

Access Controls and Barriers Policy: Improving Inclusive Access on the Public Highway and Public Rights of Way



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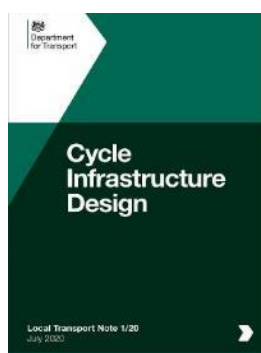
1. Background.

The Sefton Council background to the development of the policy

This policy relates to the existing and future access controls and barriers on the footpath, bridleway and cycleway network. The policy is intended to ensure that Council officers have a consistent and guided approach to the design of access controls and the removal of barriers.

The policy statement has been prepared with the consideration of the non-vehicular network, including cycle routes and shared-use paths, and where access controls have been implemented to prevent anti-social behaviour such as off-road motorbikes.

The policy aligns with the Council's active travel ambitions to deliver an accessible and connected walking and cycling network. We want walking and cycling to be available to everyone in our communities.



Scope

This statement references the design standards for pedestrians and cyclists concerning barriers and access controls on paths that both users are permitted. This means, the requirements for footpaths, bridleways, byway open to all traffic, restricted byways and other routes used by the public that are permissible by cyclists, in addition to pedestrians. Routes used by the public may also be used by the disabled by using usual accompaniments, and parents with buggies for infants. Equestrian use of bridleways is also considered and references the respective design guidance.

This statement references guidance by; British Standard Institution (BSI); Department for Transport (DfT); Chartered Institute for Highways and Transportation (CIHT); British Horse Society (BHS); and Department for Environment, Food and Rural Affairs (DEFRA). This policy statement does not seek to replace or supersede existing design standards for pedestrians and cyclists in Sefton. It is a policy related to Sefton that is intended to improve the accessibility of the network.

2. Document Structure.

The Access Controls and Barriers Policy Statement is structured as follows:

Section	Description
Current Legislation for Access Controls.	Summarises the three items of legislation considered in the policy development, including the Equality Act 2010.
Policy Statement.	Sets out our expectations and design considerations for acceptable access controls.
Aim and Objective.	States the key aims the policy is prepared for and the objectives that are intended to be achieved with it.
Defining the Priority Barriers and Access Controls.	Provides users with a guide to which barriers are considered a higher or lower priority for funding, and broadly where they occur.
Current Guidance Review.	A review of the relevant guidance for access controls.
Relevant Organisation Background and Policy.	Summarises the policy and guidance set out by relevant organisations with regards to footpaths, cycleways, bridleways and shared leisure routes.
Current accessibility on the National Cycle Network.	Summarises the audit data to date and the findings at each barrier location on the Trans Pennine Trail (TPT) and National Cycle Network (NCN).
Benchmarking: Good Practice by Other Highway Authorities.	Summarises the good practice by Stockport Council and similar processes developed by Tameside Council and Wigan Council.
Coordination in the Liverpool City Region.	Summarises the relationship of this policy with regional active travel policies and the coordination of experiences and policies to achieve cross-boundary continuity.
Appendices.	Appendix A - Overview of Common Access Controls. Appendix B - Review of Current guidance relevant to Access Controls. Appendix C – Illustrated barrier and access control audit reference numbers in each priority area.

3. Current Legislation for Access Controls.

Three areas of legislation have been considered during the preparation of the policy. The Equality Act 2010 set out the vulnerable and protected groups that access control designers should consider:

- Equality Act 2010
- Highway Act 1980
- Countryside and Rights of Way Act 2000

Equality Act 2010

The Equality Act 2010 superseded the Disability and Discrimination Act 1995 to raise expectations for access to workplaces and amenities in the built environment for vulnerable and protected groups. This includes, in Section 20 of the Act, the expectation that adjustments be made for disabled persons.

Section 20 Duty to Make Adjustments.

(3) The first requirement is a requirement, where a provision, criterion or practice of A's 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.

(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.

(5) The third requirement is a requirement, where a disabled person would, but for the provision of an auxiliary aid, be put 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 provide the auxiliary aid.

.....

(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.

Source: [Equality Act 2010](#)

Section 149 Public sector equality duty.

The Equality Act 2010, sets out legislation to require both local authorities and landowners ensure restrictive access control barriers are not provided on traffic-free routes, making paths accessible to all legitimate users. This means that where possible, Sefton Council should make all routes accessible. This will require the redesign and/or removal of many existing access controls on traffic-free paths to achieve compliance, which is required as part of our public sector equality duty.

Section 149 outlines the public sector duty to have due regard to the need to eliminate discrimination, harassment and victimisation and to take into account the needs of disabled persons that are different from the needs of persons who are not disabled.

Source: [Equality Act 2010](#)

What does this mean for our path network?

The legislation means that if routes cannot be accessed by any other way and there is no overriding significant risk to the public, access controls should be wide enough and accessible for all legitimate users.

Where access control barriers have been maintained for reasons, such as to prevent issues such as anti-social behaviour, they should be reviewed as part of future maintenance regimes to determine if they can be removed.

Highways Act 1980

Sefton Council want to promote and apply the least restrictive access controls on off-road routes in the borough. Where access controls are needed due to animal stock control, the Council will work to make these as accessible as possible using standards proposed by groups such as the Ramblers Association and Sustrans.

Section 147 Power to Authorise Erection of Stiles on footpaths or Bridleways

The Highway Act 1980 contains provisions for the erection of stiles on agricultural land, described from the legislation below:

(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 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.

Source: Highway Act 1980

Section 175A Duty to have regard to needs of disabled and blind in executing works.

The Highways Act 1980 also outlines the duties that authorities have duties to regard disabled and blind people when executing works described below:

(1) In executing works in a street which may impede the mobility of disabled persons or blind persons highway authorities, local authorities and any other person exercising a statutory power to execute works on a highway shall have regard to the needs of such persons.

(2) Any such authority or person as is mentioned in subsection (1) above shall have regard to the needs of disabled persons and blind persons when placing lamp-posts, bollards, traffic-signs, apparatus or other permanent obstructions in a street.

(3) Highway authorities shall have regard to the needs of disabled persons when considering the desirability of providing ramps at appropriate places between carriageways and footways.

(4) In executing in a street any such works as are mentioned in subsection (1) above, any such authority or person as is mentioned in that subsection shall have regard to the need of blind persons to have any openings, whether temporary or permanent, in the street, properly protected.

(5) Section 28 of the Chronically Sick and Disabled Persons Act 1970 (power to define certain expressions for the purposes of provisions of that Act) shall have effect as if any reference in it to a provision of that Act included a reference to this section.

Source: Highway Act 1980

What does this mean for our path network?

Where Public Rights of Way pass through land containing the owners' animals, the owner can put up access controls which may be restrictive to the ingress / egress of animals whilst obtaining maximum accessibility. Such facilities could be 'kissing gates'. However, it is stated that these must not cause "*undue inconvenience to the public.*"

In the Liverpool City Region Rights of Way Improvement Plan 2018-2028, 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.*"

Countryside and Rights of Way Act (2000)

The Countryside and Rights of Way Act 2000, Part I, Chapter I, Section 13, 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 indicates that if an access control on access land is recognised as bringing about an inconvenience to the public, it may not have to be changed if doing so causes an unnecessary burden on the owner or if it has historic, traditional, or archaeological interest.

What does this mean for our path network?
Consideration should be given to locations with access controls that form a preventative measure against anti-social behaviour, particularly with regard to preventing off-road motorbikes. Consultation should be had with the Elected Members, Police and the public to understand the weight of concern for the potential removal of restrictive access controls with regard to ASB. However, a principal of supporting access to the majority should be assumed to avoid retaining access controls that serve to prevent a small minority committing acts of ASB.

4. Policy Statement.

Scope

This statement references the design standards for pedestrians and cyclists concerning barriers and access controls on paths that both users are permitted. This means, the requirements for footpaths, bridleways, byway open to all traffic, restricted byways and other routes used by the public that are permissible by cyclists, in addition to pedestrians. Routes used by the public may also be used by disabled people by using usual accompaniments, and parents with buggies for infants. Equestrian use of bridleways is also considered and references the respective design guidance.

This statement references guidance by; British Standard Institution (BSI); Department for Transport (DfT); Chartered Institute for Highways and Transportation (CIHT); British Horse Society (BHS); and Department for Environment, Food and Rural Affairs (DEFRA). This policy statement does not seek to replace or supersede existing design standards for pedestrians and cyclists in Sefton. It is a policy related to Sefton that is intended to improve the accessibility of the network.

Users of Public Rights of Way and Other Access Facilities

Public Rights of Way (PRoW)

The path users considered for each type of Public Right of Way (PRoW) are specified in British Design Standard BS 5709:2018 for gaps, gate and stiles. The principle of the least restrictive option of access control should be considered. Users should refer to the Sefton Council Definitive Map and Statement and consider the Liverpool City Region Combined Authority Rights of Way Improvement Plan 2018-2028, Ramblers Association guidance for disabled access on Public Rights of Way, and associated legislation set out in chapter 3.

Recreational routes and National Trails.

Within Sefton borough, there are PRoW and permitted routes that form part of designated recreational and national trails, notably the NCN; TPT and King Charles III England Coast Path. The design standards for paths should adhere to the principle of the least restrictive option of access control, or none at all. Recommended use of a structure should be supported by evidence and related guidance where appropriate.

Barriers on the path network, including steps and level changes that do not meet Disabled Access Regulations, should also be considered for improvement to provide a least restrictive option.

Access Design and Minimum Widths

Where possible all future access controls measures on our metalled path network should follow the guidance set out in the DfT, Cycling Infrastructure Design local transport note (LTN) 1/20. The guidance includes in Section 1.6, paragraph 16 and Section 8.3 specifications related to chicane barriers.

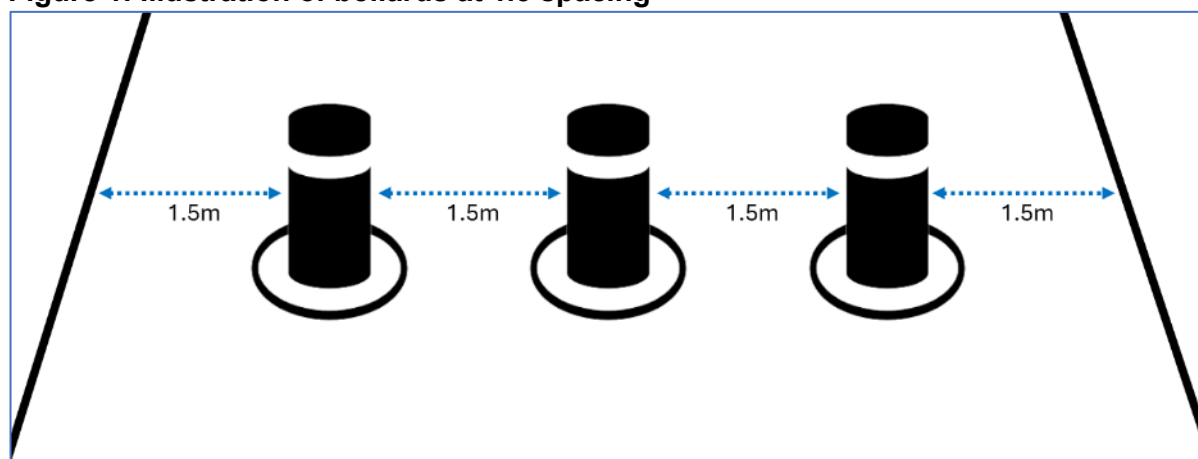
There will be a general presumption against the use of access controls unless there is a known persistent and significant problem of antisocial behaviour, such as moped or motorcycle access that cannot be controlled through periodic policing. Schemes will be monitored over a period to see if any complaints or queries are received.

All controls will need to consider individual site issues such as width of path, gradient and the path adjoining a carriageway. These considerations will need to be captured as part of the design process for clarity in decision-making. A flow diagram can be found in chapter 6.

The aspiration for popular leisure routes such as the; TPT; King Charles III England Coast Path; and Canal Tow Paths is for no barriers and the removal of existing barriers. Where a form of access control is expected to remain, bollards and chicanes are preferred using the specifications set out below.

<p>Bollards</p>	<p>Bollards (where appropriate) should be installed 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.</p> <p>Bollards (where appropriate) installed at a minimum of 1.5m spacing (Figure 1), which allows users to approach in a straight line whilst permitting all types of cycle and mobility scooter to gain access.</p>
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Figure 1: Illustration of bollards at 1.5m spacing



Images **Figure 2** to **Figure 7** below illustrate the spacing requirements of chicanes and the general dimensions of cycles that the proposer should consider.

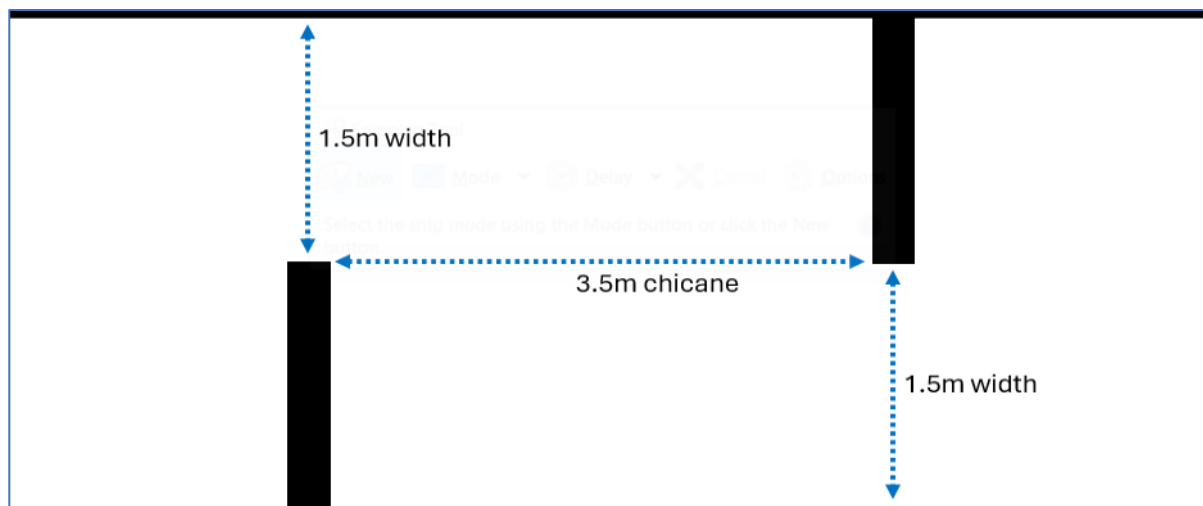
Figure 2: Illustration of a bollard with 1.5m spacing



Source: Trans Pennine Trail

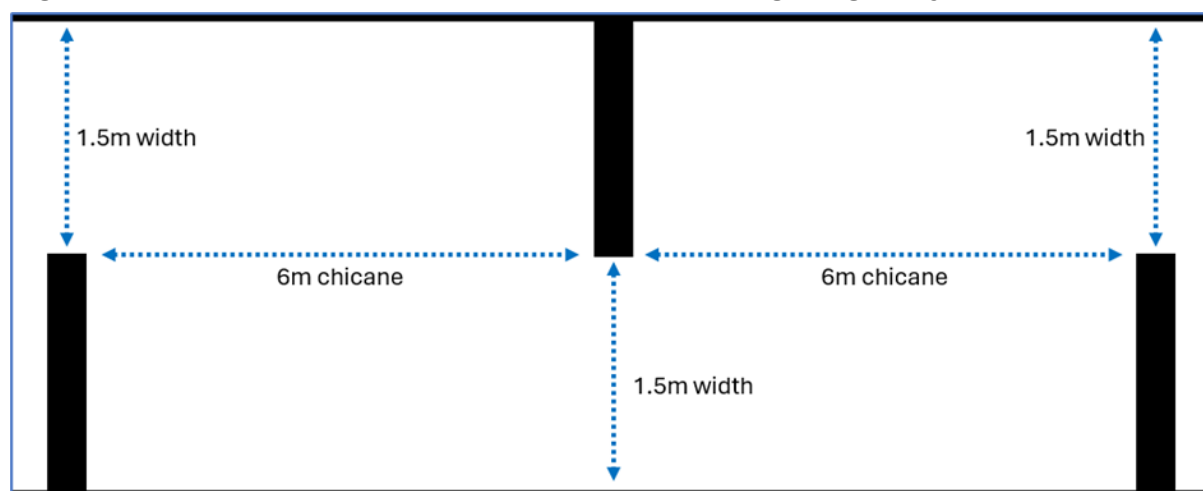
Chicane	A chicane should be designed to include at least a 3.5m spacing between the chicanes and a chicane width of at least 1.5m for a double chicane. For a triple chicane, the chicane width is 1.5m however the spacing between the chicanes increases to 6m.
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Figure 3: Illustration of a chicane with 3.5m spacing, lengthways



Source: Sustrans; Swept Path Assessment for Multi-Barrier Chicane, 2020.

Figure 4: Illustration of a triple chicane with 6m spacing, lengthways



Source: Sustrans; Swept Path Assessment for Multi-Barrier Chicane, 2020.

