

# Appendix 1

# Cheshire East Active Travel Strategy

A strategy for walking, wheeling & cycling

Draft for consultation – June 2025

## 1. Introduction

Our Active Travel Strategy sets out the vision for walking, wheeling<sup>1</sup> and cycling across Cheshire East. We want to create a culture where active modes are the first consideration for local journeys, with individuals having the tools and infrastructure to travel safely, efficiently and with confidence.

The benefits of increasing use of active modes for travel are clear. For the individual:



It supports a healthy lifestyle – travelling actively can form part of your daily routine particularly for short, local journeys. Exercising, which includes walking and cycling, just once or twice a week can reduce the risk of heart disease, stroke and other major illness (Live Well, Cheshire East).



It is more affordable – with no significant cost per kilometre travelled, travelling actively can save you money compared to a journey by car.

Benefits are also community wide, including:



It is better for the environment – walking, wheeling and cycling in place of the private car will reduce carbon emissions associated with travel. With 34% of carbon emissions from transport, a reduction in vehicle kilometres would support a lowering of emissions with a positive impact on air quality.



It can take vehicles off the road – travelling actively instead of using a private car can help support the efficiency of the road network, with reduced vehicle kilometres resulting in less impact on road condition.



It supports the vitality of town centres and community spaces – providing permeable, attractive and connected routes, particularly for pedestrians, can encourage linked-trips between different public amenities and maximise the amount of time and money spent in our town centres.

However, there are challenges and travelling by active modes is not always the natural first choice across the borough. Barriers exist, such as perceptions of safety, available routes and infrastructure, confidence and length of journey required. It is acknowledged that not all trips can be undertaken by active modes. However, we are committed to enabling and encouraging more people to choose walking, wheeling and cycling for short, local journeys or as part of a longer public transport journey.

This strategy provides a clear vision and actions to support an increase in the number of walking, wheeling and cycling trips made across Cheshire East.

### 1.1 Background and Policy Context

The strategy will replace the existing Cheshire East Cycling Strategy (2017), bringing our vision up to date and ensuring a more holistic, active travel approach, rather than solely focusing on one mode. This provides the opportunity to create an up-to-date vision that responds to our rapidly changing world.

The existing Cycling Strategy, and other relevant documents including the Local Transport Plan (LTP), were prepared pre pandemic, and prior to many recent changes in national transport policy including but not limited to: Gear Change (2020), The Transport Decarbonisation Plan (2021) and the second Cycling and Walking Investment Strategy (2023). In addition, there is emerging evidence and strategy at the pan-Northern level by Transport for the

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<sup>1</sup> Wheeling refers to the activity of moving using a wheeled mobility aid, such as a wheelchairs or mobility scooters.

North including the Strategic Transport Plan and supporting documentation. The publication of cycle infrastructure design guidance (LTN1/20) also set new standards on the design of high-quality, safe infrastructure, providing a focus on how to best deliver improvements.

A new Local Transport Plan and a new Rights of Way Improvement Plan are in development for Cheshire East, and this Active Travel Strategy aligns to their emerging visions, providing a focus for walking, wheeling and cycling that will sit underneath these statutory documents.

Also supporting this strategy, and responding to our commitments as the Council, we are developing Local Cycling and Walking Infrastructure Plans (LCWIPs) for the key service centres in the borough. 61% of the Cheshire East population live in urban areas and there are significant opportunities to enable and encourage active travel for short, local journeys. The Active Travel Strategy also equally applies to rural areas and the application will need to be tailored to needs in the local communities where the population is more dispersed over a larger geographical area.

Within these plans, key routes have been identified for improvements and ranked on how quickly they can be implemented and on their deliverability. These plans will play an integral role in the delivery of this strategy and achieving the targets we are measuring our progress against.

However, we must remain mindful of our ability to access the level of funding needed to deliver the network and measures required to influence and achieve a notable change in travel behaviour. This strategy aims to provide a framework to achieve our vision, explained in Section 3.

