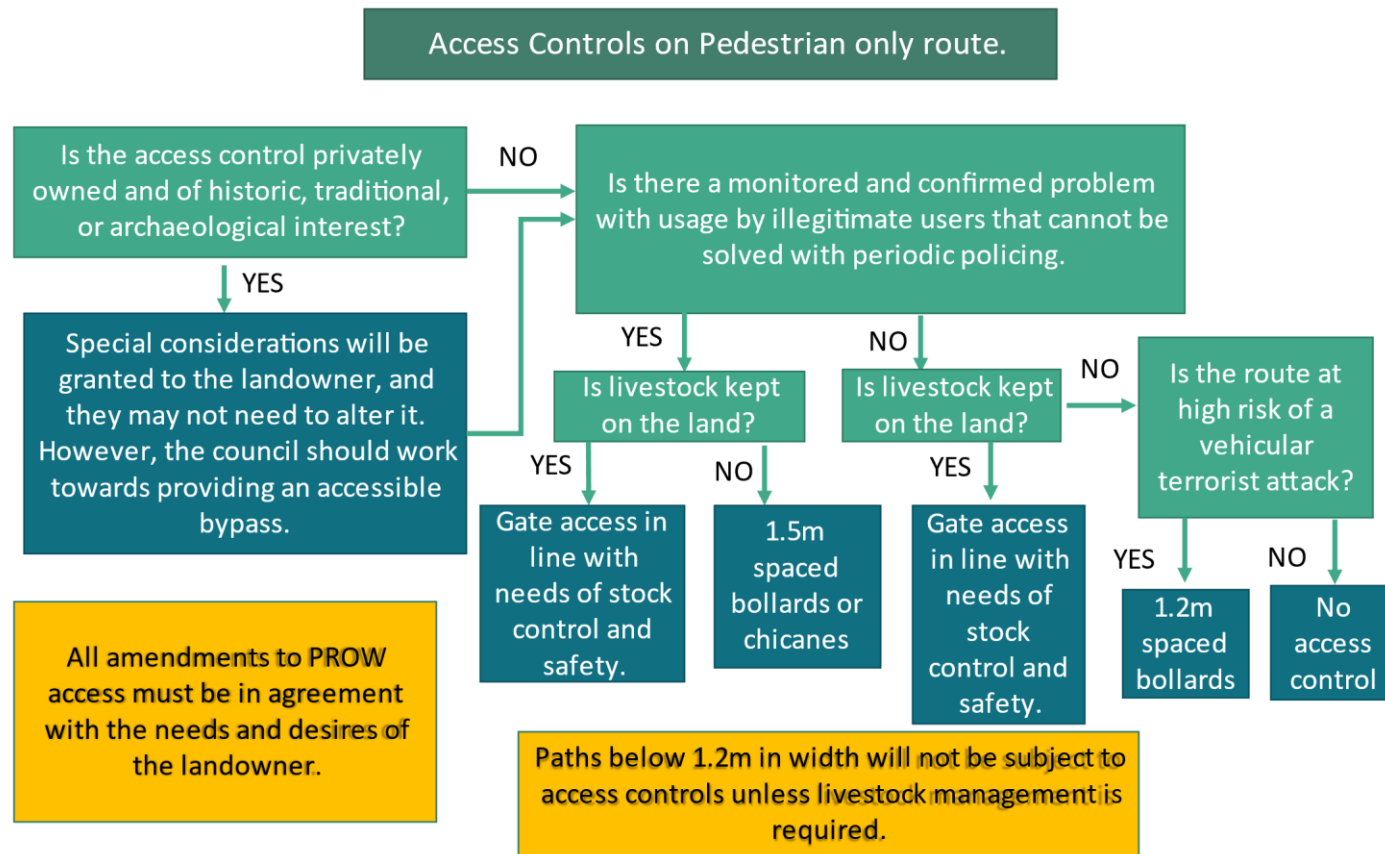
What would be the impact of the proposed barrier/ current barrier on access to the route for each user group:

