

Barriers can be useful to deter illegal use of paths, but are a last resort. **YOU MUST OBTAIN AUTHORISATION FROM THE COUNTY COUNCIL BEFORE INSTALLING ANY BARRIER ON A RIGHT OF WAY.**

Barriers can be used on rights of way when there is a proven record of damage caused by illegal use, where they are enforcing legal restrictions, where there are well-documented safety issues or to protect an amenity.

Barriers are rarely completely effective, but if carefully chosen and well-sited they can deter most of the undesirable use; some common options are given below.

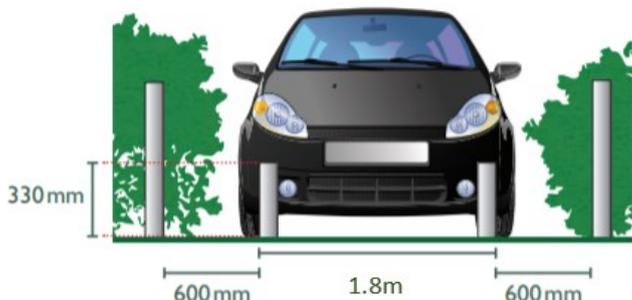
Responsibilities

The County Council may choose and has the authority to install a barrier, but equally is legally responsible for ensuring the rights of way are not obstructed. Barriers must not be used on rights of way without authorisation from the County Council.

Options for Barriers

Kent Carriage gap or similar arrangement

This is used to protect routes which are open to horses and carriages, but not motor vehicles, where there is a proven record of damage or miss use. They will deter cars/4x4s/vans whilst allowing all other users; they will not stop motorcycle use. The principle is that carriage axles are usually higher off the ground than car axles, and so can pass over the lowest bollard. Narrower carriages will be able to go through between the two central bollards, as will all other legitimate users.



The gap between bollards should be 1.8m as per BHS guidance unless there is proven and repeated unlawful motor vehicle use then the width will be reduced to 1.6m.

Multiple Gates

An alternative on routes which are open to horses and carriages, but not motor vehicles, is to use two gates: a bridle gate (1.5m wide) allowing walkers, cyclists, horse-riders and wheelchairs/pushchairs. Alongside this a slightly wider gate to allow carriages. If sited well, this will prevent most 4-wheeled motor vehicles and deter motorcycles. It should be set back from the road to allow a refuge.



Motorcycle Inhibitor

Physically keeping motorcycles out whilst allowing legitimate use by cycles, pushchairs and wheelchairs is very difficult. One option is a pair of metal barriers which are narrow at the top (preventing motorcycle handle-bars) and wider at ground level (allowing pushchairs and wheelchairs). In order to be effective the gaps on either side should be closed up with other structures.

These should only be used where there is a documented problem, as they can be a barrier for partially sighted people and may also legitimate users from accessing the route. HCC will normally only licence these structures on a temporary basis.



Staggered Gap

A staggered gap may be used on footpaths if there is a safety concern where they join the road, although it should be noted that this will make the exit more awkward for pushchairs and wheelchairs and will only be utilised as a last resort.

This guidance is suitable for most situations in Hampshire; for further advice email pro@hants.gov.uk or call 0300 555 1391