## 2. Challenges and opportunities

To increase the numbers walking, wheeling and cycling in the borough, we need to be mindful of the challenges and how these barriers can be overcome whilst also considering the opportunities that exist. There is a focus on enabling and encouraging active travel for short, local journeys.

### The key challenges

<b>Perceived safety in travelling actively</b>	Perceptions of safety are a key challenge to encouraging further journeys on foot or by cycle, with main barriers including a lack of confidence, limited continuous or connected infrastructure and lack of lighting.
<b>The quality of infrastructure discourages travel by active modes</b>	The increasing need for maintenance to our network, as a result of vehicle kilometres, severe weather impacts and natural growth, can lead to degradation of infrastructure including potholes, lighting and obstructions which limit the confidence and accessibility to travel actively.
<b>Lack of physical activity and poor health</b>	Across Cheshire East, 62.5% of adults are classified as obese or overweight, with 22.4% physically active for less than 30 minutes a week. Crewe is in the top 20% most deprived areas nationally for child poverty and the elderly living alone, and for deaths from respiratory diseases.
<b>Difficulty in accessing services by active modes, particularly in urban areas</b>	Poor conditions for walking, wheeling and cycling can result in Transport Related Social Exclusion (TRSE), which is the inability to access opportunities, key services, and community life, and facing major obstacles through the wider impacts of having to travel. In Cheshire East, 7.1% of the population live in exclusion, predominately focused in the urban centres, particularly north of Crewe, Sandbach,

	Middlewich, Congleton, north of Macclesfield, Knutsford and Handforth.
<b>Insufficient active travel routes lead to reliance on the private car</b>	With approximately 85% of households owning a car in 2021, Cheshire East has a higher level of car dependency compared to both England (76%) and the North West (75%). Cheshire East also has more households with multiple cars (33%) compared to the national average (26%), suggesting a larger household dependency on cars. In 2019, transport was responsible for 34% of carbon emissions in Cheshire East, which was the second biggest source of emissions.

### The key opportunities

<b>Improving public health</b>	Active people live healthier, longer and happier lives, with physical activity reducing the risk of disease. More walking, wheeling and cycling can contribute to improved health.
<b>Supporting our town and local centres</b>	Active travel has a key role to play in increasing linked trips in town and local centres, increasing footfall, dwell time and spend, boosting the economy and enhancing places for people.
<b>High potential for a shift to more sustainable travel</b>	Short trips have the most potential for walking, wheeling and cycling and an estimated 60% of car trips in Cheshire East are under 10km in distance. 69% of the borough's population has a medium or high potential for mode shift, with urban areas such as Crewe and Macclesfield providing a great opportunity.
<b>Collaboration with partners</b>	Working with local communities, town and parish councils and major employers will provide opportunities to jointly

**and the community to develop active travel solutions**

identify needs and collaboratively develop solutions that can be delivered effectively.

**Technology can support active journeys**

Technology provides a real opportunity to support an individual's travel on foot, wheels or by cycle, including route planners or journey times, supporting informed decision making. In addition, advances in e-bikes can also support journeys by cycle.

### 3. Our vision

#### 3.1 Active travel in Cheshire East

We have an ambitious vision for active travel in the borough. We want to see a significant increase in the numbers travelling on foot, wheels or by cycle and commit to the following vision to provide the infrastructure and culture needed to succeed.

Our vision is:

*A borough where walking, wheeling and cycling are the preferred option for short journeys, achieved through a connected, safe and accessible network that supports a healthy Cheshire East*

#### 3.2 Themes

To deliver on our vision, and overcome the challenges and take advantage of opportunities, we have defined three priority themes. These have been identified through internal workshops and discussions, with the aim to consider active travel in the broader strategies, planning and delivery in the borough.

Our themes - CREATE – CULTURE – COLLABORATE - will together help facilitate active modes being the first choice for appropriate journeys. The themes should not be taken in isolation but integrated into one overarching approach to support better outcomes and deliver demonstrable change.



