



CHESTER CYCLING CAMPAIGN

Working to Create a Cycle Friendly City.....

A- or K-Frame barriers within CWaC

Chester Cycling Campaign is asking that CWaC should adopt a formal policy of non-approval for the installation of any new A- or K-Frame barriers within the borough on grounds of non-compliance with Government guidelines and failure of acceptability under equality legislation. We are aware that there are some such barriers already in places and would hope that these can eventually be removed in order to further promote Active Travel for everyone.

We oppose the installation of A- or K- Frame barriers as they interfere with accessibility, not only for conventional cycles, but more specifically for those using unconventional cycles. (e.g. tandems, recumbents), for those using cycle trailers and 'tag-a-longs' and for those using certain mobility scooters, as well as for some pedestrians using other mobility aids.

The Road Traffic Act 1988 Road Traffic Act 1988¹ [Ref 8.N] (Section 192) defines a "cycle" as meaning a 'bicycle, a tricycle, or a cycle having four or more wheels, not being in any case a motor vehicle,'. Further clarification is given in Highways England CD195, v1.0.1 (Designing for cycle traffic)² where it is remarked that "these (i.e. A- and K- frame) barriers **must not be used at all**, because they prevent access by various types of cycle, as well as other types of mobility aid, including wheelchairs and mobility scooters".

The guidance goes on to say "A- frame and K- Frame type barriers, often used to prevent motorcycle access, shall not be used on cycle routes because they cannot be negotiated by the cycle design vehicle." It further says that problems with illegal incursion should be dealt with by enforcement. Typically, these frames rely on the user to twist the front wheel and then drag the rear wheels of a trike through the frame which is often not possible for those with restricted mobility:-



This CD195 document further makes it clear that provision of infrastructure for cycles should include unconventional cycles, i.e. “NOTE: Types of cycle include: 1) standard cycles; 2) solo tricycles; 3) hand-cranked cycles; 4) tandem cycles; 5) recumbent cycles; 6) trailer cycles (tandems with a hinge, usually with the rear seat to carry a child); 7) cycles towing trailers; 8) cargo cycles; and 9) cargo tricycles.

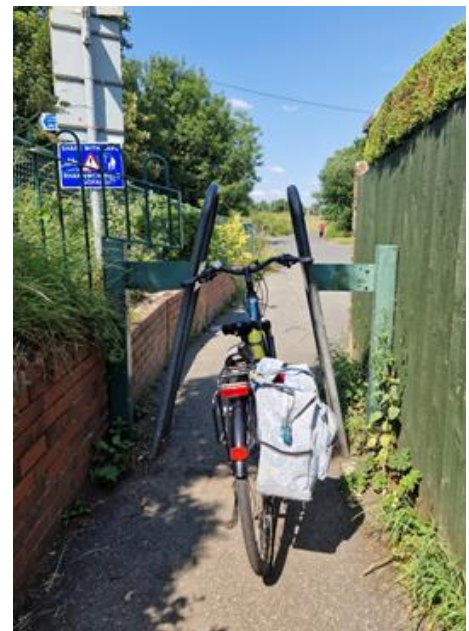
It is absolutely clear that the use of such barriers runs counter to Government advice, not only in that given in CD195 mentioned above but also in CD143 (Designing for walking, cycling and horse-riding)³ and in ‘Gear Change’⁴ and Local Transport Note LtN 1/20⁵ where the section on access controls (pp 8.3.4 to 8.3.6) says that “Access control measures..... should not be used. They reduce the usability of a route for everyone, and may exclude people riding nonstandard cycles and cargo bikes. They reduce the capacity of a route as well as the directness and comfort. Schemes should not be designed in such a way that access controls, obstructions and barriers are even necessary; pedestrians and cyclists should be kept separate with clear, delineated routes as outlined in the principles above.”

Section 5.6 states that ‘Deliberately restricting space, introducing staggered barriers or blind bends to slow cyclists is likely to increase the potential for user conflict and may prevent access for larger cycles and disabled people and so should not be used.’

Specific objections are detailed thus:-

“8.3.4 Chicane barriers cannot be used by people on tandems, tricycles, cargo bikes and people with child trailers. They may also be inaccessible to some types of wheelchair and mobility scooter. An access control that requires cyclists to dismount will exclude hand cyclists and others who cannot easily walk. Barriers fitted with plates that are designed to be narrower than motorcycle handlebars will also leave a gap that is narrower than many larger cycles. This will require cyclists to stop and put a foot down to pass through, which can be difficult when carrying children or heavy luggage.

Whilst many of the concerns mentioned specify ‘unconventional cycles’, these pictures show that many conventional cycles are also significantly restricted by such barriers:-



Alternatives are suggested:-

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.

8.3.6 Bollards and barriers should contrast with the background and may be fitted with retroreflective material to ensure they can easily be seen in all conditions.”

Additionally, as Sustrans point out in their publication “How to get barriers redesigned or removed”⁶, there are implications under the Equality Act (2010) and the installation of any such barrier without an Equality Impact Assessment can lead to a legal challenge.

There are two sections of this act which directly relate to the negative impact physical barriers have on people who cannot access routes because of them.

- Section 20 places a duty on public bodies and property owners who provide a public service to make reasonable adjustments to ensure someone with disabilities receives the same services, as much as this is possible, as someone who does not have any disabilities.
- Section 149 is a legal duty placed on public bodies to ensure they consider the needs of everyone in their activities.

Further reinforcement of the unacceptability of these barriers is also provided by the 2021 DfT publication ‘Inclusive Mobility: A guide to best practice on access to pedestrian and transport infrastructure’⁷.

Section 7.6 of this publication states: ‘As a principle, access control measures, such as staggered barriers that require cyclists to dismount, should not be used. This is because they both reduce the usability of a route for everyone and may exclude users of ‘nonstandard’ cycles.’

Summary

CCC wishes to see a prohibition on the installation of any new A- and K- frame barriers on any publicly accessible route within CWaC.

We believe that this should be adopted as formal policy by the Council (specifically by Highways and Planning departments) in order encourage Active Travel (and therefore help reach the Council’s Climate Emergency targets) and to ensure compliance with Equalities legislation. We also believe that the use of ‘Kissing Gates’ should be prohibited for the same reasons.

We also think that any existing barriers should be removed whenever refurbishment work or funding allows.

¹ <https://www.legislation.gov.uk/ukpga/1988/52/section/192>

² <https://chestercyclecity.org/wp-content/uploads/2024/01/CD-195-Designing-for-Cycle-Traffic.pdf>

³ <https://chestercyclecity.org/wp-content/uploads/2022/04/Designing-for-Walking-Cycling-and-Horse-Riding.pdf>

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<https://chestercyclecity.org/wp-content/uploads/2022/04/DfT-Gear-Change-A-Bold-Vision-for-Cycling-and-Walking-July-2020.pdf>

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<https://chestercyclecity.org/wp-content/uploads/2022/04/DfT-Gear-Change-A-Bold-Vision-for-Cycling-and-Walking-July-2020.pdf>

⁶ <https://www.sustrans.org.uk/about-us/paths-for-everyone/barriers-on-the-national-cycle-network/how-to-get-barriers-redesigned-or-removed>

⁷ ['Inclusive Mobility: A guide to best practice on access to pedestrian and transport](#)