Figure 5: Chicane with 3.5m spacing on the Trans Pennine Trail



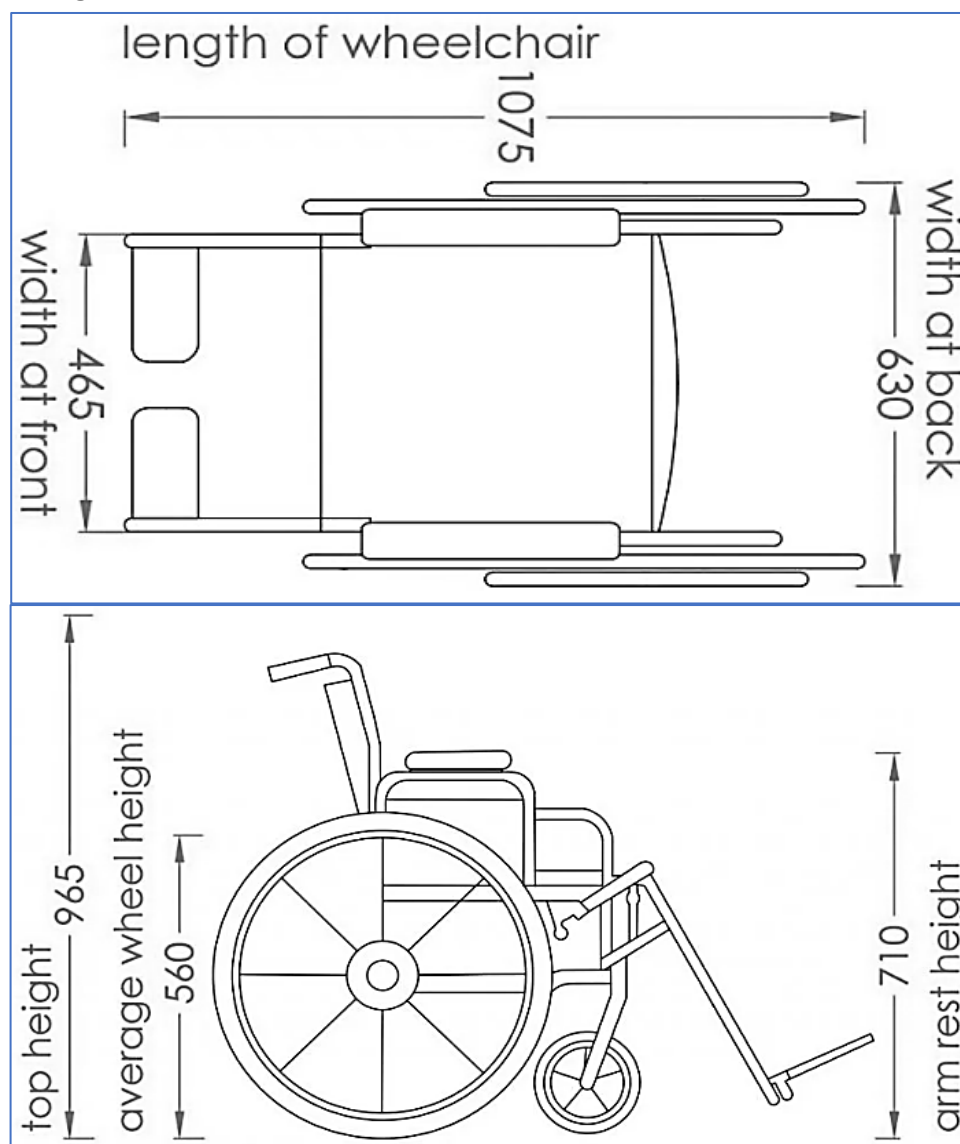
Source: Warrington Council

Figure 6: Typical dimensions of cycles to be considered



Source: Department for Transport, Local Transport Note 1/20; Cycle Infrastructure Design.

Figure 7: Average dimensions of wheelchairs (mm)



Source: First In Architecture, Metric Data 03 Average dimensions of wheelchair user.

Note: Wheelchairs and other usual accompaniments used by disabled people can vary in specification.

Current Access Controls

When reviewing existing access controls, there are a number of factors/issues which need to be considered. These are:

- Is the access control/barrier compliant with access control guidance stated in this document and published by the Government.
- Is there evidence that the route is an area experiencing anti-social behaviour which has resulted in barriers being installed? And are there better methods of controlling anti-social behaviour which does not involve the use of access controls/barriers?
- The council also must prioritise available funding for locations which provide the most public benefits. For example, more heavily used and publicised routes should be given greater priority over less used routes which provide fewer overall benefits.

In new schemes, a risk allowance will be set aside for any mitigation works for access controls. New schemes trust that the most accessible design option is tried first before other

stakeholders' interests are considered. A review will be undertaken to understand why an access control would be the best option if a barrier-free solution is proposed as not suitable.

In Sefton, improvements to restrictive access controls are continuous as funding is available. Sustrans manage the upgrading of barriers on the Trans Pennine Trail (TPT) in collaboration with officers from the TPT. On the coastal path, access control gates are now left open enabling fully inclusive access on the popular trail.

Monitoring and Review

When access controls/barriers have been identified to be amended, they should be monitored over a three-month period to establish if complaints or queries have been received by Merseyside Police, elected Members, and the Sefton Council Neighbourhoods Team.

If there have been no complaints regarding anti-social behaviour, the access control/ barrier should be amended according with the access control design guidance in this chapter. Consultation with stakeholders must take place when finalising a new design.

Consultation

Proposed changes to access controls should be consulted with key stakeholders, such as:

- British Horse Society, Merseyside, where related to a Bridleway.
- Elected Town/Parish Councillors, where related to a Parish/Town Council area.
- Elected Ward Members.
- Landowner / asset owner.
- Local Highway Authority.
- Merseyside Police.
- Sefton Council Neighbourhoods Team.
- Sustrans when the barrier is on an NCN route.
- TPT where a TPT route.

5. Aim and Objective.

Policy Aim

To improve future access control and barrier provision on footpaths, rights of way, bridleways, long-distance leisure routes, and shared-use paths in the borough. This is important for our active travel policies. Where appropriate, the policy aims to preclude and remove the use of access controls and barriers. Where barriers are retained and they are not an accessible design, the principle of the least restrictive option should be applied.

Policy Objective

Officers and Members will review the issue of access controls and barriers with regard to the current guidance and legislation, and establish an appropriate policy for their provision, modification or removal.

An initial focus by Sefton Council will be leisure routes in our borough, such as the coastal path and Cheshire Lines path.

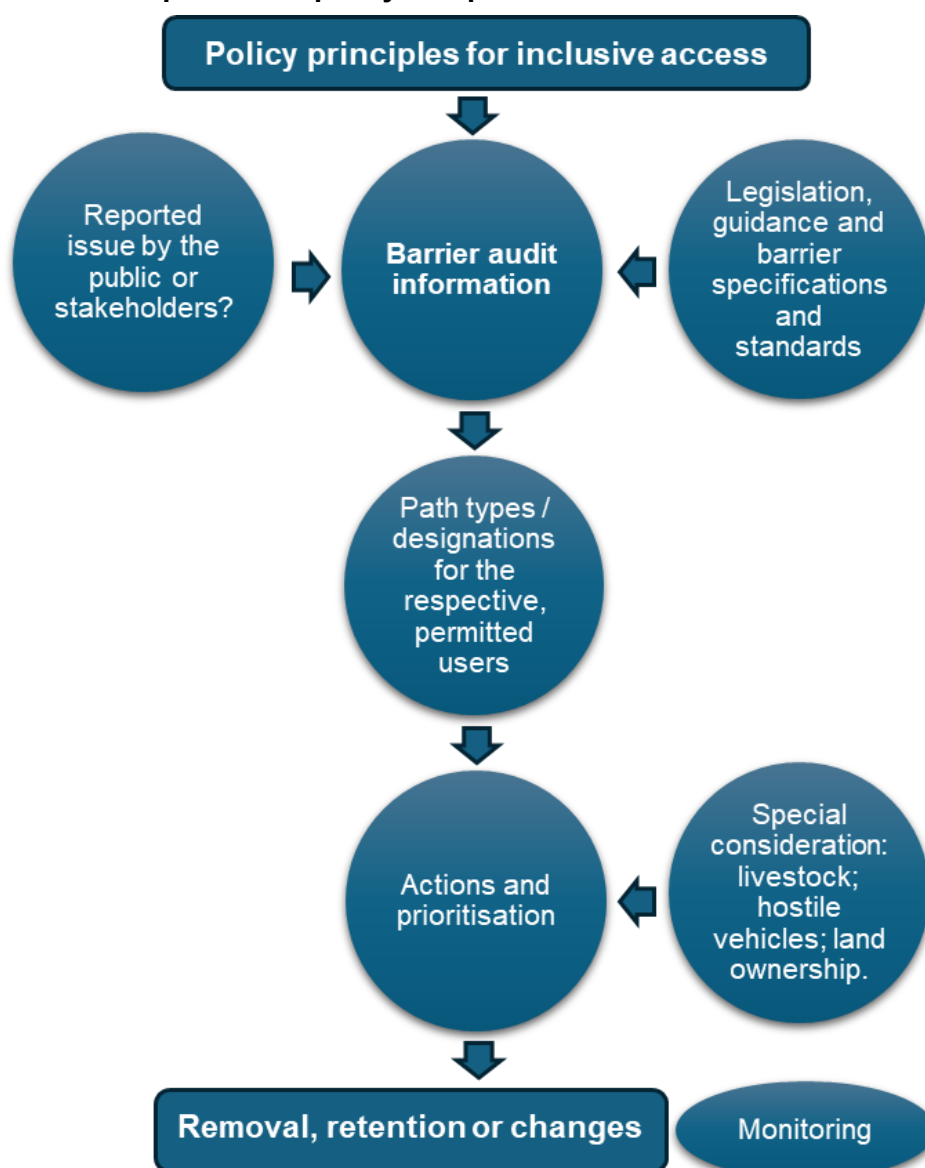
6. Defining the Priority Barriers and Access Controls.

This section outlines the prioritisation method to determine which barriers and access controls would be considered a higher or lower priority for funding. This is necessary for practitioners to consider where resources should be prioritised as funding becomes available.

Prioritisation method:

Figure 8 illustrates the relationship between the; policy principles; legislation and guidance; barrier audit information; and the actions practitioners should take. Monitoring and evaluating the impact of barrier removal is important to understand the impact on the community and to observe changes in the use to help inform future barrier changes.

Figure 8: Relationship between policy and prioritisation



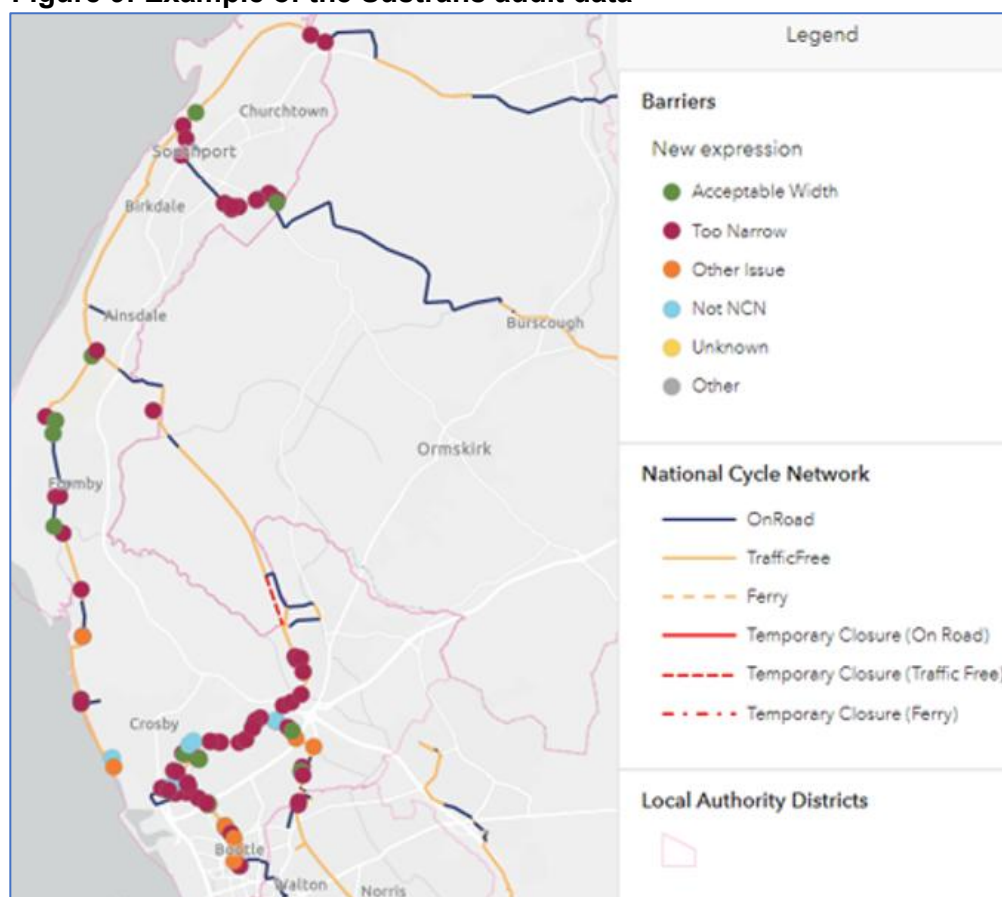
The prioritisation implies higher and lower priority barriers and access controls, although it is expected that all barriers would be redesigned eventually.

Audit information used

Appendix C contains the current access control and barrier audit information for the borough. Appendix C will be routinely updated as further audits are undertaken during the life of this policy.

The barrier and access control prioritisation uses both the linear path information and path designations along with the audited information for each access control and barrier. For each barrier location, Sustrans and Trans Pennine Trail audit data is available to Sefton Council (**Figure 9**). This was prepared for routes that are signposted National Cycle Network (NCN) routes or leisure walking routes as part of the Trans Pennine Trail (TPT).

Figure 9: Example of the Sustrans audit data



Source: Sustrans

Note: Appendix C contains the most current audit information.

In addition to the audit data supplied by external stakeholders, Sefton Council have records of access controls, the types installed and conditions across the Public Right of Way (PRoW) network. When updating the audit information with site visits, this policy will be used to inform Sefton Council's PRoW data regarding access control and barrier suitability.

Mapped routes

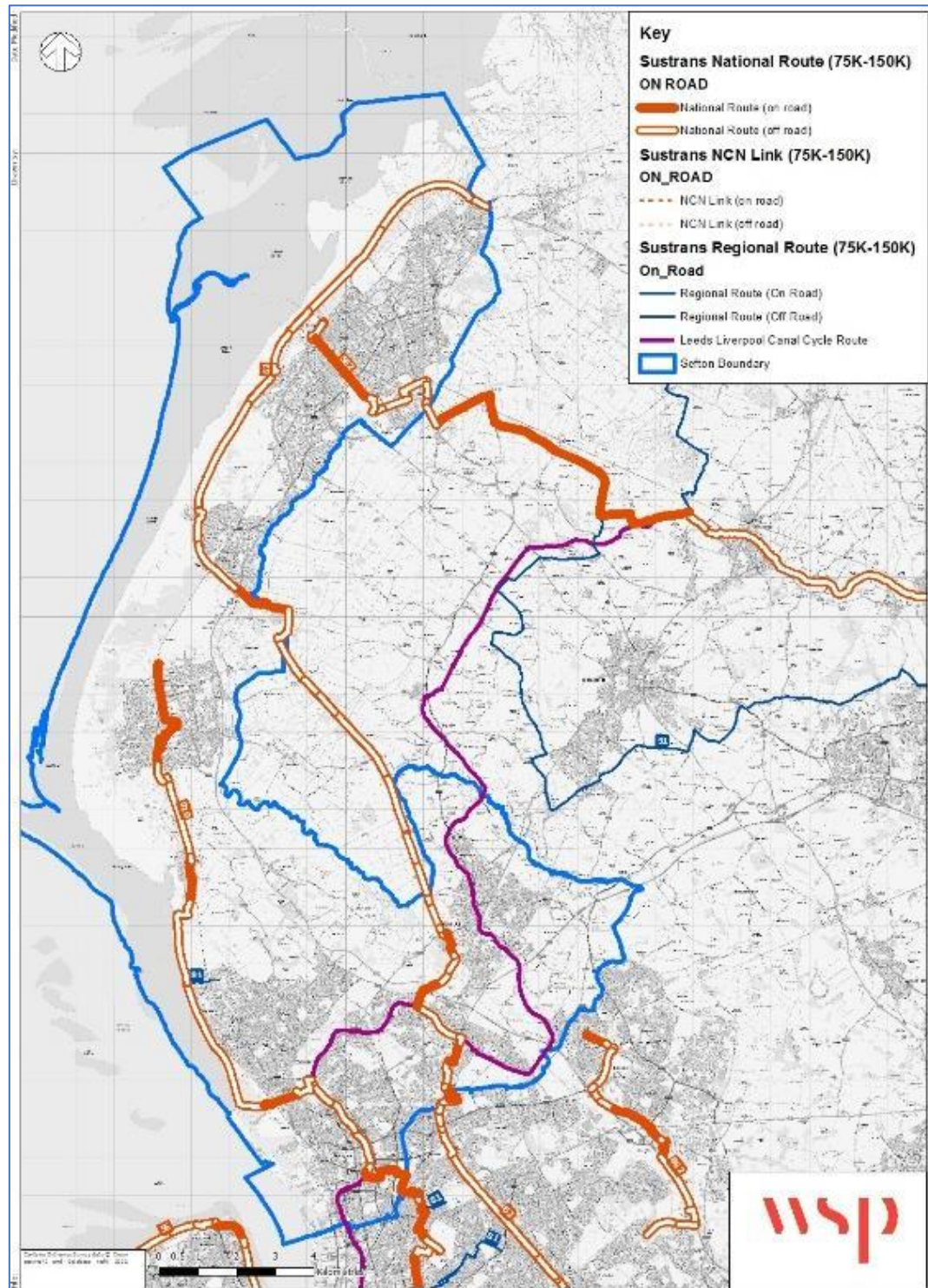
The route and barrier information are mapped using geographical information software (GIS) to help inform considerations of barrier priority. This includes maps of the NCN and PRoW.

