

Statement of Policy for the use of Barriers on Rights of Way

March 2021



Executive Summary

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Nottingham
MOVING 



Nottingham
City Council

1 INTRODUCTION

- 1.1 In Nottingham, as in many other major cities, the local rights of way network¹ suffers abuse from unauthorised vehicles (mainly off-road motorcycles and quad bikes) which disrupt the community and cause safety concerns. In order to address these issues barriers² have been installed at a number of known “hot spots”.
- 1.2 Although this approach has been reasonably successful, barriers have also compromised, and in some cases actually stopped, legitimate users using their preferred routes. The challenge for the Council is to identify a solution that deters unauthorised vehicles whilst maintaining adequate and safe access for all legitimate users.

2 PURPOSE OF THE POLICY – A CONSISTENT APPROACH

- 2.1 In 2012, the Council adopted its first Barrier Policy which continues to provide a consistent evidence based framework to consider requests for barriers which is based on principles of fairness, reasonableness and proportionality.
- 2.2 Due to changes in legislation, design standards and good practice, the 2012 Policy has been reviewed, and where appropriate, updated. The updated Policy reiterates the importance of a consistent evidence based approach and that other “least restrictive” measures (including enforcement) should be tried and tested before a barrier is considered, and who should be consulted. Additionally, if the decision is to install a barrier, it identifies the most appropriate type for a particular problem and location, and the need for monitoring of its effectiveness and any implications for legitimate users.

3 CONSULTATION, EQUALITY AND DIVERSITY

- 3.1 Local and national user groups, stakeholders and Council service areas have helped shape and inform the updated Policy. The Equality Impact Assessment can be viewed here <https://www.nottinghaminsight.org.uk/Document-Library/Document-Library/aAXJKIR>.

¹ For the purpose of this Policy the definition of the local rights of way network includes footpaths, cycleways, bridleways, riverside walkways, greenways, restricted byways, byways open to all traffic and any other path, track or way that the public have used “as of right”, without force, secrecy or permission.

² Barriers include structures and other objects placed on the rights of way network.