Non-disabled pedestrians	
People with vision impairments	

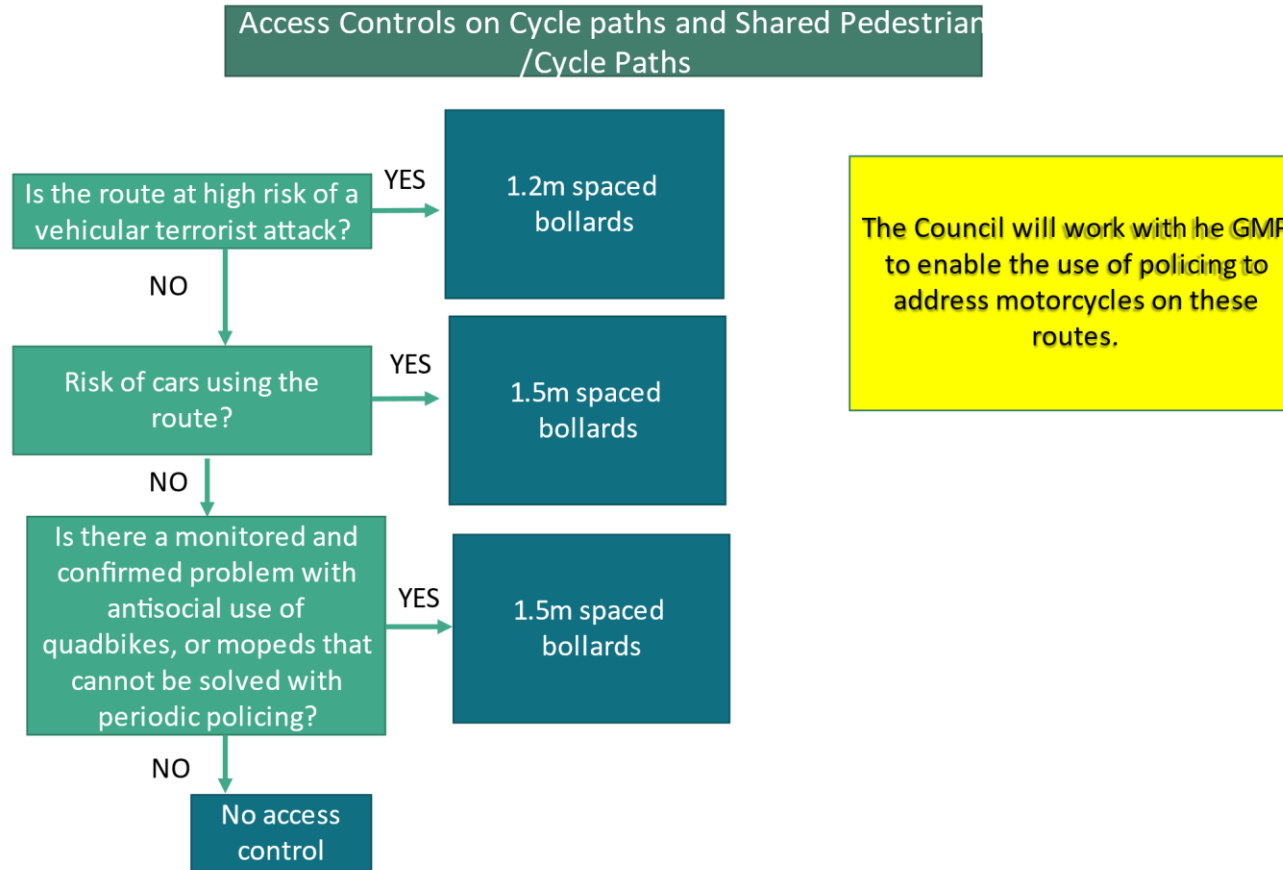
People using walking aids.	
Wheelchair users	
Mobility scooter users	
People with dexterity impairments	
People with prams	
Users of non-standard cycles (cycle routes only)	
Users of standard cycles(cycle routes only)	
Equestrians (bridleways, shared use paths only)	
Users of illegal Motor Vehicles	
Other (private access rights and maintenance needs etc.)	
<p>Are there any reports logged with the Police, Environmental Crime Unit, Neighbourhoods Team or Public Rights of Way Team of illegal activity or misuse of this route? Who has made these reports – local residents or users of the network?</p>	
<p>Have these reports been investigated by the relevant groups and, if so, what was the outcome? If not, this will need to be resolved.</p>	
<p>Have the following been consulted with (Y/N):</p>	

Landowner	
Local Councillors	
Local Residents	
PRoW Forum Members	
Walking and Cycling forum Members	
Disabilities Stockport	
Sustrans	
British Horse Society	
Greenspace/Neighbourhoods Team	
GMP	
Other (please specify)	
Could a less restrictive option be employed successfully as described in policy?	
Summarise the overall impact of this recommendation including both positive and negative effects. Should there be any negative impact on legitimate access as a result of this recommendation how can this be justified (for example the path is not wide enough to facilitate a 1.5m gap or upgrade to allow more use types)?	