The **Sefton definitive PRoW map** can be found on the Sefton Council webpage, linked here: <https://www.sefton.gov.uk/around-sefton/walking-and-cycling-in-sefton/walking-in-sefton/public-rights-of-way/>. This includes designated footpaths of unmetalled and metalled

form, Bridleways, Byways, designated leisure routes such as the King Charles III England Coastal Path, and the TPT.

Figure 10 shows the NCN, which is the responsibility of Sustrans to monitor and improve in partnership with stakeholders. The NCN is illustrated to show the mix of on-road and off-road routes.

Figure 10: Strategic Cycle Infrastructure



Source: WSP / Sefton Council LCWIP 2025.

Prioritisation ready reckoner

To guide users of this policy, a decision making 'ready reckoner' has been prepared to help understand if a barrier or access control should be remediated as a matter of priority. The visual tool is a 'catch-all' guide for all PRow and NCN types, be they metalled, unmetalled or designated leisure routes.

Figure 11 below illustrates the 'ready reckoner', which is used to consider a; particular barrier or access control location; the audit finding; path type it is on; and considerations of land ownership and usage. The user should read the 'ready reckoner' from left to right and the matrix of shades will guide a judgement of whether the barrier is either a primary location, secondary, tertiary, or other location consideration. In addition, the bottom of the 'ready reckoner' shows that if 'no audit' has been conducted, or if the access control width is 'already acceptable', then the location cannot be assigned a priority.

Figure 11: Prioritisation 'ready reckoner.'

Path Designations and Priorities in Sefton Borough										Other Consideration
Primary Consideration	May or may not be part of a national trail or route.						Will be part of the NCN, TPT or other national trail.			
Outcome of the Access Control / Barrier Inspection	1. Unmetalled PRow / footpath / permissive paths	2. Byway open to all traffic	3. Restricted Byway	4. Bridleway	5. Metalled PRow / footpath / permissive paths	6. Promoted trails and footways in Sefton's parks.	7. Canal Towpath	8. Shared-use recreational route (NCN, TPT, national trail)	Route Usage	
Too Narrow.		Tertiary						Primary Location	High use, popular route with multiple recreational route designations.	
Other issue or obstacle.								Secondary Location	A path that is part of a locally or nationally promoted trail.	
									Route with lower usage, maybe in or around a settlement / include rights of way and footways.	
Unknown / location not yet audited.	Not Audited. Shared-use routes / recreational routes should be a higher audit priority if not already audited								TBC - following an audit.	
Acceptable Width.	Not Applicable - acceptable								NA - Location is acceptable.	

Path Designations and Priorities in Sefton Borough										Other Consideration
Primary Consideration	May or may not be part of a national trail or route.						Will be part of the NCN, TPT or other national trail.			
Outcome of the Access Control / Barrier Inspection	1. Unmetalled PRow / footpath / permissive paths	2. Byway open to all traffic	3. Restricted Byway	4. Bridleway	5. Metalled PRow / footpath / permissive paths	6. Promoted trails and footways in Sefton's parks.	7. Canal Towpath	8. Shared-use recreational route (NCN, TPT, national trail)	Route Usage	
Too Narrow.		Tertiary						Primary Location	High use, popular route with multiple recreational route designations.	
Other issue or obstacle.								Secondary Location	A path that is part of a locally or nationally promoted trail.	
									Route with lower usage, maybe in or around a settlement / include rights of way and footways.	
Unknown / location not yet audited.	Not Audited. Shared-use routes / recreational routes should be a higher audit priority if not already audited								TBC - following an audit.	
Acceptable Width.	Not Applicable - acceptable								NA - Location is acceptable.	

Source: Sefton Council.

The descriptions of each path designation in **Figure 11** are listed from 1 to 8 in **Table 1** below.

Table 1: Descriptions and local examples of the path designations in the 'ready reckoner'

Path Designation	Descriptions
1. Unmetalled PRow / footpath / permissive paths	<p>An unmetalled PRow will only likely be reasonably accessible to able bodied walkers, and cannot be used by cyclists. Despite this general usage, the Ramblers Access for All guidance and Public Rights of Way Management plans have the ambitions to improve accessibility with kissing gates whilst maintaining field containment to protect cattle and other agricultural property.</p> <p>Can include sections of permissive paths. Permissive paths are paths where the landowner grants permission for public use. The landowner maybe a private or public interest, including Sefton Council.</p>
2. Byway open to all traffic	<p>Byways are routes that are available for all modes. Low priority because a byway should already be accessible but may not be a suitable cycling surface. Examples include; Broad Lane, Formby; Sixteen Acre Lane, Formby; Pasture Lane, Formby; Gates Lane, Thornton and Rakes Lane adjacent to Thornton Cemetery linking with Broom's Cross Road.</p>
3. Restricted Byway	<p>Restricted byways are a type of public right of way that are not for use by mechanically propelled vehicles. The public has the right to travel on them on foot or if disabled by using usual accompaniments, by horseback, horse-drawn carriages and bicycles. Examples include Alexandra Road; and Albert Road in Formby.</p>
4. Bridleway	<p>Bridleways can be used by the public on horseback, bicycle, on foot or if disabled by using usual accompaniments. There is potential for access controls to be upgraded to the type with a higher pull-handle for opening. This would include for example, Dibb Lane in Little Crosby and Back Lane in Thornton. Such routes can often be locally promoted for the community.</p>
5. Metalled PRow / footpath / permissive paths	<p>A metalled PRow will be accessible to able bodied walkers, disabled people with usual accompaniments and buggies used by parents and carers. Such routes can often be locally promoted for the community.</p> <p>Can include sections of permissive paths. Permissive paths are paths where the landowner grants permission for public use. The landowner maybe a private or public interest, including Sefton Council.</p>
6. Promoted trails and footways in Sefton's parks	<p>Will include the Rimrose Valley routes, which is extensively a 'traffic free cycle route' designation, only partly an NCN and partly PRow criss-crossing the valley. There is potential for access controls to be upgraded or removed subject to consultation with stakeholders.</p>
7. Canal Towpath	<p>The Leeds-Liverpool Canal in Sefton is the responsibility of the Canals and Rivers Trust. The canal has a towpath that is also designated a National Cycle Network. It is popular with boat owners, local residents for leisure use, and long-distance users such as cyclists. There is potential for access controls to be upgraded or removed subject to consultation with stakeholders.</p>
8. Shared-use recreational route	<p>Generally will include the Sefton Coastal Path / King Charles III England Coast Path, National Cycle Network and Trans Pennine Trail. Sections of our network have multiple designations, such as the coastal path and Cheshire Lines former rail line. There is potential for access controls to be upgraded or removed subject to consultation with stakeholders.</p>

Source: Sefton Council.

Priority Barriers and Access Controls

The access controls and barriers are mapped and listed by areas of the borough, which are:

- Crosby Coastal Path;
- Formby and Woodvale;
- Leeds-Liverpool Canal Towpath; Bootle and Litherland Section;
- Leeds-Liverpool Canal Towpath; Netherton Section;
- Maghull & Brooms Cross;
- Rimrose Valley;
- Seaforth & Waterloo - Rimrose Valley to Crosby Coastal Path; and
- Southport.

The areas are determined by the prevalence of access controls and barriers on designated leisure routes and our popular coastal and green spaces. In addition, some areas have been placed into sections, such as the Leeds-Liverpool Canal Towpath and the connections between Rimrose Valley and the Crosby Coastal Path through Seaforth and Waterloo.

Appendix C includes the barrier and access control audit reference numbers, plotted in maps and tables for each area listed above. It will be routinely updated as access controls and barriers are audited and their status is updated.

The tables in **Appendix C** include each barrier audit number and accompanying information:

- The type of path designation concerned, such as NCN or TPT;
- The Ward area;
- Audit status of the barrier, such as 'too narrow' or 'other issue;' and
- The strategic policy relationship, such as the barrier is on an identified corridor in the Sefton LCWIP or similarly is on a designated leisure route.

The ready reckoner guides the user of this policy to consider each barrier location against the type of path and designation it is on (**Figure 11**), and if there are wider policy considerations.

7. Current Guidance Review.

A review of the current relevant guidance for access controls is itemised in **Appendix B** and summarised below. It contains a list of the current guidance related to changing the type and specification of an Access Control across a range of scenarios and user considerations, including pedestrians, cyclists and equestrian users.

Standards for Highways: Designing for Walking, Cycling, and Horse-Riding

The document is part of the UK's Design Manual for Roads and Bridges (DMRB) and provides comprehensive guidelines for designing safe, functional, and efficient routes for walking, cycling, and horse-riding, primarily on or near motorways and all-purpose trunk roads. The document aims to support infrastructure that enables active modes in a way that is safe, comfortable and convenient.

The document includes 'core design principles', that are similarly used for Local Cycling and Walking Infrastructure Plans (LCWIPs):

- Coherence: Providing continuous and easily navigable routes.
- Directness: Designing efficient routes that reduce journey time.
- Comfort: Ensuring paths meet design standards and reduce physical strain.
- Attractiveness: Promoting visually appealing and noise-reduced environments.
- Safety: Mitigating hazards and enhancing users' perception of safety.

The document promotes inclusive mobility by enabling designs for equitable access across user groups, including shared-use and segregated pathways. It includes specialised design needs for bridle path routes that combine equestrian users, cyclists and pedestrians.

What does this mean for our path network?
The guidance can guide designers so that Access Controls accommodate users of all abilities. The use of minimum widths and clearances is encouraged and ensuring adequate space for manoeuvring, and that access controls are designed to accommodate diverse users without creating bottlenecks.
The document contains guidance for the use of tactile paving and cues to guide partially sighted or visually impaired people, such as at the threshold of a location where a barrier may have been removed near a road.

British Standard Institution (BSI), Standard Publication for Gaps, Gates and Stiles – Specification

The BSI 2018 Publication for Gaps, Gates and Stiles – Specification has been prepared to update the first edition of the British Standard in 1979. It both reflects the increased use of walking, cycling and riding on the path network, and responds to the legislation and guidance focused on the need for less-able-bodied and disabled people to be able to access the countryside. It notes the requirements of the Equality Act 2010.

What does this mean for our path network?

The British Standard specifies performance requirements for new gaps, gates and stiles for footpaths, bridleways, restricted byways and other routes used by the public. It can also be used for structures to be installed on permissive paths, private ways and on commons. It includes a hierarchy of accessibility performance requirements to raise awareness of the characteristics of different structures. It does not attempt to provide performance requirements in relation to land management. It can be used to establish and maintain a quality in all new structures that represents good practice.

British Horse Society

The British Horse Society publish guidance and advice notes related to barriers on routes among other published guidance for access and bridleways.

The British Horse Society states online in their guidance for access and bridleways: *“Any barrier should always be set well back from the roadside so that riders or carriage-drivers have space to align themselves for the structure and to negotiate it away from the additional hazard from motor vehicles.”* (British Horse Society).

Manual for Streets 2

The Manual for Streets 2 (MfS2) builds on its predecessor, Manual for Streets 1 (MfS1), and provides detailed guidance for inclusive design that caters to pedestrians of all abilities, including children, the elderly, and disabled users. It includes a section on barrier-free movement, reducing unnecessary barriers such as excessive bollards that can restrict mobility, particularly for wheelchair users or parents with buggies.

What does this mean for our path network?

The document encourages collaborative design by engaging with stakeholders during the process to identify specific access control needs and preferences. This would be an opportunity consider concerns associated with anti-social behaviour. In addition, the document also proposes solutions for visibility, ‘passive surveillance’ and lighting, which for certain locations may mean changes are proposed with better illumination to improve visibility and prompt active travel users to slow down if the route nears a road.

Department for Transport, Cycle Infrastructure Design LTN 1/20 and Inclusive Access

In July 2020, the Department for Transport (DfT) published the Cycle Infrastructure Design Transport Note, LTN 1/20 for transport authorities and practitioners to design more consistent, safe cycle infrastructure to a high user standard. The Council’s maintenance and design teams will play a significant role in ensuring the procedures within the LTN 1/20 guidance are implemented across the borough.

What does this mean for our path network?

The Sefton Council is aware that access controls on many walking and cycling routes are not currently inclusive/accessible for all users. This concern has been voiced by Sefton residents and is also being addressed by relevant organisations such as Sustrans and the Trans Pennine Trail office.

DEFRA, Authorising Structures (gaps, gates & stiles) on rights of way

What does this mean for our path network?
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This document outlines a few recommendations for local authorities to consider regarding authorising access controls. These include publishing a policy on access controls which includes how they will comply with the Equality Act 2010, document each access control structure type, include provisions for modifications for when they may need to be changed or altered in the future, and provide accessibility information.
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In 2010, shortly after the introduction of the Equality Act, the Department for Environment, Food and Rural Affairs (DEFRA) published their guidance relating to the Act: Authorising structures (gaps, gates & stiles) on rights of way. This document provides guidance for local authorities on authorising access control infrastructure on public rights of way in compliance with the Equality act 2010.

8. Relevant Organisation Background and Policy.

This section broadly summarises the policy and guidance set out by relevant organisations with regard to footpaths, cycleways, bridleways and shared leisure routes. This includes the; Ramblers Association (RA); Trans Pennine Trail (TPT); Sustrans; and Sports England.

The Ramblers Association

The RA advocate for and coordinate voluntary maintenance of the Public Rights of Way (PRoW) network'. Public access and the removal of restrictions in all their forms from the various types of PRoW are core to the RAs purpose.

Sefton and our neighbouring local authorities have cross-boundary PRoW and leisure routes transiting through the borough, which provide access for leisure users, cyclists and equestrian users with varying forms of demand.

The RA strategy, 'Opening the Way' sets out the aim to prioritise the needs of communities who have the least access and who encounter the most challenging barriers to walking. They want equitable access for all communities in England, Scotland and Wales to walk outdoors.



The 'Opening the Way' strategy sets out the ambition to 'remove barriers to the outdoors by improving the quality and provision of access, paths and rights of way to enable more people to enjoy being in nature.' Much of the strategy advocates for the adoption of design standards and funding to enable access to the countryside for able-bodied people, the disabled and movement impaired.

Trans Pennine Trail: Guidance and Evidence

Organisations such as TPT and Sustrans have objectives and initiatives to make cycling and walking routes accessible to all users.

Anti-Social Behaviour

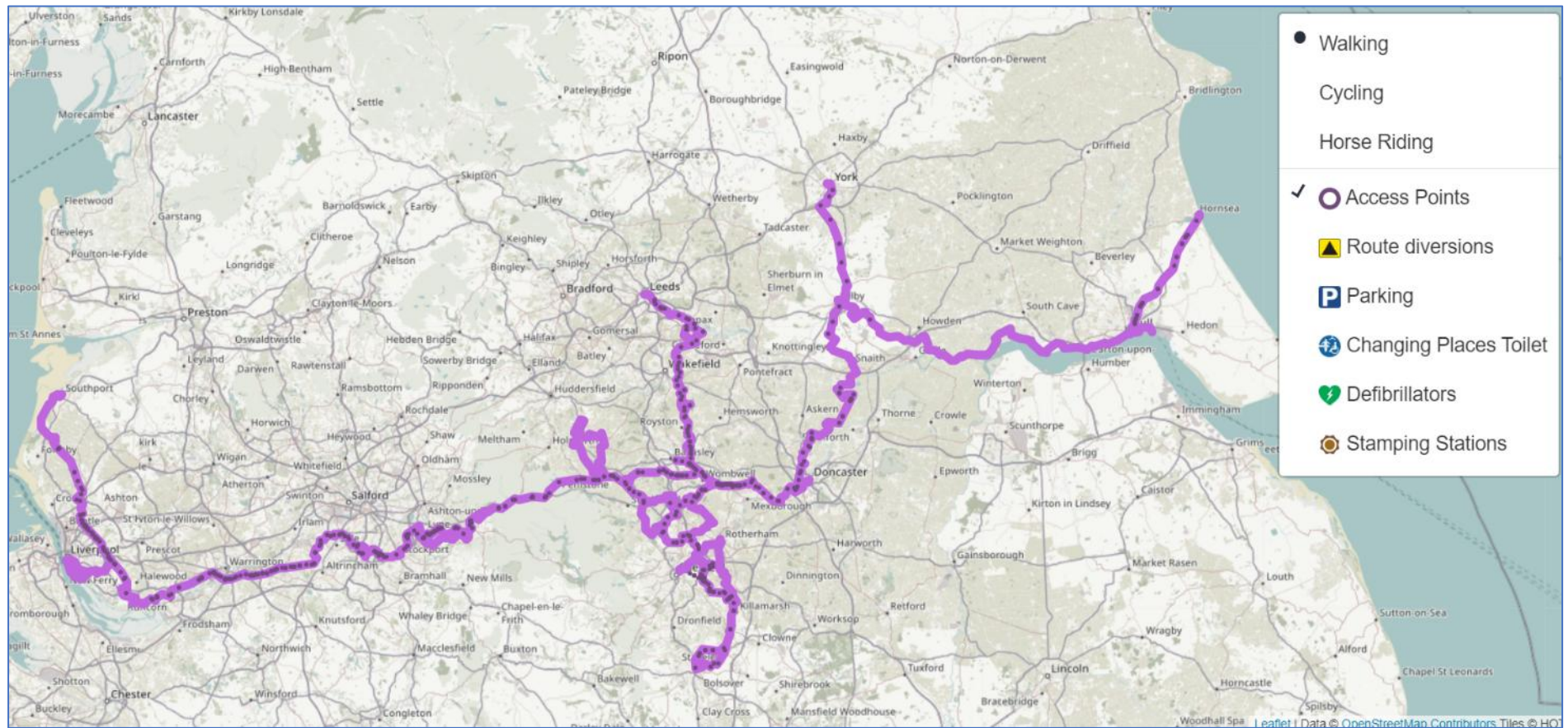
TPT are aware of the problems that barriers cause for legitimate users of the TPT routes and advocate for the removal of barriers wherever possible. However, anti-social behaviour in the form of illegal use of motorbikes and high-powered electric assist bicycles on parts of the trail, are challenges to proposing entirely barrier free routes. Collaboration with both the Police and Sefton Neighbourhoods Teams are important to understanding the extent of the anti-social behaviour in a given area before making changes.