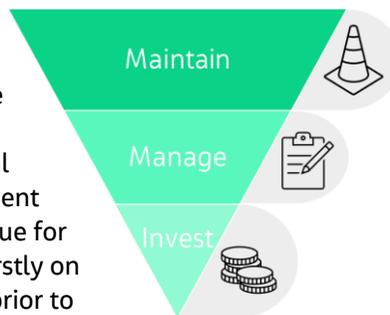
-  Create – our aim is to create a more connected network for walking, wheeling and cycling
-  Culture – our aim is to support a culture where walking, wheeling and cycling are the natural travel choice for local, short journeys
-  Collaborate – our aim is to collaborate with local communities, businesses and within Cheshire East Council to create a unified approach to walking, wheeling and cycling.

Within each theme, we have identified objectives and required actions to influence greater uptake of active travel journeys. These themes will be the basis of delivering on the opportunities and finding solutions to the challenges within Cheshire East.

## 4. Create

To encourage uptake in travel by walking, wheeling and cycling, there needs to be accessible, safe and connected infrastructure in place that supports people to get to where they need to.

We are mindful of limited funding and the need to ensure we prioritise spending in those areas that will bring the most benefit, alongside ensuring that our existing asset delivers its potential. Therefore, we will adopt a hierarchical approach of Maintain-Manage-Invest – an efficient delivery model that balances user need and value for money. This will focus funding and resources firstly on maintenance to ensure safety and availability, prior to developing new infrastructure.



**Maintain:** Our existing walking, wheeling and cycling infrastructure needs to be maintained and it is a priority that this asset continues to be fit for purpose and attractive to use. This will include updating of road markings and signage to meet our safety policies, as well as the management of vegetation to ensure safe passage for everyone.

**Manage:** By assessing barriers to movement, identifying gaps in the existing network and delivering on quick wins, we can enhance the existing network to improve access and safety for users. This could be additional crossings or addressing missing sections of cycleway or footway, that open up the existing infrastructure to more people.

**Invest:** Where no suitable walking, wheeling or cycle infrastructure currently exists, but a need has been identified, sustainable investment in new facilities and infrastructure may be required. This will be targeted at locations that provide the most benefit to the most people, for example our key urban centres, and support delivery against the targets and vision of this strategy. This is expected to require external funding to deliver.

Our aim for this theme is to:

Create a more connected network for walking, wheeling and cycling.

Our key priorities for this theme are:

- Developing our active travel network through an efficient Maintain-Manage-Invest approach.
- Providing improvements that support the safety of active travel users on our network.
- Supporting connections to key places within our urban centres.

We will do this by:

- Adopting the Maintain-Manage-Invest hierarchy when considering all projects, policy and development, to ensure funding is best allocated and that we make better use of our existing asset.
- Developing an active travel 'Key Route Network' to support prioritisation of maintenance, ensuring safe passage for everyone.
- Developing a borough-wide LCWIP that draws together the individual town networks, providing a broader strategic plan.
- Managing the existing network, identifying gaps and seeking opportunities for quick wins, including the provision of secure cycle parking and maintenance hubs in busy locations such as Crewe and Macclesfield train stations.
- Developing policy and guidance to support network improvements and deliver effective design including documents emerging through the Local Plan.
- Identify investment opportunities to support with the delivery of the LCWIPs and incorporate future maintenance into scheme costs.

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- Improving signage and wayfinding around urban centres and encouraging use of new technologies to improve navigation and linked trips.
- Identify opportunities to manage and maintain cycle traffic through roadworks, noting the importance to prioritise active travel movements during periods of works.

## 5. Culture

To complement the network infrastructure, we need to foster a culture that prioritises the use of more sustainable modes of travel. We cannot expect to see increased numbers of those walking, wheeling and cycling with infrastructure alone. Providing the tools, knowledge and support will help individuals and wider communities make informed choices on how best to make each journey.



**Supporting individuals** through the provision of one-to-one support and signposting will help with travel choices. Working with social prescribers, based in all GP surgeries, will provide an opportunity to support people to reach their health and

wellbeing goals, promoting being more active, spending more time outside and reducing reliance on other forms of transport.