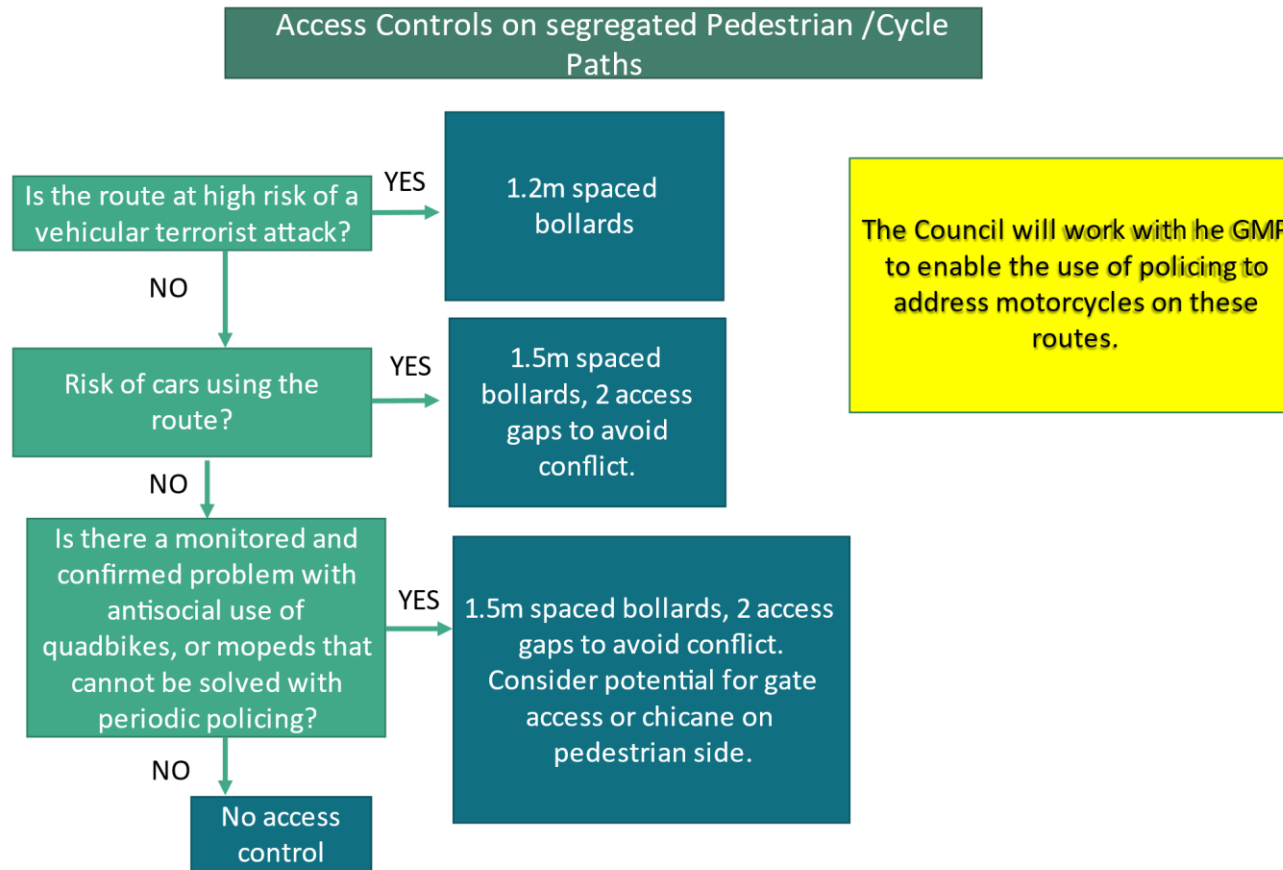
8.4. Appendix D – Flow diagram for a request to install a new barrier on a footpath