TPT Audit of Access Controls

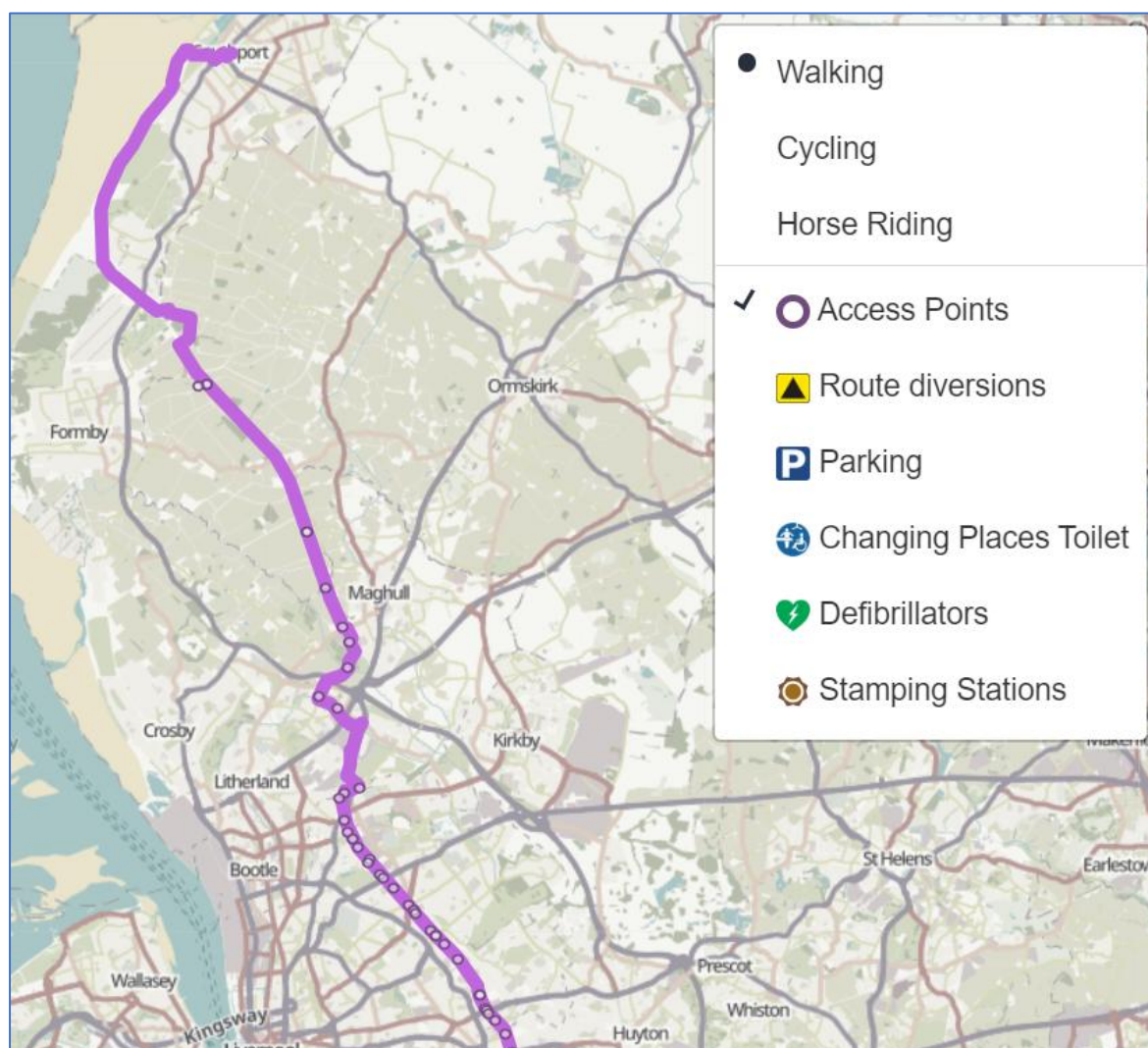
TPT have mapped access controls in the Sefton area of the trail, which is illustrated in **Figure 12** and **Figure 13** below. (Mapping source: [TPT Map – Trans Pennine Trail Maps](#)). **Appendix C** includes a summary of the TPT audit information.

Figure 12: Map of the entire Trans Pennine Trail Route (Access points mapped).



Source: Trans Pennine Trail ([online](https://www.transpenninetrail.co.uk/)).

Figure 13: Map of the Trans Pennine Trail Route in Sefton (Access points mapped).



Source: Trans Pennine Trail.

Sustrans

Paths for Everyone; Sustrans' review of the National Cycle Network 2018

This document is a review of the National Cycle Network (NCN), which is a network of over 16,000 miles of signed routes spanning the UK. The vision of the network is for a UK-wide network of traffic-free paths for everyone, connecting cities, towns and countryside. To achieve the vision, Sustrans have identified five themes which they will lead on (**Table 2**).

Table 2: Paths for Everyone Five Themes

Run it: We will steward the long-term vision and bring partners and users together to deliver it.
Fix it: We will own a living plan that will be used to make the Network safer and more accessible for everyone and take every mile to good or very good standard by 2040.
Grow it: We will grow quality miles by doubling the traffic-free sections from 5,000 to 10,000 miles by 2040 and getting routes off busy or fast roads.
Love it: We will encourage, enable and inspire more and different people to share, respect and enjoy the Network and help communities and users shape and maintain their paths.
Fund it: We will work to raise funds from a wide range of sources that will be needed to secure the future success of this national asset

Sustrans, Paths for Everyone: Three years on

This report provides an update on the great successes achieved by Sustrans teams across the UK to improve the access, safety, and public appeal of the NCN since 2018.

Key statistics from the report are:

- 72% of users stated the NCN is their best option for transport, with 95% of people using it for exercise.
- The NCN has also seen greatly increased use by the public throughout the Covid-19 pandemic.
- Since 2019, approximately 121 million more trips were taken on the Network than the previous year.
- At the height of pandemic in 2020, the Network carried approximately 4.9 million users over 764.8 million trips.
- In 2020, Sustrans removed or reclassified 3,733 miles of dangerous or inaccessible parts of the Network to create a safer and better-quality network overall.
- Sustrans also removed or redesigned 315 barriers to allow people using wheelchairs and buggies to access the Network.

In the North of England, Sustrans have removed around 50 access controls and barriers in the last couple of years, and continue to work with partners to identify and remove more.

Sports England

Sport England published the updated New Active Design guidance in May 2023. They emphasise the importance to create active environments because the places people live have considerable effects on health and quality of life. Well-designed places that provide the opportunity for people to lead active lives can positively impact physical health and emotional wellbeing.

Sport England identify not all places are designed to enable all legitimate users to partake in active lives because certain designs of places create barriers, which for the locality concerned, make it difficult, unpleasant, or inconvenient for people to be physically active.

Places that are designed inclusively to reduce barriers to travel can allow people with all mobility capacities to live an active lifestyle for physical and mental wellbeing. Good design can reduce or remove the barriers which might prevent people with reduced mobility being active, helping people with long term health conditions and tackling inequalities in physical activity.

9. Current Accessibility on the National Cycle Network.

Currently, not everyone can easily access the network because there are barriers on the routes, such as gates, A-frames, steps and other obstructions. The barriers in many cases conflict with the accessibility standards described in this policy.

In some locations, existing barriers may not be relevant for the given location. Parts of the canal towpath have 'A-frame' barriers, whilst parts of our popular leisure routes have 'kissing' gates that could otherwise be an open access, in consultation with the Police and Neighbourhood teams.

Where barriers are retained and they are not an accessible design that accords with this policy, the principle of the least restrictive options should be applied.

Routine audits of the path network

Sustrans and partners from the Trans Pennine Trail (TPT) audit the existing network of access controls on the routes they manage. This adds to our local authority audit data of the access controls across the Public Rights of Way (PRoW) network.

A plan of where access controls and barriers exist on the National Cycle Network (NCN) and TPT is illustrated in **Figure 14**.

Sustrans coordinated a nationwide initiative to audit all barriers on the NCN in 2019. Volunteers audited and logged each barrier, which was shared with Sefton Council where relevant to the borough. This has aided Sustrans and Sefton Council to identify suitable approaches to redesign or remove barriers.

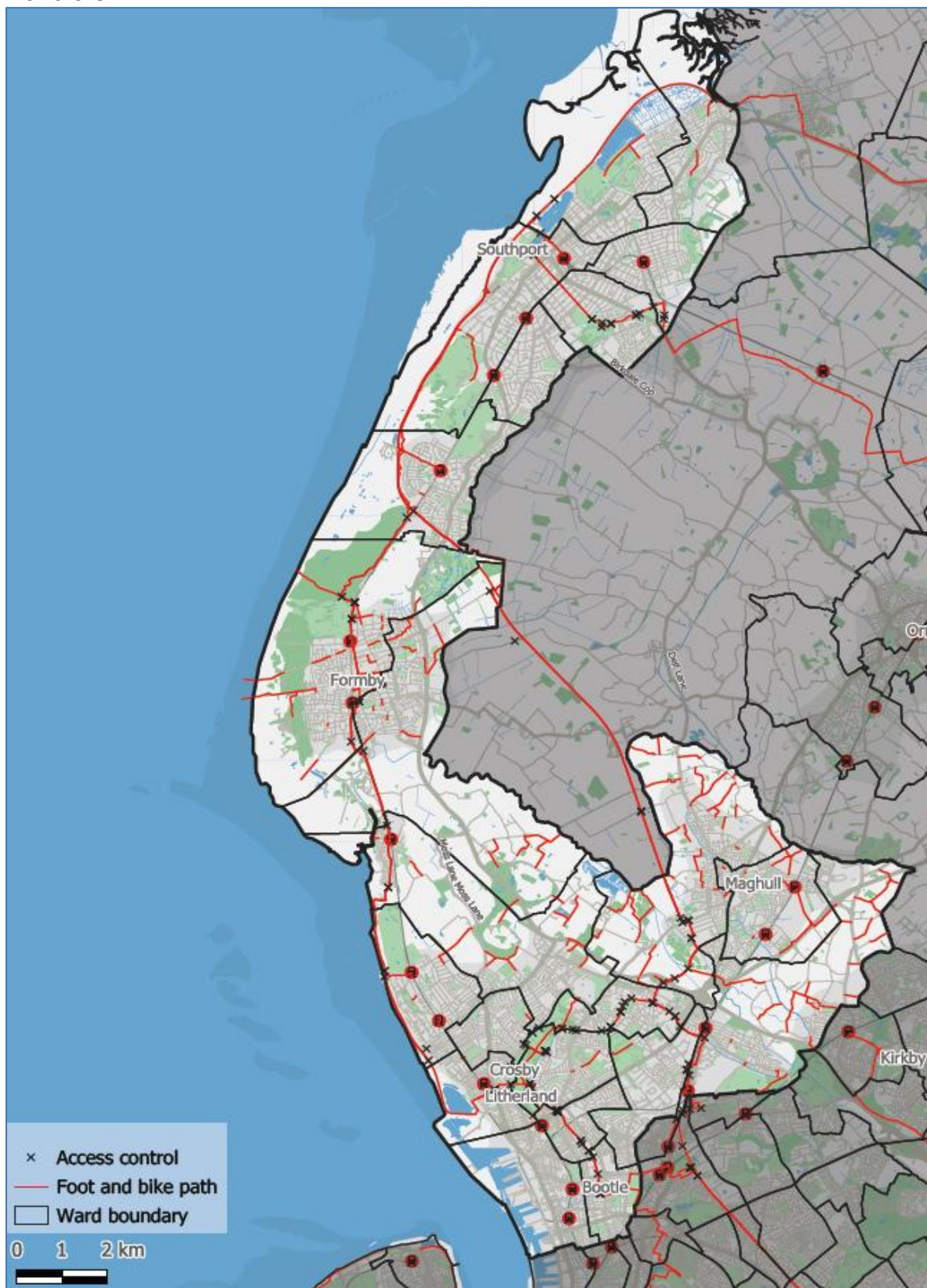
The outcome of the audit is included in **Appendix C**, which includes each barrier audit number and accompanying information:

- The type of path designation concerned, such as NCN or TPT;
- The Ward area;
- Audit status of the barrier, such as 'too narrow' or 'other issue;' and
- The strategic policy relationship, such as the barrier is on an identified corridor in the Sefton LCWIP or similarly is on a designated leisure route.

Sustrans have categorised the barriers as being an '*Acceptable Width*', '*Too Narrow*', '*Not NCN*', '*Unknown*' and '*Other Issue*.'



Figure 14: Sefton overview map showing the locations of audited Access Controls.



Source: Sustrans, Trans Pennine Trail, Sefton Council, Liverpool City Region Combined Authority.
 Note: The foot and cycle paths illustrated are an amalgamation of the multiple path type categories; Public Rights of Way; National Cycle Network routes; shared-use leisure routes.

Sustrans periodically receive funding from the Department for Transport to make improvements to the path network where barriers are a challenge for accessibility:

“There is already excellent progress being made to upgrade the National Cycle Network, which receives significant annual funding from the Department. We will continue to support this wonderful national asset as we build on our commitments to make walking and cycling easier, safer and more accessible for all.” (Department for Transport)

Sustrans have an online map available that highlights the work completed and in progress on the NCN as part of their ‘Paths for Everyone’ programme . This can be viewed online [Paths for Everyone - Sustrans.org.uk](https://www.sustrans.org.uk/paths-for-everyone).

Within the Sefton, there are no locations indicated on the map as ‘work in progress’. Issues previously flagged by Sustrans have been resolved by either removing chicanes, removing barriers or working with stakeholders to ensure gates are left open, such as at the coastal path adjacent to the Crosby Beach Car Park.

10. Benchmarking: Good Practice by Other Highway Authorities.

Three examples of adopted access control policies are considered below and include processes developed by Tameside Council, Wigan Council and Stockport Council.

Tameside Council

Tameside aim to follow guidance set out in the LTN 1/20 (Section 1.6, paragraph 16 and Section 8.3 relating to chicane barrier requirements). This guidance has been followed on their Mayors Challenge Fund walking and cycling schemes where appropriate. For instance, where there is no demonstrable need to provide restrictive barriers to preclude vehicular and motorbike access.

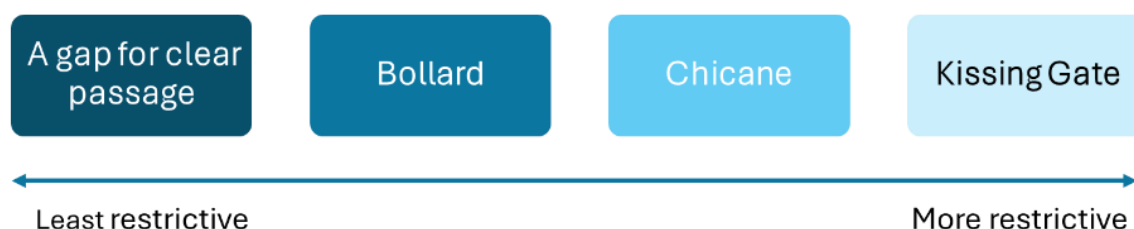
Supplementing this, on the rights of way network, Tameside Council design barriers to comply with the British Standard 5709:2018 and the design principle of 'least restrictive option'.

Wigan Council

Wigan Council have developed a guidance note for accessibility on Public Right of Way (PRoW) and Council land in Wigan. Adhering to the LTN 1/20 guidance, the council have indicated 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.

A core principle is there should be no barrier at all. However, a hierarchy has been identified (**Figure 15**).