**Working with schools** can introduce the benefits of using active modes for short journeys, such as to school, from an early age. Encouraging the development and monitoring of School Travel Plans and prompting discussions between children and adults on their journeys, can further influence travel behaviour. Relationship building with education providers can support shared goals, including reduced vehicles around the school gates.

**Supporting communities** with initiatives and schemes can be pivotal in an individual's travel choices. By working with both existing and new developments, we can offer more choices and create opportunities through various schemes and initiatives. This aids the use of active modes, especially schemes that assist with equipment purchase, sharing skills or support understanding of the benefits of walking, wheeling and cycling rather than using a car.

**Promoting facilities** allows potential users to gain a better understanding of what is available so they can make informed choices on how they travel. Priority routes, identified through the LCWIPs, alongside marketing of leisure routes (such as the Middlewood Way) create a coordinated approach to support knowledge and increase active mode journeys.

Our aim for this theme is to:

Support a culture where walking, wheeling and cycling are the natural travel choice for local journeys

Our key priorities for this theme are:

- Supporting communities and individuals with their travel choices.
- Promoting existing and new facilities and routes.
- Making safe spaces for people of all abilities to walk, wheel and cycle.

We will do this by:

- Working with social prescribers (e.g. GPs) to provide information, training and tools to influence active travel choices by those engaged with.
- Focus promotion and marketing on new developments, supporting individuals as they are creating new travel habits, i.e. as they move home.
- Promoting the integration of new and existing green spaces and recreational areas within the active travel network, to serve as attractive destinations and promote physical activity and well-being.
- Ensure new infrastructure is supported with appropriate promotional initiatives to encourage uptake of active travel.
- Support individuals with their travel choices through providing more easily accessible information and support.

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- Create and develop opportunities with educational facilities, working with them to support training, for example Bikeability sessions and encourage development of School Travel Plans.
- Promote existing routes (e.g. the Middlewood Way) which offer both leisure and commuter opportunities.
- Support residents and visitors to navigate the network easily by provision of coherent and consistent information.
- Developing inspiring and impactful active travel campaigns to influence mode choice.

## 6. Collaborate

Travel is part of our everyday lives, providing us access to work, education and leisure. The journeys we make have an impact on wellbeing, our health, the environment, and the economy. With this in mind, it is imperative to embed travel mode choice across policy and into society.

**Collaboration through policy:** Future policy in the borough must ensure the inclusion of active travel, due to its physical and mental health, economic and environmental benefits. This is a pivotal time to engage and strengthen interdepartmental connections and allow a better understanding of current events, projects, and initiatives. This will support the identification of opportunities to introduce an active travel influence on projects and provide opportunities for combined resources to deliver better value for money solutions.

**Community engagement:** The broader community plays a key role in supporting both infrastructure and culture. Working with town and parish councils could support effective maintenance in rural areas and provide further insight into those areas that require improvements related to walking, wheeling and cycling, as well as supporting promotion and information sharing amongst residents and visitors. Schools and colleges also have the potential to provide a future generation with a more centralised focus on active travel, which will drive future behaviour and sustainable travel. Working with community groups will enable active travel measures to be introduced effectively in key locations across the borough.

**Working with businesses, business groups and other local trader organisations:** Commuting and business requirements produces significant levels of travel. Working with businesses to embed active travel and sustainable practices alongside corporate objectives can support an increase in the level of those walking, wheeling and cycling. Building closer relationships could support both infrastructure development, staff travel behaviours and support the delivery of wider goals and objectives. Providing information and tools to empower businesses to develop Travel Plans for their workforce and

actively monitor and update these, will support further growth opportunities and management of local travel.

Our aim for this theme is to:

Collaborate with local communities, businesses and organisations within Cheshire East Council to create a unified approach to walking, wheeling and cycling

Our key priorities for this theme are:

- Improving engagement with local communities.
- Building relationships with local businesses and stakeholders.
- Driving collaboration to deliver cross-cutting policy.