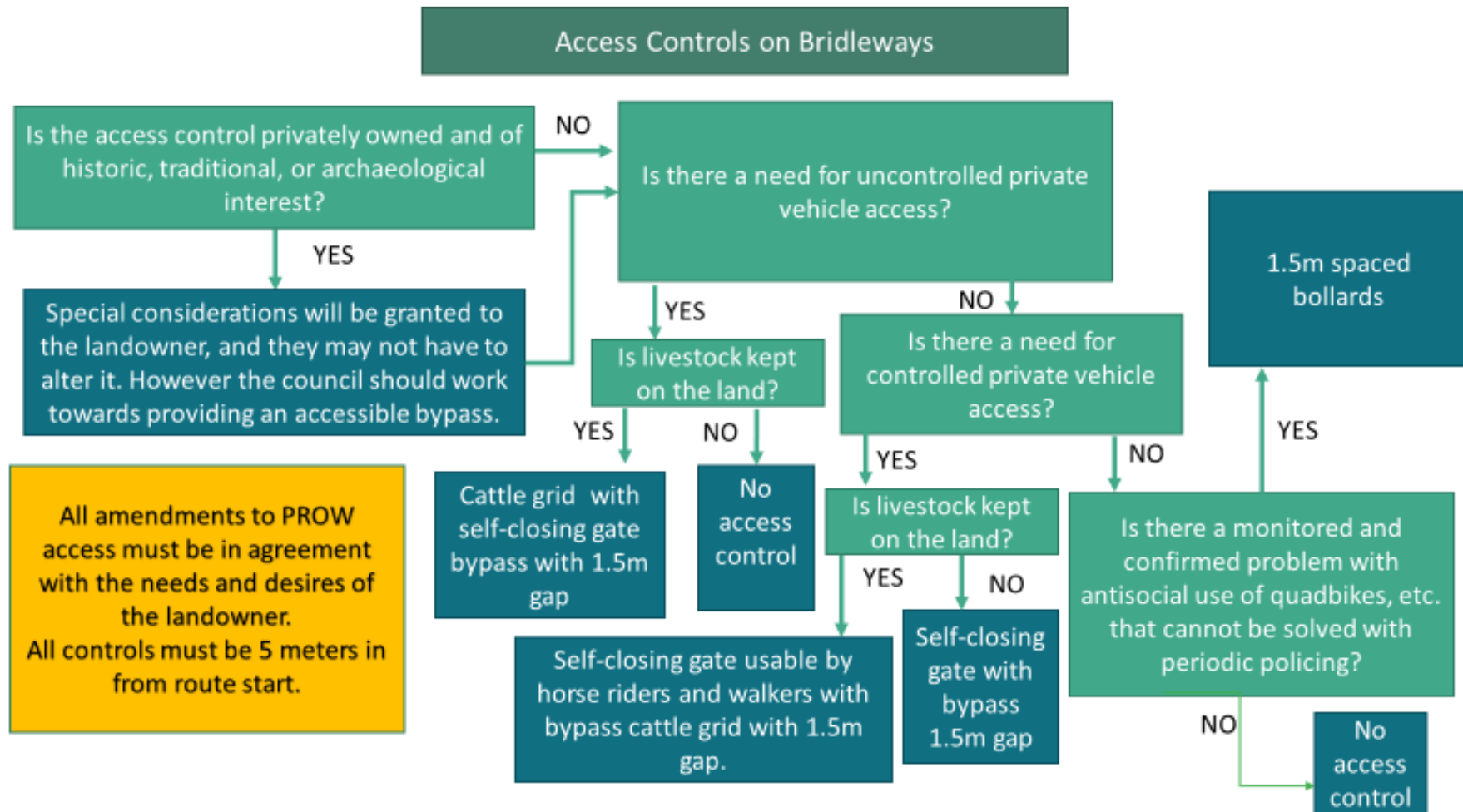
8.5. Appendix E – Flow diagram for a request to install a new barrier on a cycle path or shared pedestrian and cycle path



8.6. Appendix F– Flow diagram for a request to install a new barrier on a segregated pedestrian and cycle path



8.7. Appendix G – Flow diagram for a request to install a new barrier on a bridleway



8.8. Appendix H - Flow diagram for a request to install a new barrier on multiuser trail