Figure 15: Wigan Council Access Control type hierarchy



Wigan Council note that careful consideration will be necessary where issues of safety and anti-social behaviour conflict with access for the disabled and visually impaired. In such cases, evidence will be necessary to identify the extent of the risk and therefore to justify any additional restrictive barriers on the route.

In cases where new barriers or changes to existing barriers are requested, Wigan Council will apply specific processes to consider these. This includes a flow chart and proforma that provide guidance for a consistent decision-making process. This process also informs an Equality Impact Assessment of the access control for the council's approval procedures when a change to an access control is proposed.

Stockport Council

Stockport Metropolitan Borough Council has recently developed and adopted an 'Access Control Measures Policy Statement', which is viewed as providing best practice for access controls policy. As such, many other local authorities are developing a similar policy.

The 'Access Control Measures Policy Statement' includes a flowchart to guide decision making and the respective outcome a user should consider for a given access control.

LTN 1/20 is a key guidance document for the policy statement because it aligns to consideration of other aspects of active travel policy, such as the Local Cycling and Walking Infrastructure Plan (LCWIP), and wayfinding methods.

What does this mean for our path network?
The examples above are not exhaustive and many other local authorities have similarly developed access controls policies. Sefton Council have considered the methods and approaches used in the examples to develop a policy that has a rational for making decisions about an access control in a manner that is robust with regards to legislation and guidance.

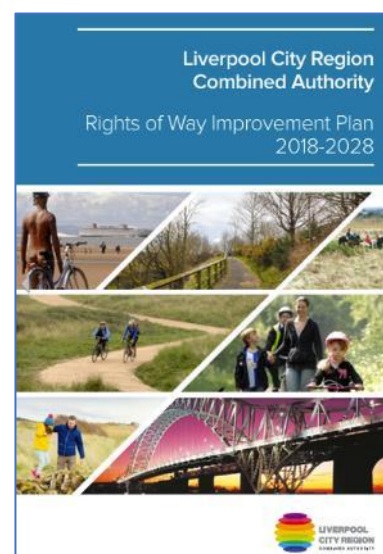
11. Coordination in the Liverpool City Region.

Liverpool City Region Combined Authority Rights of Way Improvement Plan 2018-2028

The Liverpool City Region Combined Authority (LCRCA) Rights of Way Improvement Plan (2018 – 2028) includes ‘district actions’, delivery inputs and outcomes for the ten-year period set out. Improvements and listed committed schemes provide a focus for improving Public Right of Way (PRoW) in Sefton.

It is anticipated that delivery of identified improvements will have a much more positive impact for users. Most importantly, these focus on:

- ‘Network audits to ensure user safety and accessibility.’
- ‘Making the network more appealing and accessible to users.’
- ‘Increased multi-user access.’



These first Rights of Way Improvement Plans (ROWIPs) were ‘Access for All’ plans with the intention to improve access to the network for all legitimate types of users including:

- Walkers; cyclists; horse riders and carriage drivers.
- Landowners.
- Groups with protected characteristics and whom may be underrepresented.
- Infrequent or non-users (people who do not use, not knowing the location of routes, insufficient information and/or no current interest as reasons for not using the network).
- Other recreational users (legitimate users outside of the scope but will benefit access improvements, such as anglers and canoeists).

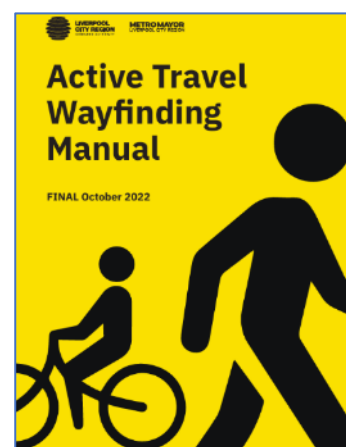
During the lifetime of the first ROWIP 2008-2018, over £5 million was invested by partner authorities and from capital grants for improvements to the rights of way network.

Liverpool City Region Wayfinding Manual, 2022

Access control locations may include wayfinding signage to direct users to destinations on continuous routes, such as the National Cycle Network (NCN), King Charles III England Coast Path and Trans Pennine Trail (TPT). Wayfinding in the city region and on cross boundary routes should be designed with guidance developed by the LCRCA.

Liverpool City Council

Sefton collaborate with Liverpool City Council (LCC) with regard to existing and proposed improvements to paths that are cross-boundary. Sefton Council and LCC continually explore opportunities for funding and interaction with urban regeneration opportunities, particularly in South Sefton and North Liverpool. This means significant housing and employment developments can include the aspiration to harness the opportunities available with the path network to design-in sustainable travel alternatives in a manner that integrates with the local amenities and promotes active travel for shorter trips.



Glossary


Acronym	Full Name
ASB	Anti-social behaviour
BHS	British Horse Society
BSI	British standard Institution
CIHT	Chartered Institute for Highways and Transportation
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
GIS	Geographic Information Software
LCC	Liverpool City Council
LCRCA	Liverpool City Region Combined Authority
LCWIP	Local Cycling and Walking Improvement Plan
LTN 1/20	Local Transport Note 1/20
MfS	Manual for Streets
NCN	National Cycle Network
ROWIP	Rights of way Improvement Plan
PRoW	Public right of way
RA	Ramblers Association
TPT	Trans Pennine Trail



Appendix A - Overview of Common Access Controls



Overview of Common Access Controls



Examples of Common Access Controls

Table A1: Examples of Common Access Controls.

Access control type	Example	Description
A-Frames		A-Frames are common access control designed to restrict motorbike as they cannot fit their handle through. A-frames can be of any length as there are no restrictions. The width allows for most pushchairs, manual wheelchairs, many mobility scooters, bikes with panniers and bike trailers. A-Frames do however slow the flow of cyclists as they need to wiggle their handles bars to get through. A maintenance issue is that occasionally A-Frames become bent reducing the gap available.

Access control type	Example	Description
		
K-Frames		<p>K-Frames are the modern version of the A-Frame but allowing more mobility scooters to pass through.</p>

Access control type	Example	Description
		
Stevenson Hoop Barriers		<p>Stevenson Hoop Barriers are a relatively old design with a hoop combined with a low cycle chicane. These have mostly been replaced with newer A-Frames or K-Frames. These do not allow large mobility scooters to pass thought and can be difficult for wheelchair users as they must duck down to pass under.</p>

Access control type	Example	Description
Chicanes		<p>Chicanes vary in size, many are wide which allow for all users to pass through but will require those to slow down doing so. However, there are some chicane designs which are too narrow which prevent some users from passing.</p>
Kissing Gate		<p>There are kissing gates of varying types and sizes. Some are specifically designed for wheelchairs and mobility scooters and others require a RADAR key to open the gates fully to allow wheelchairs users through. There are also smaller kissing gate designs which are more difficult for cyclists (particularly tandems) and you may need to lift bicycles over them.</p>

Access control type	Example	Description
		
Stile		<p>Stiles are a type of access control to provide passage to humans over a wall or fence whilst restricting animals. Due to the aim of restricting livestock, stiles are more often found in rural areas. Common features include steps or ladders and, less commonly, narrow gaps.</p>

Access control type	Example	Description
Horse stile		<p>A horse stile is a type of access control that is designed to allow the passage of horses whilst restricting access by wheeled vehicles. They are often used in conjunction with other types of gates and stiles. The structure consists of a fixed beam or pair of beams that are easy for a horse to step over, but a wheeled vehicle cannot navigate.</p>
Other (Bollards, steps, narrow paths, steep slopes and uneven surfaces)		<p>As well as access controls, other features can cause a problem for those with mobility difficulties and cyclists, such as steps, narrow sections of paths, steep slopes, uneven surfaces and bollards. Alternatives to steps such as ramps increase accessibility for all users.</p>

Appendix B - Review of Current guidance relevant to Access Controls.

Table B1: Guide Sheet - Review of Current guidance relevant to Access Controls

Title	General Guidance	Key Points
<p>Cycle Infrastructure Design: Local Transport Note 1/20 (DfT, 2020)</p>	<p>Responsibility: <u>1.1.1</u> 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.</p> <p>Access control measures, such as chicane barriers and dismount signs, should not be used.</p> <p>Chicanes and pinch-points: 7.2.9 Chicanes and pinch-points should be designed in such a way that cyclists are neither squeezed nor intimidated by motor vehicles trying to overtake. People on tandems, tricycles, cargo bikes and people with child trailers cannot use chicane barriers. 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.</p> <p><u>8.3.4</u> <i>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> <ul style="list-style-type: none"> - 3.5m - chicane where there are no concerns about quad bikes but concern about speeding cycles or motorbikes. 	<p>The Department of Transport's publication Cycle Infrastructure Design Local Transport Note 1/20 (LTN 1/20) states in section 8.3.1 that 'There should 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'.</p> <p>Where livestock is needed to be controlled, cattle grids should be used.</p>

Title	General Guidance	Key Points
	<ul style="list-style-type: none"> - 3.5m chicane with an over-lap to reduce the gap to 1.2m where there is concern about quad bikes and speeding cycles / motorbikes. <p>Bollards:</p> <p>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.</p> <p>If access is required by wider maintenance vehicles, a lockable bollard can be use. It should be installed at a minimum of 1.5m spacing or 1.2m (only with concerns for quads/motorbikes)</p> <ul style="list-style-type: none"> - 1.5m - Allows users to approach in a straight line whilst permitting all types of cycle and mobility scooter to gain access. - 1.2m - 1.2m spacing of bollards where there are concerns about quad bike access but no concerns about speeding cycles or motorbike. <p>Movement of Livestock:</p> <p>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.</p>	
CD 195: Designing for Cycle Traffic (Standards for Highways, 2021)	<p>Street Furniture</p> <p><u>E/3.32</u> Cycle tracks shall be clear of street furniture and obstructions with the exception of features to prevent motor traffic access.</p> <p>Gaps</p>	<p>DfT suggests measures to prevent motor traffic access to cycle tracks should be clear of street furniture and obstructions.</p> <p>The guidance can guide designers so that Access Controls accommodate</p>

Title	General Guidance	Key Points
	<p><u>E/3.33</u> The gap between posts and other physical constraints on cycle tracks shall be a minimum of 1.5 metres to restrict access by motor traffic while retaining access by cycle traffic.</p> <p>Bollards <u>E/3.34</u> Bollards on cycle tracks shall be designed to allow access for maintenance.</p> <p><u>E/3.35</u> 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.</p> <p>A and K Frames <u>E/3.36 NOTE</u> A and K frame barriers cannot be negotiated by the cycle design vehicle.</p>	<p>users of all abilities. The use of minimum widths and clearances is encouraged and ensuring adequate space for manoeuvring, and that access controls are designed to accommodate diverse users without creating bottlenecks.</p> <p>The document contains guidance for the use of tactile paving and cues to guide partially sighted or visually impaired people, such as at the threshold of a location where a barrier may have been removed near a road.</p>
<p>Gear Change: A bold vision for cycling and walking (Department for Transport, 2020)</p>	<p>Developed in 2020 during the then Government, the publication remains a significant Government policy for the design and development of bicycle infrastructure.</p> <p>This plan describes the vision to make England a great walking and cycling nation. It sets out the actions required at all levels of government to make this a reality, grouped under four themes:</p> <ul style="list-style-type: none"> • better streets for cycling and people; • cycling and walking at the heart of decision-making; • empowering and encouraging local authorities; and • enabling people to cycle and protecting them when they do. <p>Chapter 16: Access control measures, such as chicanes barriers and dismount signs, should not be used.</p>	<p>Improving conditions for cycling on low-traffic routes and cycle paths</p> <p>Bollards The simplest, cheapest interventions can be the most effective to promote cycling such as aesthetically appropriate bollards and planters that are robust, and which can be used to prevent through traffic.</p> <p>National Cycle Network The network is now made up of 59% on road routes and 41% traffic free routes. The aim is to make the whole network either off road or traffic calmed by 2040.</p>

Title	General Guidance	Key Points
	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	We will improve the Network, especially where it is most useful for everyday journeys, significantly increasing funding, removing obstacles, increasing the proportion that is traffic-free or protected from traffic, and providing smooth, all-weather surfacing on the traffic-free parts.
Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Department for Transport, 2021)	<p>The document supersedes Inclusive Mobility first published by the Department for Transport in 2002.</p> <p>The document considers barriers on paths and footways in all physical forms, including path surface and temporary barriers during street works.</p> <p>Throughout the document, references to pedestrians and walking include people using: mobility aids such as wheelchairs and rollators; ‘invalid carriages’ including mobility scooters designed for use on the footway, and people with physical, sensory or cognitive impairments who are travelling on foot.</p> <p>Physical interventions are broadly discouraged. Each location should be considered with regard to nearby busy roads, demand for the path and the condition.</p>	<p>Path condition and resurfacing:</p> <p>2.3 The accessibility of infrastructure can be much improved as part of on-going repairs, maintenance and modernisation schedules. For example, resurfacing a footway may provide the opportunity to clear some of the clutter often found in the pedestrian environment, and so remove barriers to movement.</p> <p>7.6 As a principle, access control measures, such as staggered barriers that require cyclists to dismount, should not be used.</p> <p>Traffic calming and approach to a junction: As a principle, access control measures, such as staggered barriers that require cyclists to</p>

Title	General Guidance	Key Points
		<p>dismount, should not be used. 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 markings to alert them to the need to take care and give way to pedestrians or other traffic.</p>
<p>Sustrans traffic-free routes and greenways design guide (Sustrans, 2019)</p>	<p>Access point width <u>9.1.3</u> Any access point should have a minimum clear width of 1.5 metres. Any access point should be able to accommodate the design cycle vehicle (which is 1.2 metres wide x 2.8 metres long).</p> <p>The design specification typically assumes wheelchairs, mobility aids, parents and buggies, tandem bicycles and other adapted cycles.</p> <p>Slowing cyclist speed Sustrans recommend using staggered bollards to slow cyclists down but intersection signs is usually enough</p> <p>Controlling motor vehicle access can be prevented by reducing gaps at an access point with bollards at 1.5m minimum width. When access is required, removable are useful as it allows width to expand from 1.5-metre-wide gaps into a single 3-metre-wide gap.</p>	<p>The Sustrans policy position is that any more restrictions than suitably positioned bollards can discriminate against people with different abilities and should only be considered if there is a demonstrable severe problem, which cannot be controlled by other means.</p> <p>Consultation with local leaders and stakeholders is still encouraged.</p>
<p>Advice on Vehicle barriers on routes used by riders and carriage drivers in</p>	<p>The British Horse Society publish guidance related to barriers on routes among other published guidance.</p> <p>Barriers, which are intended to prevent access with motor vehicles are obstructions on a Public Right of Way unless the Right of Way was created subject to their limitation on use, or unless the highway authority under Section 66 or 115 of the Highways Act 1980 for the safety of legitimate users installed them.</p>	<p>All barriers must have:</p> <ul style="list-style-type: none"> • Straight approach and exit of at least 3m length on a bridleway, 6m on byways to allow the horse (and vehicle)

Title	General Guidance	Key Points
England and Wales (The British Horse Society, 2019)	<p>The British Horse Society states: “Any barrier should always be set well back from the roadside so that riders or carriage-drivers have space to align themselves for the structure and to negotiate it away from the additional hazard from motor vehicles.”</p>	<p>to be aligned and opportunity to assess the structure.</p> <ul style="list-style-type: none"> • Level well-drained ground free from overhanging vegetation to 3.7m height (in case a horse jumps the structure) • A non-slip and giving surface as a horse may jump the barrier and slip or be injured (i.e. not tarmac) • On a bridleway joining a road, ample space for at least three horses to wait between the barrier and a road (5m assuming at least 3m width available but need not be straight as in 1.) <p>Bollards Bollards should have smooth tops and edges and have gaps between them of no less than 1.5m on a bridleway, 1.8m on a byway. On byways, the minimum gap is 3m so a gap of 1.8m is illegal unless authorised by the highway authority's rights of way service as necessary for</p>

Title	General Guidance	Key Points
		<p>the safety of users. Recommended height of bollards is 600mm.</p> <p>Chicanes As with all other vehicle barriers, they 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.</p> <p>Chicanes must not be used on routes open to carriage-drivers as the space needed to manoeuvre is too variable to accommodate all and is likely to produce a barrier unfit for purpose.</p>
<p>Advice on <u>Gates</u> on routes used by riders in England and Wales (The British Horse Society, 2020)</p>	<p>The British Horse Society publish guidance related to gates on routes among other published guidance.</p> <p>BHS Priorities the following in Order of Preference for the consideration of gates:</p> <ol style="list-style-type: none"> 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 degrees. <p>BHS Basic gate requirements</p>	

Title	General Guidance	Key Points
	<ul style="list-style-type: none"> • 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 <p>Be set back from a road by 4m</p>	
DEFRA's Authorising structures (gaps, gates and stiles)	<p>Policies & Standards</p> <ul style="list-style-type: none"> • Authorities should develop policies on structures, incorporating the "least restrictive access" principle. Standards like BS 5709 or locally developed ones should be used to ensure compliance with the Equality Act. Policies should address design, maintenance, removal, and historical considerations. <p>Main Recommendations</p> <ol style="list-style-type: none"> 1. Publish a policy on meeting Equality Act requirements for public rights of way. 2. Clearly specify and document authorized structures. 3. Include provisions for removing or modifying structures when their need ceases. 4. Provide accessibility information to help people with disabilities plan routes. 	<p>Guidance</p> <p>Purpose: Offers good practice guidance to public authorities on how disability discrimination legislation impacts gates, stiles, and other structures on public rights of way. Encourages minimizing barriers to improve accessibility.</p> <ul style="list-style-type: none"> • Background: Authorities must balance their Highways Act duties with Equality Act obligations to ensure reasonable adjustments for people with disabilities. Improvements should be made where possible. • Scope for Improving Accessibility: Accessibility