We will do this by:

- Working across departments within the Council to ensure active travel is embedded in the delivery of shared goals and is included in relevant policy development, for example the Local Plan and Neighbourhood Plans
- Utilise existing working groups, committees and community groups to promote infrastructure changes or support behaviour change.
- Identify opportunities to work with schools and colleges to embed the promotion of walking, wheeling and cycling and provide support in the development of School Travel Plans.
- Maintain and strengthen relationships with major employers to understand and support change for the journey to work.
- Supporting employers and community groups to facilitate the use of active modes for those travelling to them, for example through secure storage and access to shower/changing facilities.
- Encouraging the development and ownership of Travel Plans to support travel to work, education and leisure.

- Robust assessment of development planning to ensure suitable active travel infrastructure and initiatives are secured.

## 7. Achieving our ambition

### 7.1 Our commitment

We are committed to creating a culture, and the infrastructure needed, to promote walking, wheeling and cycling as the natural choice for shorter journeys, or as part of a longer public transport journey.

By prioritising the maintenance of the current network and its management, we can provide a coherent network whilst identifying investment in key areas.

By supporting and promoting active travel we will build a culture that can influence individuals and communities to make informed choices about how they reach the places they need to get to.

Through building effective relationships, within the Council and externally, we can collaborate to achieve shared goals across health and wellbeing, inclusion, the economy and the environment.

### 7.2 Our targets

To support this strategy, we have identified the following borough-wide targets against a 2023 baseline. We understand there are geographical variations across the borough and will develop local targets to be incorporated into LCWIPs or Local Delivery Plans.

**Double the number of people cycling by 2030**

**Increase the number of people walking regularly by 10% by 2030**

**Reduction in pedestrian and cyclist collisions by 5% by 2030**

**Increase the number of physically active adults in Cheshire East by 5% by 2030**

### 7.3 Need for investment

Our actions and commitments will only take us so far in delivering real change. To fully deliver on our vision, external funding is a necessity. Without sufficient levels of both capital and revenue funding, delivery towards the targets set will be stifled.

We will work with partners and central government to highlight investment opportunities that will support delivery of our strategy. We have well progressed proposals to complement our strategy and enable us to act quickly when opportunities arise.

The current and developing LCWIPs will provide the priorities for infrastructure improvements and will directly align with this strategy's ambitions. Alongside infrastructure improvements, there is a clear need for complementary 'activation' funding to be present which supports the delivery of our objectives.

### 7.4 Monitoring and evaluation

We have set ambitious targets, which are meaningless without robust monitoring to support evaluation of our progress. We will actively monitor against these targets, whilst also seeking opportunities to further determine the growth of active travel across the borough.

To monitor against our targets, we will use available data sources, listed below, which will enable trends to be established annually.

Target	Baseline	Data
Double the percentage of people cycling by 2030	9.5% (2023, at least once per week)	DfT data sources including the Active Lives Survey <sup>2</sup> (Table CW0302)
Increase the number of people walking regularly by 10%	43.2% (2023, at least 3 times a week)	DfT data sources including the Active Lives Survey (Table CW0303)
Reduction in pedestrian and cyclist collisions by 5% by 2030	167 casualties in 2023	DfT data sources including Police Stats19 data (Table RAS0403)
Increase the number of physically active adults in Cheshire East by 5% by 2030	70.5% (2022/23)	Public Health England Outcomes Framework

In addition to the above, and to support our understanding of areas for improvement, we will actively:

- Review, challenge and monitor the targets set in travel plans submitted to the Council.
- Utilise our Streetlight data system, to review trends in travel behaviour and patterns, where applicable, and support our understanding of where and how people are travelling. This will aid decisions for infrastructure requirements that support active modes.
- Work with our Public Health team and Care Communities to monitor social prescribing support and referrals where active travel has been supported.
- Work with major employers to support a culture change in staff travel, and to capture data on the journey to work.
- Monitor the use of new or enhanced infrastructure, to support evaluation of scheme delivery.

## 7.5 Progress Reporting

Each year, we will prepare an Annual Monitoring Report to assess our progress towards delivery of this Active Travel Strategy. We will collect data on outputs delivered in line with our three themes, alongside measuring progress against the overarching targets. Monitoring our delivery will also support in demonstrating alignment with emerging future strategies, both regional and national, such as the Integrated National Transport Strategy.

