

GreenSpace Regional Networks – Kissing Gates

Query:

“I'm hoping you could help me locate any policy or examples of good practice on kissing gates. We have an anti-social behaviour issue in some parks with scramblers and motorbikes gaining access. Kissing gates have been installed to prevent motorbike access but these gates are not DDA compliant. I'm wondering if you know of any local authorities that have found a solution to this problem.”

Responses:

Advice

BTCV

Footpaths handbook

<http://handbooks.btcv.org.uk/handbooks/content/section/2373>

British Waterways

Guidance for Motorcycles on Towpaths

[http://www.green-space.org.uk/downloads/publications/Guidance For Motorcycles On Towpaths.pdf](http://www.green-space.org.uk/downloads/publications/Guidance%20For%20Motorcycles%20On%20Towpaths.pdf)

Fieldfare Trust

A Good Practice Guide to Countryside Access for Disabled People (available at cost)

http://www.fieldfare.org.uk/?page_id=53

Least Restrictive Access Guidelines

http://www.eau.ee/~bell/Recreation_course%202007/Countryside%20for%20All/Least%20Restrictive%20Access%20Guidelines.pdf

Sensory Trust

By All Reasonable Means:

http://www.sensorytrust.org.uk/news/articles/by_all_reasonable_means.html

Manufacturers/Suppliers

Of 67 responses, the suppliers received the following recommendations: Centrewire 27; Fearn Truck Bodies 4; Jacksons 3; K Barrier 7; GL Jones Playgrounds 3. The use of RADAR keys was recommended by 8 respondents, 9 mentioned policing as vital and 3 worked with local communities to address the issue.

Centrewire: <http://www.centrewire.com/>

Recommended: Centrewire Medium and Large Mobility Kissing Gates

Fearn (Truck Bodies) Ltd: <http://www.fearntruckbodies.co.uk/index.html>

Jacksons: [http://www.jacksons-](http://www.jacksons-fencing.co.uk/pages/products/metal_prod_det.aspx?tpc=BD&fmc=CY&fnc=AX)

[fencing.co.uk/pages/products/metal_prod_det.aspx?tpc=BD&fmc=CY&fnc=AX](http://www.jacksons-fencing.co.uk/pages/products/metal_prod_det.aspx?tpc=BD&fmc=CY&fnc=AX)

K Barrier: <http://www.kbarriers.co.uk/>

GL Jones Playgrounds: <http://www.gljones-playgrounds.co.uk/homepage.html>

Broxap (Stymie gate): <http://www.broxap.com/default.asp>

Council Experiences

1. We have not found anything that will allow wheelchairs through and stop motorbikes. There is an argument that you can restrict access in the interests of health and safety and we sought advice on this. The response was that we probably can install something non DDA compliant to tackle a greater Problem/Risk but that this would need to be tested at court. We have generally tried to comply with DDA but have introduced some gates and chicanes in key points to slow motorcyclists. We did not introduce a formal policy as making a case by case judgement on which we can change our minds seemed the most pragmatic approach.

2. We have worked with a Friends group to tackle the illegal motorcycle issue, along with the Environmental Health officers and the police; it has been mostly successful, the forthcoming summer holidays will test that for certain, but community empowerment has a strong role to play in taking on the anti-social element associated with motorcycling.

The parks are there for the community of course and a multi-agency approach works well, environmental health on the nuisance/noise issue, the police on illegal activity and to some extent trespass and the community who want to enjoy their park without the hassle of the motorbike.

3. We have actually moved away from barriers, kissing gates and other obstacles and installed bollards around the rights of way network as part of the recent Liveability Project, mainly on the grounds of making the network DDA compliant. There are some barriers remaining in some parks around the borough, however these restrict large vehicular access and bikes could still gain entry through the pedestrian access point.

We have found that on the whole the obstacles rarely prevent motorcycle disorder, as bikes get lifted over or manoeuvred through the likes of kissing gates and the only people who have their access restricted are legitimate users. This is particularly the case where offenders use 'mini motos'.

Through close working and initiatives with the police, where under Section 59 of the Police Reform Act 2002 riders and the actual vehicles can be issued with a caution/seized, we have seen a reduction in motorcycle disorder of 70% in the last 12 months.

4. We have historically had a large off road motorcycle problem. We have a dedicated Off Road Vehicle Officer who we work closely with to both protect sites physically as well as co-ordinating joint operations with the police to enforce legislation. Reports of off road motorcycle nuisance have dropped by over 40% in the last three years.

5. The only system that we have that sort of works is to have a separate gate with a RADAR lock next to the kissing gate, or one side of kissing gate box can be hinged and this hinged section secured with a RADAR lock, ie. the kissing gate structure has two gates one of which is secured with a RADAR lock to allow the wheel chairs to go through.

However we have found that none of these arrangements work that well, ie. the RADAR locks get vandalised, people forget to put them back on, mini motos can get through even the tightest kissing gates, many motor bike riders can get their bikes through kissing gates by putting them up on the back wheel, and if there are several youths with the motor bike they just lift them over the gate or fence.

The most effective method of reducing unwanted motor bike activity is to have sympathetic police officers who are prepared to be proactive in using their powers under Section 59 (4) (b) of the Police Reform Act 2002. Using these powers they can seize offenders' vehicles, and this appears to be quite a powerful deterrent (except for the people who are riding stolen motorbikes!).

6. In my experience if you are wanting to comply to the DDA then it is virtually impossible to exclude Motor Cycles as well. The way that we tackle the issue is:

- Install K Barriers www.kbarriers.co.uk these are adjustable and can be made wider or narrower depending upon the usage.
- Routine targeted operations with the Police usually out of hours and at busy weekends. These operations serve to raise greater confidence in the site, catch offenders and serve section 59 warnings or confiscate and crush the machine, all this tends to be done through the local Anti Social Behaviour officers,. In fact we have created our own little meeting where we meet with Police representatives usually the Sergeants managing the PCSOs, the local authority and ourselves the countryside service to organize the operations.
- We also do lots of the community development and encourage any legitimate user to report any incidents on site directly to the police and getting an incident number.
- We have a very visible presence on site routinely explaining what we are doing about issues on site and explaining what they can do on site.

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