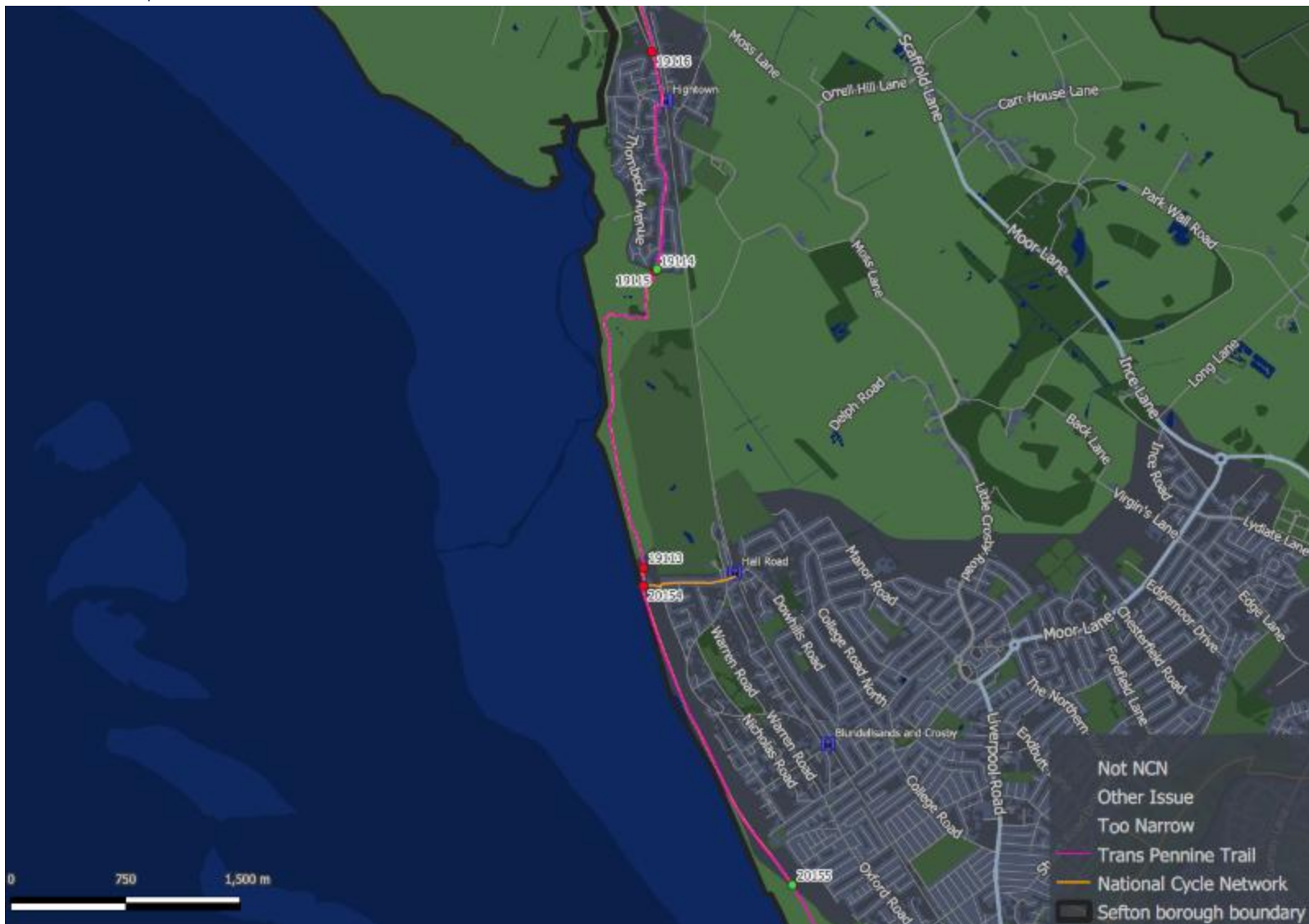
Title	General Guidance	Key Points
		<p>improvements benefit all users, but must consider landowners' needs, historical/aesthetic factors, and local practices. Authorities should consult Local Access Forums and aim for the least restrictive structures.</p>

Appendix C – Illustrated barrier and access control audit reference numbers in each priority area.

This appendix includes maps and tables of the barrier locations and their status in each area framed in this policy. The maps relate to chapter 6; Defining key routes to prioritise. The maps below include the following areas

- Crosby Coastal Path.
- Formby & Woodvale.
- Leeds-Liverpool Canal Towpath; Bootle and Litherland Section.
- Leeds-Liverpool Canal Towpath; Netherton Section.
- Maghull & Brooms Cross.
- Rimrose Valley.
- Rimrose Valley to Crosby Coastal path.
- Southport.
- NCN and TPT through Aintree.

Crosby Coastal Path Map

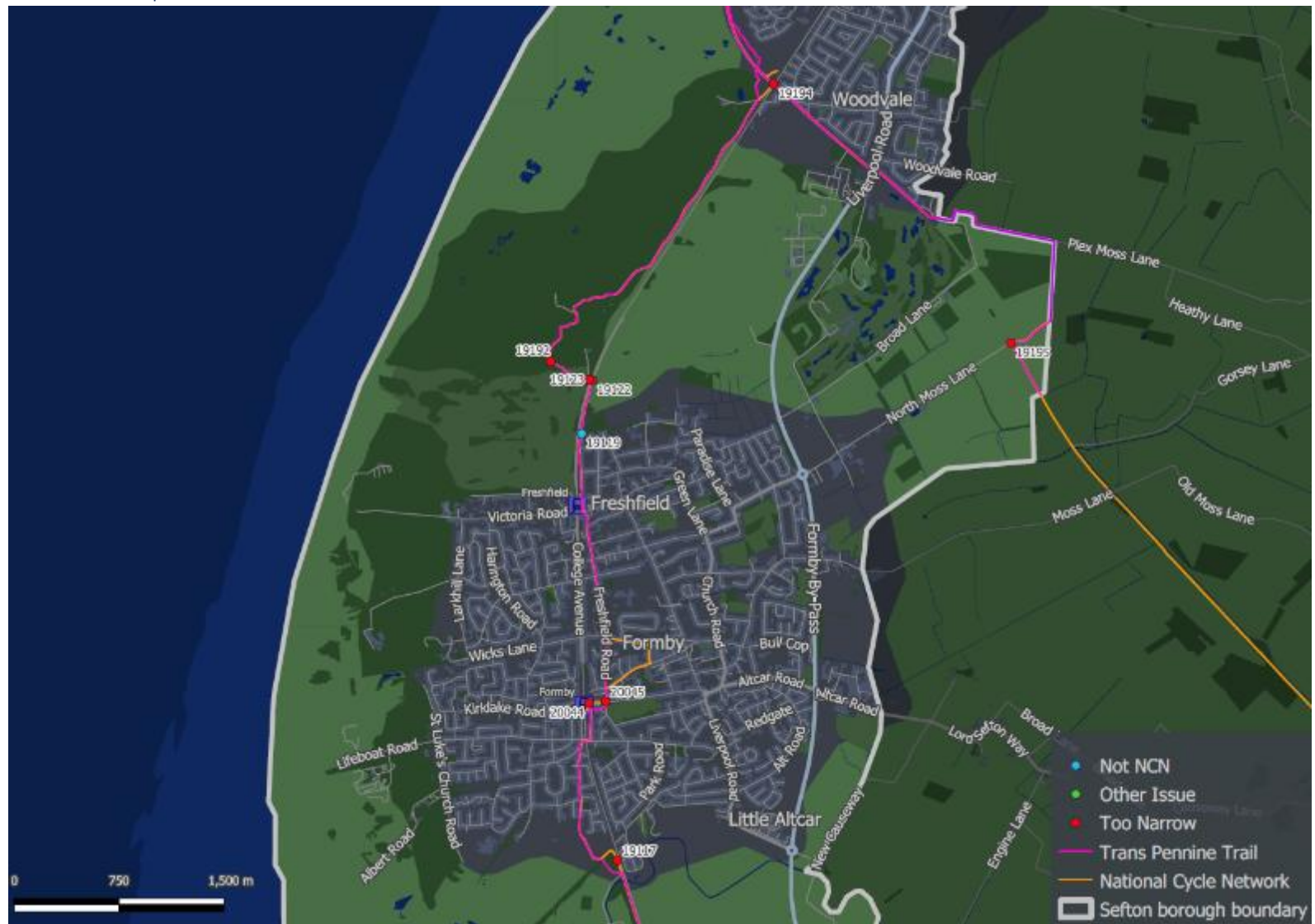


Crosby Coastal Path Table

Table 3: Crosby Coastal Path

Audit number	Type of Path / Designation	Ward	Audit Status of the Barrier	Strategic Policy Relationships
20155	NCN & TPT	Blundellsands	Other issue	<ul style="list-style-type: none"> •Local Cycling and Walking Improvement Plan (LCWIP). •City Region Active Travel 'A Lines'. •NCN routes 810 and 81.
20154	NCN & TPT	Blundellsands	Too narrow	
19113	NCN & TPT	Blundellsands	Too narrow	
19114	NCN & TPT	Manor	Other issue	
19115	NCN & TPT	Manor	Too narrow	
19116	NCN & TPT	Manor	Too narrow	

Formby & Woodvale Map



Formby & Woodvale Table

Table 4: Formby and Woodvale

Audit number	Type of Path / Designation	Ward	Audit Status of the Barrier	Strategic Policy Relationships
19117	NCN	Ravenmeols	Too narrow	<ul style="list-style-type: none"> •LCWIP. •City Region Active Travel 'A Lines'. •NCN route 810. •TPT.
20044	NCN	Harington	Too narrow	
20045	NCN	Harington	Too narrow	
19195	NCN & TPT	Ravenmeols	Too narrow	
19119	NCN & TPT	Harington	Not NCN	
19122	NCN & TPT	Harington	Too narrow	
19123	NCN & TPT	Harington	Too narrow	
19192	NCN & TPT	Harington	Too narrow	
19194	NCN	Ainsdale	Too narrow	

Leeds-Liverpool Canal Towpath; Bootle and Litherland Section Table

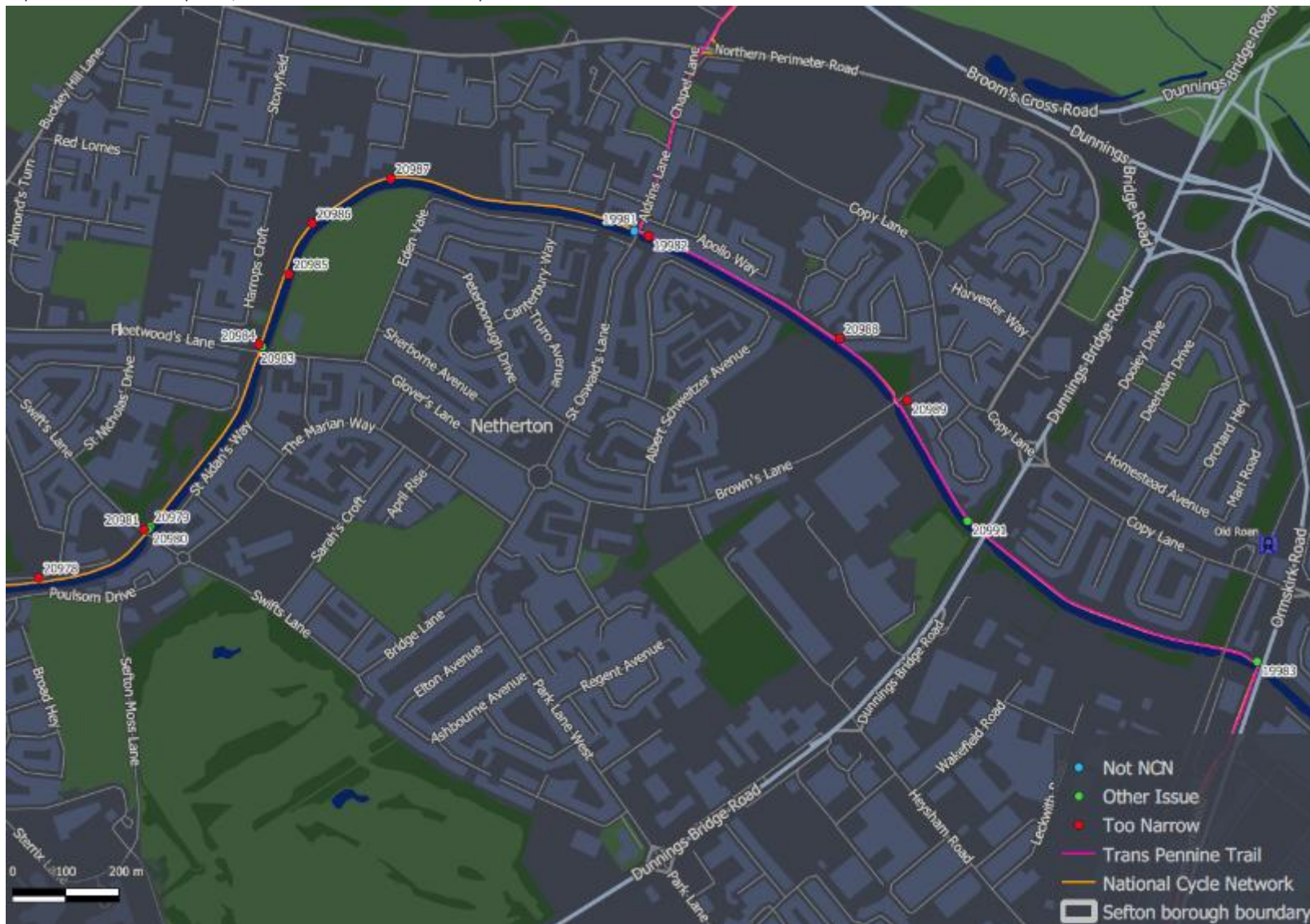
Table 5: Leeds-Liverpool Canal – Bootle and Litherland

Audit number	Type of Path / Designation	Ward	Audit Status of the Barrier	Strategic Policy Relationships
20964	NCN & TPT	Litherland	Too narrow	<ul style="list-style-type: none"> •LCWIP. •City Region Active Travel 'A Lines'. •NCN routes 81 and 62.
20954	NCN & TPT	Litherland	Other issue	
20953	NCN & TPT	Litherland	Too narrow	
20952	NCN & TPT	Litherland	Too narrow	
20951	NCN & TPT	Litherland	Too narrow	
20950	NCN & TPT	Litherland	Other issue	
20949	NCN & TPT	Derby	Other issue	
20948	NCN & TPT	Derby	Other issue	
20947	NCN & TPT	Derby	Too narrow	
20946	NCN & TPT	Derby	Too narrow	

Table 6: Leeds-Liverpool Canal – Church Road Underpass and Level Changes

Audit number	Type of Path / Designation	Ward	Audit Status of the Barrier	Strategic Policy Relationships
20956	NCN & TPT	Litherland	Too narrow	<ul style="list-style-type: none"> •LCWIP. •NCN route 810.
20957	NCN & TPT	Litherland	Other issue	
20958	NCN & TPT	Litherland	Too narrow	
20959	NCN & TPT	Ford	Too narrow	
20960	NCN & TPT	Ford	Other issue	
20961	NCN & TPT	Litherland	Other issue	
20963	NCN & TPT	Litherland	Too narrow	