<sup>2</sup> The Active Lives Survey, conducted by Sport England, is an annual survey that measures activity levels in both adults and young people, through a range of criteria. The sample size of 175,000

enables comparisons across England to be established, with data being presented at a borough-wide level.

## Appendix A: Access Control Barrier Policy

### Background

Cheshire East Council (the Council) has responsibility for walking, wheeling and cycling routes within the highway and Public Rights of Way networks in the borough. The Council, as a landowner, also has many routes for walkers, wheelers and cyclists in its portfolio, outside of those networks, particularly linear country park routes, such as the Biddulph Valley Way and Middlewood Way which form part of the National Cycle Network.

There are access control barriers at some locations that were historically installed with the aim of limiting anti-social use by motorbikes, quad bikes etc. which can pose a risk to users, as well as causing damage to the routes themselves. It is recognised, however, that these access controls are not fully effective at limiting such usage.

Current design guidance (including [Paths for All Outdoor Accessibility Guidance](#), [Department for Transport's Cycle Infrastructure Design](#)) states that restrictive access control barriers should not be provided on traffic-free routes and that there should therefore be a general presumption against the use of access controls unless there is a persistent and significant problem of anti-social moped or motorcycle access that cannot be controlled through periodic policing.

It is also noted that a 2021 Court of Appeal judgement concluded that “*it cannot possibly be justified to prevent bicycles from taking advantage of what would otherwise be a lawful use of the track in order to inhibit the unlawful use by motorcycles*” (Garland v Secretary of State for Environment, Food and Rural Affairs, Surrey County Council).

With this in mind, the Council’s Green Infrastructure team is working with the University of Westminster on a 3-year research project using two sites in the borough; one as a trial where barriers are removed, and one as a control where barriers remain in situ. This is intended to provide academically-robust evidence as to the impact of barrier removals. It is noted that both Stockport and Manchester Councils are removing barriers at some locations, with Cheshire East Highways and the Green Infrastructure team (Public Right of Way (PROW) and Countryside Ranger Service) doing likewise in response to requests.

### The Need for a Policy

The Council has a [duty under the Equality Act 2010](#) to make reasonable adjustments for people to ensure that they are not discriminated against and that everyone can access routes and destinations. The Council frequently receives requests for improved access that can include reference to the Equality Act, as barriers make access difficult or impossible for users with wheelchairs, pushchairs, trikes, cargo bikes etc.

The Council has one current known access policy, [Policy on structures on Public Rights of Way](#). In addition, minutes from the [Cabinet meeting of 9th March 2021](#) provide further guidance. There is a requirement to balance the needs of access of legitimate users with minimising risk to users from anti-social use such as by motorbikes and risks associated with off-road routes meeting the highway network where barriers are often located to indicate the transition. The Council is also mindful of the cost implications associated with removing, repositioning, or replacing access controls.

In addition, [The Local Government Association Corporate Peer Review March 2024 report](#) noted improvements that were needed to the

Council's approach to Equality, Diversity, and Inclusion. It identified that *“further training for both Members and Officers on the Council's requirements under the Equality Act would support the organisation in addressing these matters. This training will be an important first step, but the Council should also illustrate their organisational support for this issue through clear leadership and sponsorship of the agenda.”*

The adoption and implementation of this policy will provide a consistent approach and enable a greater understanding among all staff of accessibility issues.

### **Aims of Policy**

Our vision for active travel in the borough is to support a culture where walking, wheeling and cycling are the preferred option for short journeys, achieved through a safe, connected and accessible network that encourages users to make healthy choices. Our vision for accessibility in Cheshire East is to provide routes that enable active travel as an option for all of Cheshire East's communities, with those using the network feeling that their individual needs are catered for. We also want our communities to know that the Council listens to their concerns.

Our new Active Travel Strategy notes that despite the obvious benefits for health, the environment and cost savings, travelling by active modes is not always the natural first choice across the borough, due to barriers such as the perceptions of safety, the availability of routes and infrastructure, confidence and the length of journey required. It is acknowledged that not all trips can be undertaken by active modes. However, we are committed to making it easier for people to choose, walking, wheeling and cycling for trips that are well suited to active modes.