Leeds-Liverpool Canal Towpath; Netherton Section Map

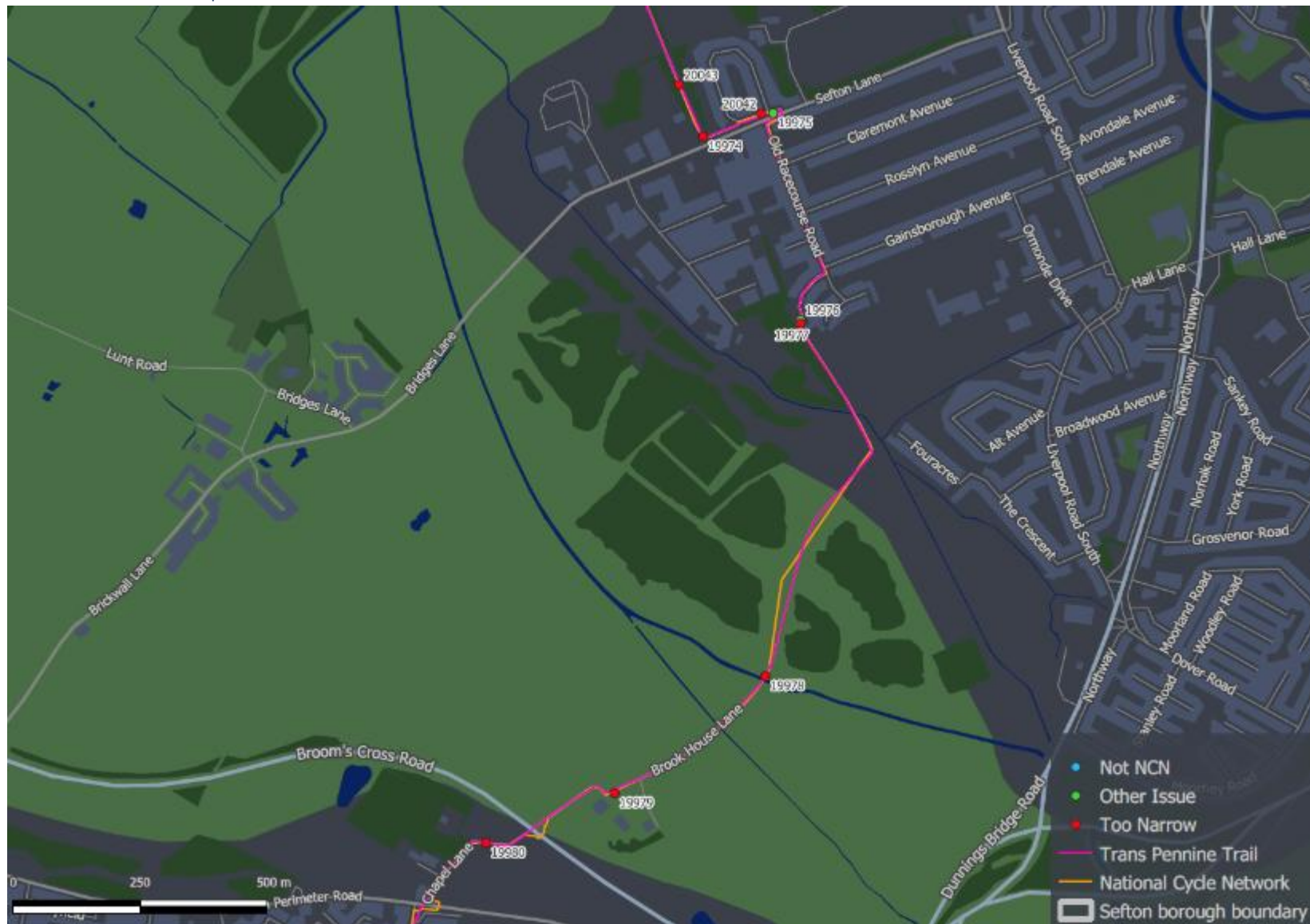


Leeds-Liverpool Canal Towpath; Netherton Section Table

Table 7: Leeds-Liverpool Canal - Netherton

Audit number	Type of Path / Designation	Ward	Audit Status of the Barrier	Strategic Policy Relationships
20978	NCN	St Oswald	Too narrow	<ul style="list-style-type: none"> •LCWIP. •City Region Active Travel 'A Lines'. •NCN routes 81 and 62.
20979	NCN	St Oswald	Other issue	
20980	NCN	St Oswald	Other issue	
20981	NCN	St Oswald	Too narrow	
20983	NCN	St Oswald	Other issue	
20984	NCN	St Oswald	Too narrow	
20985	NCN	St Oswald	Too narrow	
20986	NCN	St Oswald	Too narrow	
20987	NCN	St Oswald	Too narrow	
19981	NCN	St Oswald	Not NCN	
19982	NCN & TPT	St Oswald	Too narrow	
20988	NCN & TPT	St Oswald	Too narrow	
20989	NCN & TPT	St Oswald	Too narrow	
20991	NCN & TPT	St Oswald	Other issue	
19983	NCN & TPT	St Oswald	Other issue	

Maghull & Brooms Cross Map

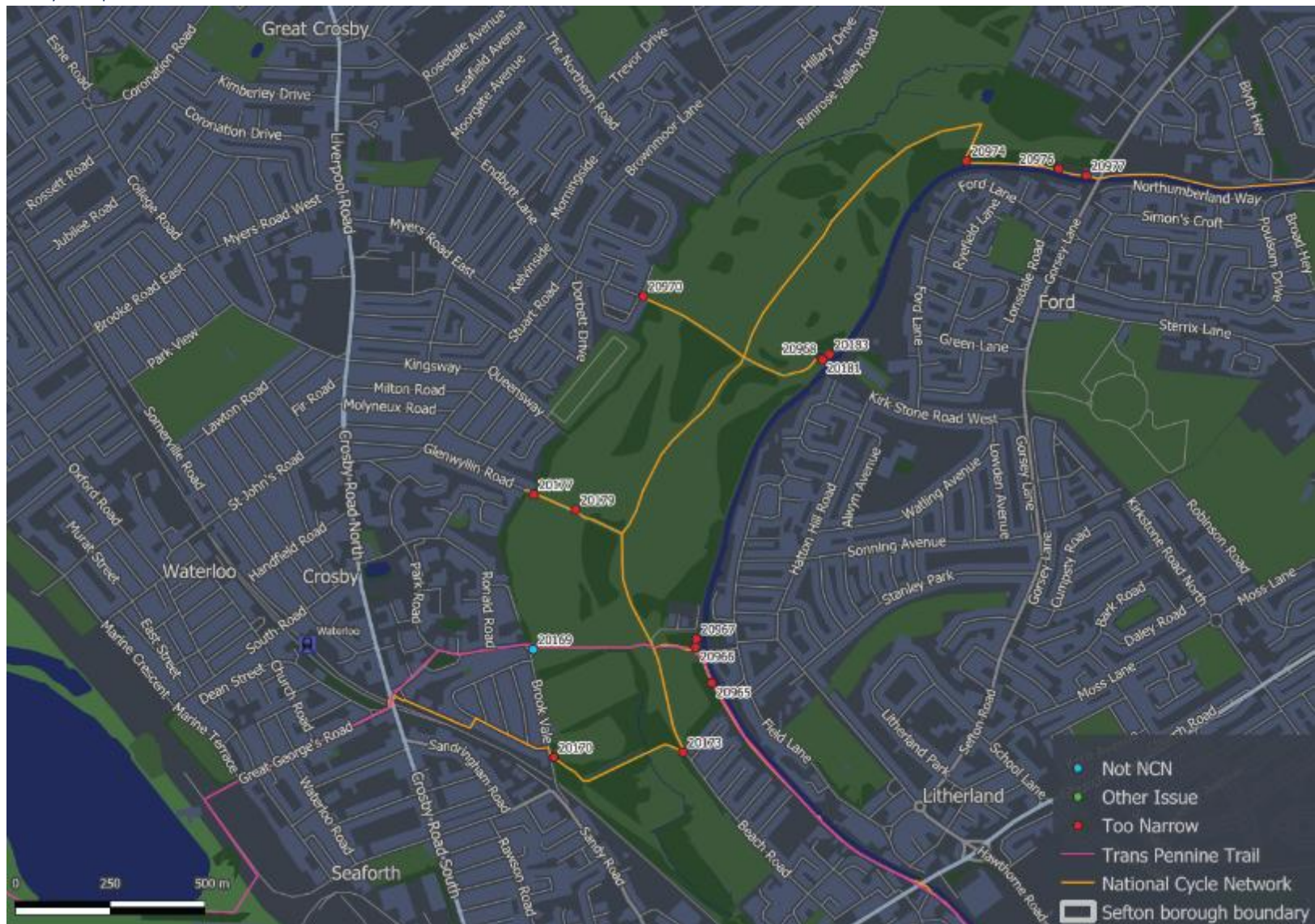


Maghull & Brooms Cross Table

Table 8: Maghull & Brooms Cross

Audit number	Type of Path / Designation	Ward	Audit Status of the Barrier	Strategic Policy Relationships
19980	NCN & TPT	Park	Too narrow	<ul style="list-style-type: none"> •LCWIP. •City Region Active Travel 'A Lines'. •NCN route 62. •TPT.
19979	NCN & TPT	Park	Too narrow	
19978	NCN & TPT	Park	Too narrow	
19977	NCN & TPT	Park	Too narrow	
19976	NCN & TPT	Park	Other issue	
19975	NCN & TPT	Park	Other issue	
19974	NCN & TPT	Park	Too narrow	
20042	NCN & TPT	Park	Too narrow	
20043	NCN & TPT	Park	Too narrow	

Rimrose Valley Map

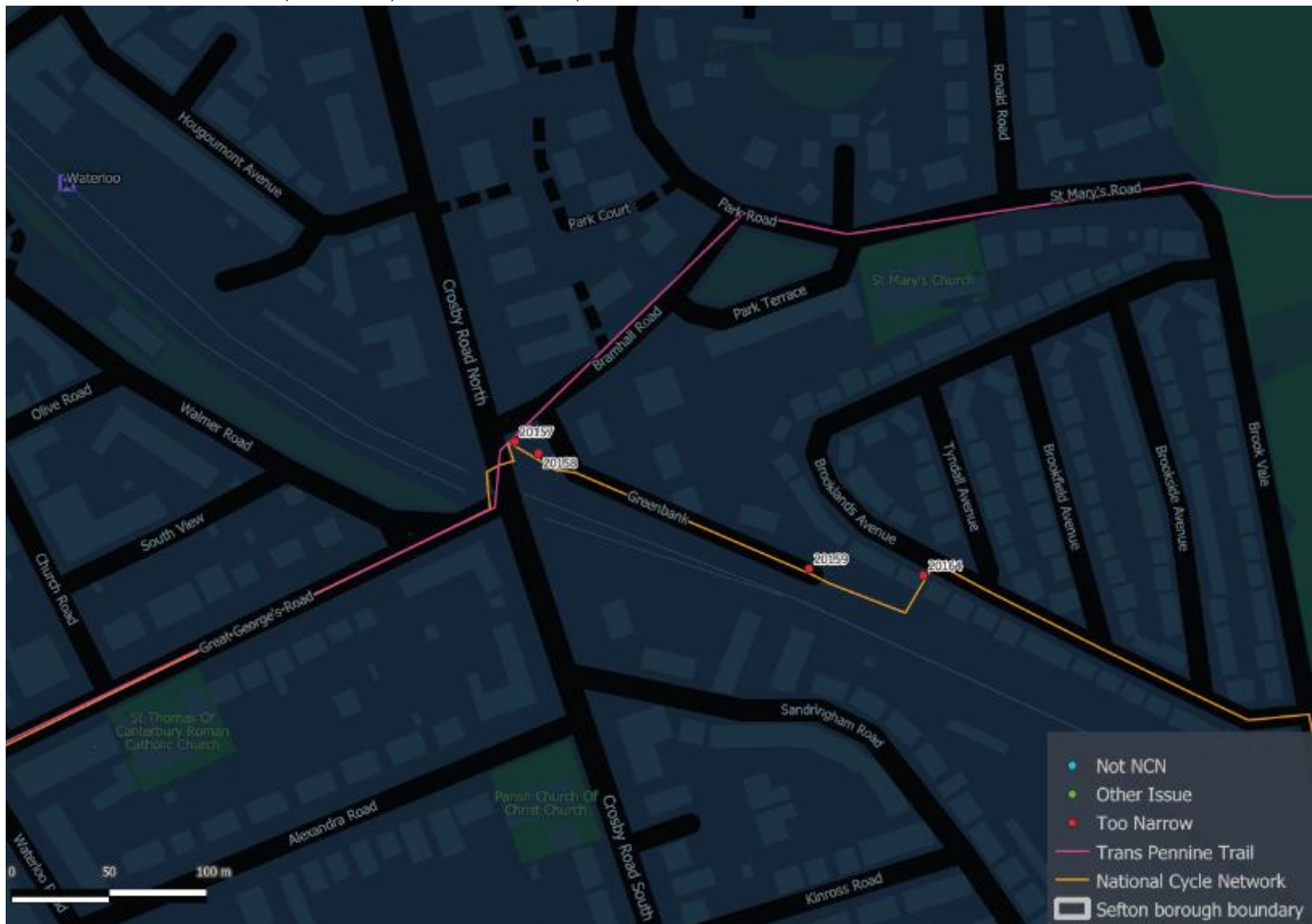


Rimrose Valley Table

Table 9: Rimrose Valley

Audit number	Type of Path / Designation	Ward	Audit Status of the Barrier	Strategic Policy Relationships
20173	NCN	Ford	Too narrow	<ul style="list-style-type: none"> •LCWIP. •Bootle Area Action Plan. •City Region Active Travel 'A Lines'. •NCN routes 81 and 810.
20170	NCN	Ford	Too narrow	
20965	NCN & TPT	Ford	Too narrow	
20966	NCN & TPT	Ford	Too narrow	
20967	NCN & TPT	Ford	Too narrow	
20169	TPT	Ford	Not NCN	
20177	NCN	Church	Too narrow	
20179	NCN	Church	Too narrow	
20970	NCN	Ford	Too narrow	
20968	NCN	Ford	Too narrow	
20181	NCN	Ford	Too narrow	
20183	NCN	Ford	Too narrow	
20974	NCN	St Oswald	Too narrow	
20976	NCN	St Oswald	Too narrow	
20977	NCN	St Oswald	Too narrow	

Seaforth & Waterloo - Rimrose Valley to Crosby Coastal Path Map



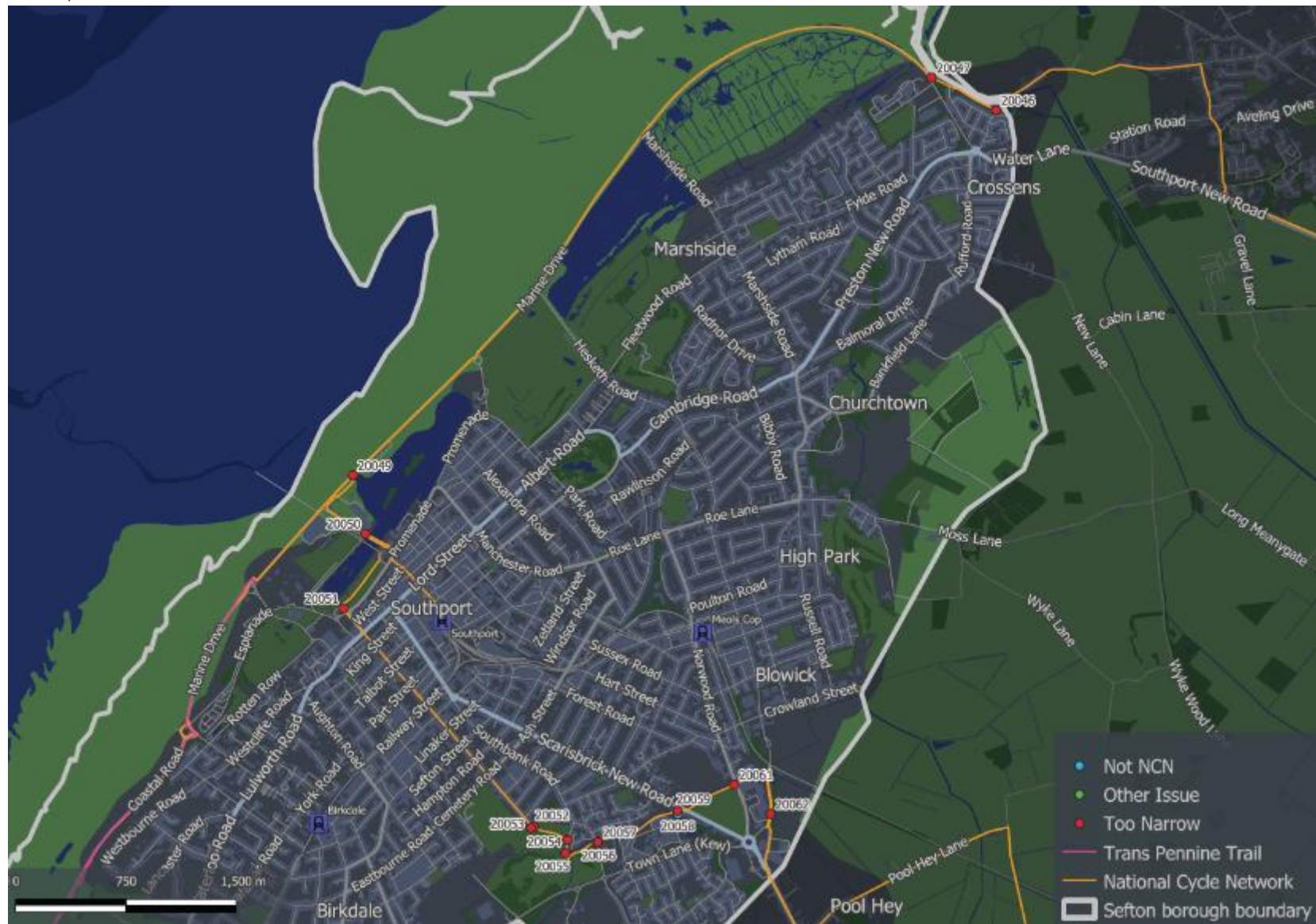
Seaforth & Waterloo - Rimrose Valley to Crosby Coastal Path Table

Table 10: Seaforth & Waterloo - Rimrose Valley to Coastal Path¹

Audit number	Type of Path / Designation	Ward	Audit Status of the Barrier	Strategic Policy Relationships
20157	NCN & TPT	Church	Too narrow	<ul style="list-style-type: none"> •LCWIP. •City Region Active Travel 'A Lines'. •NCN route 810.
20158	NCN	Church	Too narrow	
20159	NCN	Church	Too narrow	
20164	NCN	Church	Too narrow	

¹ The Coastal Path in Crosby has multiple designations in many sections between Crosby and Hightown, including being the; King Charles III England Coastal Path; National Cycle Network; Trans Pennine Trail

Southport Map

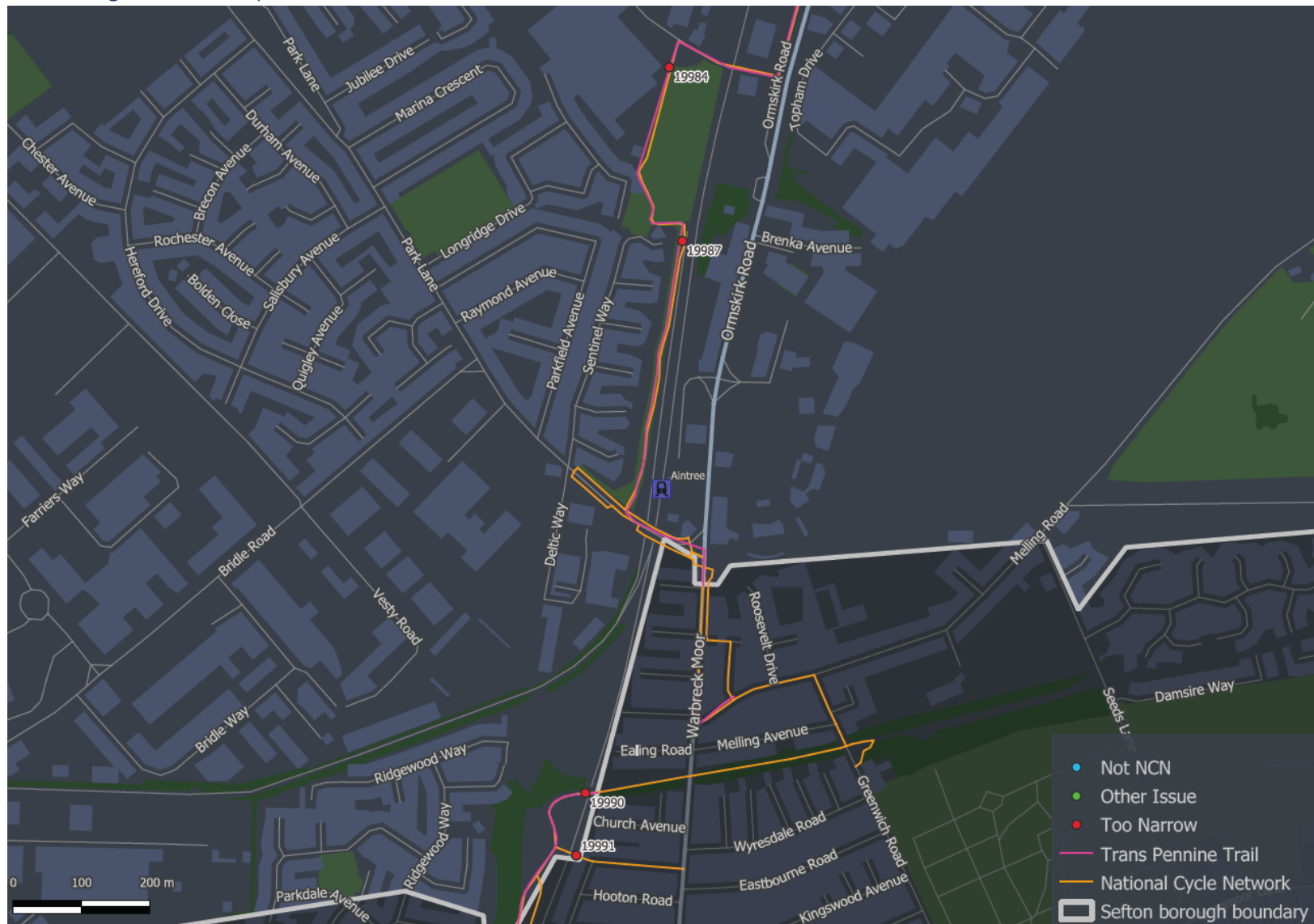


Southport Table

Table 11: Southport

Audit number	Type of Path / Designation	Ward	Audit Status of the Barrier	Strategic Policy Relationships
20049	NCN	Cambridge	Too narrow	<ul style="list-style-type: none"> •LCWIP. •City Region Active Travel 'A Lines'. •NCN routes 810, 62 and 562. •TPT.
20050	NCN	Cambridge	Too narrow	
20051	NCN	Duke's	Too narrow	
20052	NCN	Kew	Too narrow	
20053	NCN	Kew	Too narrow	
20054	NCN	Kew	Too narrow	
20055	NCN	Kew	Too narrow	
20056	NCN	Kew	Too narrow	
20057	NCN	Kew	Too narrow	
20058	NCN	Kew	Not NCN	
20059	NCN	Kew	Too narrow	
20061	NCN	Kew	Too narrow	
20062	NCN	Norwood	Too narrow	
20046	NCN	Meols	Too narrow	
20047	NCN	Meols	Too narrow	

NCN and TPT through Aintree Map



NCN and TPT through Aintree Table

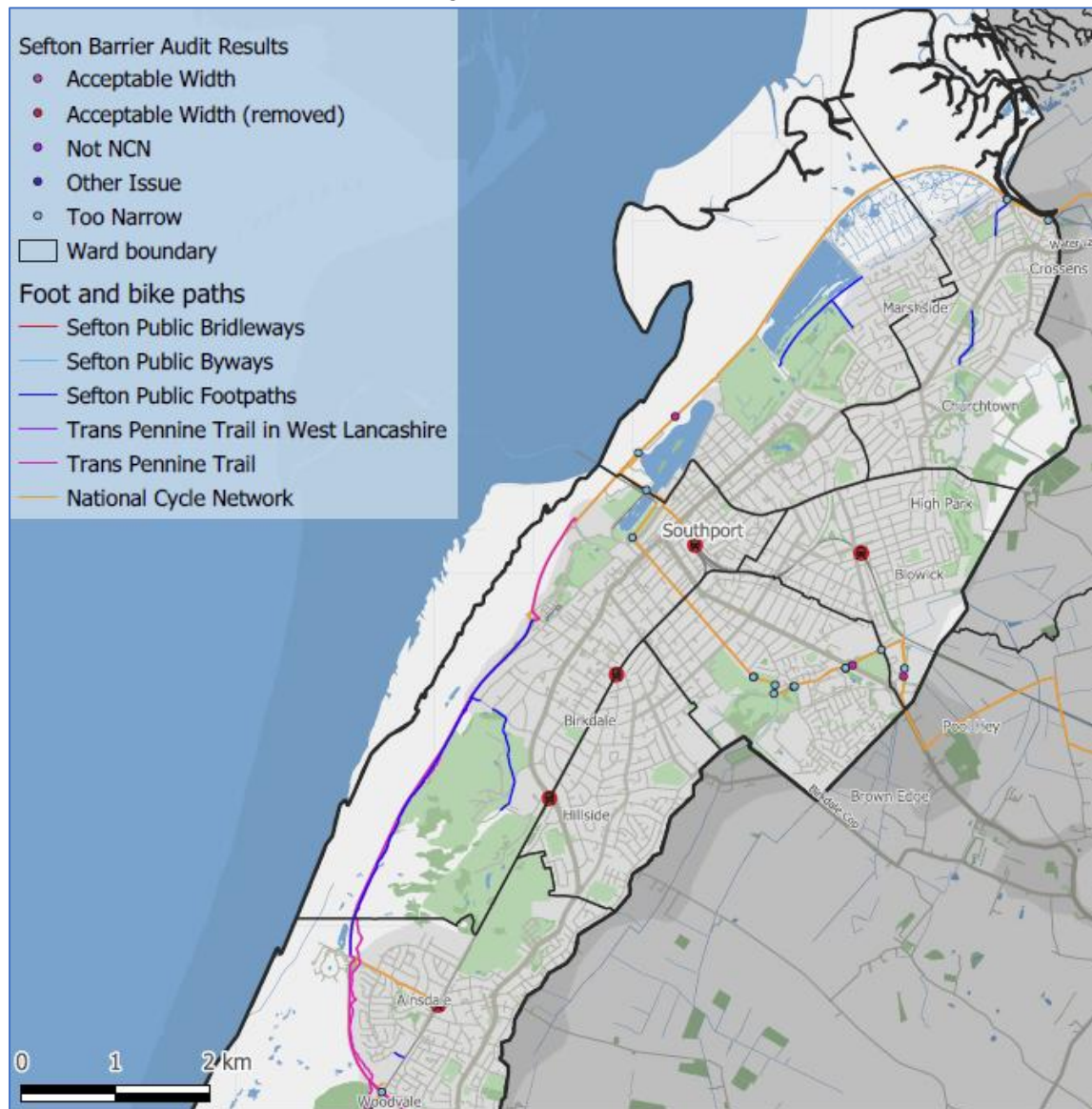
Table 12: National Cycle Network (NCN) and Trans Pennine Trail (TPT) through Aintree

Audit number	Type of Path / Designation	Ward	Audit Status of the Barrier	Strategic Policy Relationships
19991	NCN	Molyneux	Too narrow	<ul style="list-style-type: none"> •LCWIP. •NCN route 62. •TPT.
19990	NCN & TPT	Molyneux	Too narrow	
19987	NCN & TPT	Molyneux	Too narrow	
19984	NCN & TPT	Netherton & Orrell	Too narrow	

TPT Sefton access controls data

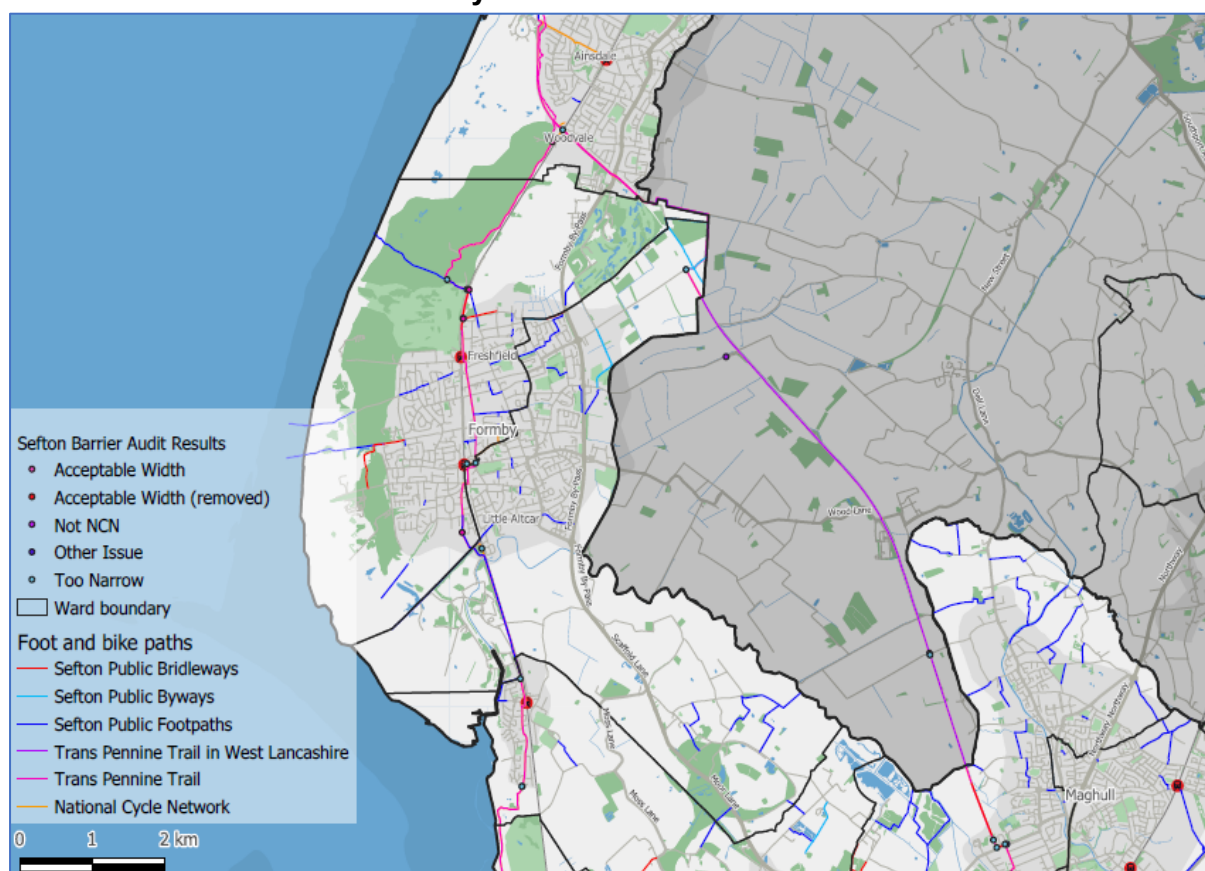
Number	Access control	Type	Width	Streetview (link)
1	Cheshire Lines A	-	-	Streetview Image http://ow.ly/yAx430gCaus
2	Cheshire Lines C	-	-	No current information available.
3	Lydiat Carr Lane North	Chicane with Horse steps	98cm	Streetview Image http://ow.ly/btu930gCbJB
4	The Meadow North	Chicane	127cm & 111cm	No current information available.
5	Sefton Drive South	Chicane	121cm	No current information available.
6	Medway Road	Chicane with Ramp and Steps onto the Trail.	96cm	No current information available.
7	Chapel Lane	A Frame with Gate	Top Width - 61cm Middle Width - 61cm	No current information available.
8	Aldrin's Lane	A Frame	Top Width - 42cm Middle Width - 62cm Bottom Width - 93cm	Streetview Image http://ow.ly/sjhg30gLYg6
9	Nethertons Browns Lane	Open gate (kissing gate?)	The open gate width 2m (200cm) wide. The access barrier is approximately 80cm at its widest point and around 60-65cm at its narrowest.	No current information available.
10	Greenwich Road	n/a	n/a	n/a
11	Helsby Road	n/a	n/a	n/a
12	Bull Lane	n/a	n/a	n/a

North Sefton, barrier audit results illustrating barrier width categories relative to the NCN and TPT routes in the locality.



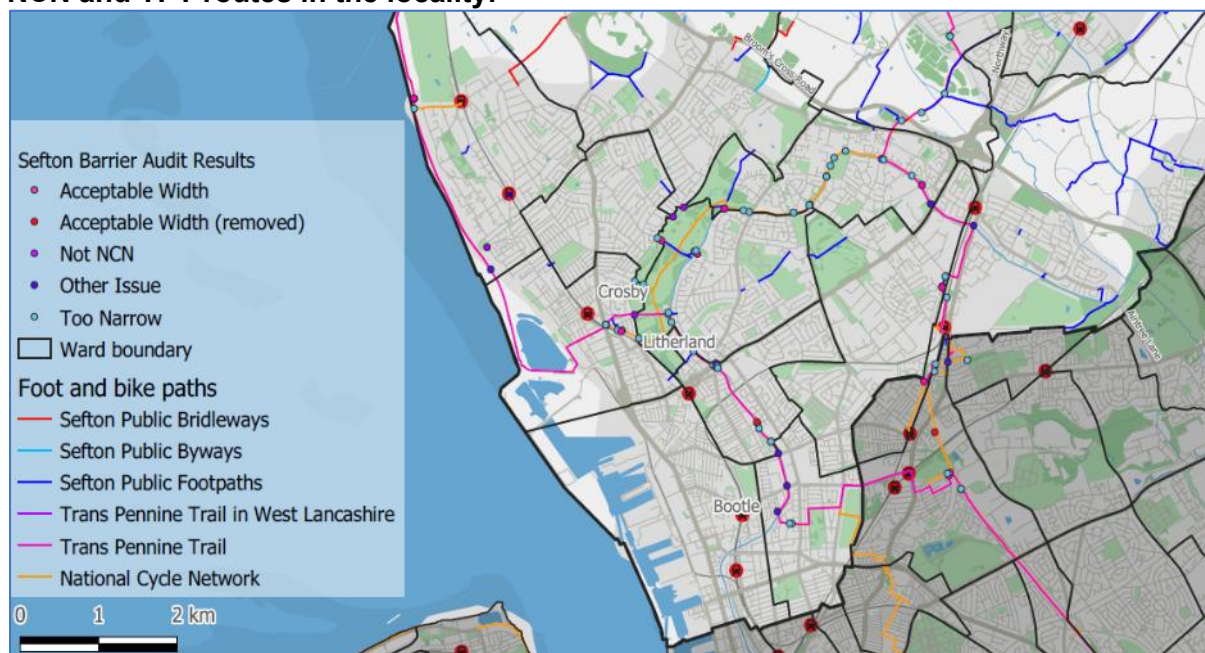
Source: Sustrans, Trans Pennine Trail, Sefton Council, Liverpool City Region Combined Authority.

Central Sefton, barrier audit results illustrating barrier width categories relative to the NCN and TPT routes in the locality.



Source: Sustrans, Trans Pennine Trail, Sefton Council, Liverpool City Region Combined Authority.

South Sefton, barrier audit results illustrating barrier width categories relative to the NCN and TPT routes in the locality.



Source: Sustrans, Trans Pennine Trail, Sefton Council, Liverpool City Region Combined Authority

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