This policy seeks to encourage and enable the Council's wider active travel goals by increasing access where possible and increasing consistency in service across the borough and departments. It sets out the consistent and transparent approach that the Council will use to provide access for all across the highway, PROW and wider access networks and sites to promote active travel and leisure activities as one of the Council's priorities.

The policy will:

- Ensure that the Council meets the requirements of the Equality Act 2010
- Work towards ensuring that all residents and visitors are able to access routes, unhindered by unnecessary or unsuitable access controls where possible
- Define a process to assess if access controls should be removed
- Develop a prioritised programme for removal or improvement of existing access controls, subject to resources.

### **Roles and Responsibilities**

Cheshire East Council is the Local Transport Authority for the Borough and, as such, is responsible for setting and maintaining local policies related to all modes of travel, including active travel, within the Borough.

This policy has been developed in collaboration with all of our asset management roles and landholdings, including Highways, Estates, Environment & Communities, Farms, Economic Development, Tatton Park and Green Infrastructure so as to provide a framework for decision makers and consistency for users.

## Process

Access controls should be used only if there is a persistent and significant problem of unauthorised motorised vehicle usage, for example fly-tipping or anti-social behaviour, or if there is a particular safety concern.

Where access controls are deemed necessary, they should be designed to be accessible to all active travel users, including wheelers (pushchairs, wheelchairs, mobility scooters) and all types of cycles (tandems, cargo bikes, tricycles and cycles pulling child trailers). This can include bollards that provide a minimum 1.5m horizontal clearance or inclusive chicane barriers with a sufficient stagger to allow wheelchairs and larger types of cycle to safely manoeuvre through without needing to stop.

The installation or removal of access controls needs to consider new and future schemes, as well as existing provision:

- a) For new routes, the presumption should be towards no access controls being installed during the design process. During consultation, if feedback on the design suggests that such access controls may be required due to unauthorised motorised vehicle use, they will be designed to be accessible to all active travel users.
- b) On existing routes where there is no persistent and/or significant problem of unauthorised motorised vehicle access, the Council will endeavour to remove any restrictive access controls.
- c) On existing routes where there is a persistent and/or significant problem concerning unauthorised motorised vehicle access that cannot be controlled through periodic policing, the Council will seek to work with the local community, Police and other agencies

to educate and reduce the problem, while providing access control barriers that retain access for all active travel users.

In each of these different scenarios, third party private landowners may have stipulations for particular access control arrangements, including for stock control purposes, which may necessitate pieces of path furniture which are restrictive to some users.

Access controls should not be required simply to control cyclists on the approach to a road or footway crossing. It will normally be sufficient to provide signage (to support both safety and wayfinding), good sightlines and road markings so that cyclists clearly understand the need to take care and give way to pedestrians and other traffic at such points. However, it is acknowledged that sometimes road safety concerns may require a pragmatic approach, in which case non-restrictive bollards or inclusive chicane arrangements may be installed.

## Policy Implementation

Scheme designers will be required to provide the rationale for any access control measures proposed.

We will also develop an inventory of access controls, dependent upon suitable funding being made available, initially focussing on leisure routes and in town centres. Criteria will be defined in consultation with council departments and relevant stakeholders to prioritise the asset register to inform an improvement programme.

The standards that will be considered and applied, wherever practicable / appropriate, are:

- Outdoor Accessibility Guidance (2023), *Paths for All*. Available at <https://www.pathsforall.org.uk/resources/resource/outdoor-accessibility-guidance-download>
- LTN 1/20 Cycle infrastructure Design (2020), *Department for Transport*. Available at: <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>
- Traffic-free Routes and Greenway Design Guide, *Sustrans*. Available at <https://www.sustrans.org.uk/for-professionals/infrastructure/sustrans-traffic-free-routes-and-greenways-design-guide/>
- British Standard 5079:2018 for gaps, gates and stiles.