

ADVICE ON
Electric Fencing

The
British
Horse
Society



Contact with electric fencing is likely to cause serious injury with potentially fatal results for any person driving or riding a horse, partly because most horses are wearing metal shoes and partly because they are likely to react violently to a shock.

When the horse receives a shock, directly or through the rider or handler, a rider may be thrown and the horse may bolt out of control. A loose horse or bolting horse may have serious consequences for others as well as for the rider or driver.

It is the landholder's responsibility to ensure that the public is not put at risk by electric fencing.

Before installing any electric fencing near a route open to horses, the landholder should carry out a risk assessment, mindful of risk and consequences of a horse or handler receiving a shock. Alternatives to the use of electric fencing should be carefully considered.

Legislation has not yet caught up with the widespread use of electrified fencing in agriculture, keeping of horses or even pets, although the need to consider it as per barbed wire has been acknowledged since at least the 1940s. The Barbed Wire Act 1893 prevents the use of barbed wire in roads, streets, lanes and other thoroughfares, which can be taken to include public rights of way. Under this Act, the case of *Stewart v Wright* (1893) ruled that recompense was due from the landholder for damage to a coat blown onto and torn by barbed wire adjacent to a path. While there is no equivalent law for electrified fencing, the principle is clearly transferable and is the basis on which the guidance below has been defined. It is possible for a Public Space Protection Order to give a mechanism for enforcement in an area where electric fencing is a problem.

Electric fencing should not be used on registered commons or public open spaces which have rights of access on horseback, other than in exceptional and very temporary circumstances. Fencing will need authorisation.

Principles for Electric Fencing near Equestrian Routes

- 1 Electrified fencing across an equestrian route at a gate should be:
 - Insulated or shielded for at least 2m each side of a gateway
 - Unable to contact a gate at any point in its swing
 - Insulated and buried across the gateway, leaving a firm level surface, or
 - Carried at least 3.4m above the gateway from 2m beyond the gate latch post on robust posts which hold the wire taut
- 2 Electrified fencing should be avoided alongside equestrian routes. Where it cannot be avoided, a wire along one side of a way should:
 - Be shielded from users of the way by a wood or plastic rail, and
 - Be at least 0.5m outside the edge of the right of way, with the way having a useable width of no less than 3m, and
 - Remain taut between secure upright posts even when windy.
- 3 Where electrified wire along one side of a route cannot be shielded, it should:
 - Be at least 1m outside the edge of the right of way, with the way having a useable width of no less than 3m, and

- Remain taut between secure upright posts even when windy
- 4 Electric fencing on both sides of a route to form a corridor should be avoided. If there is absolutely no safer alternative:
- Each wire must be taut between secure upright posts and shielded from users by a plain rail at least 0.5m outside the edge of the right of way, with the way having a useable width of no less than 3m (4m total between fences).
 - If it is not possible to shield the wires, each wire must be taut between secure upright posts at least 1m outside the edge of the right of way, with the way having a useable width of no less than 3m (5m total between fences).

A useable width is one without trip hazards, ruts or uneven ground; free from surface vegetation more than 150mm high and clear of overhanging vegetation to a height of at least 3.4m.

Part of the width requirement is to provide safe passing for all users without any party having to go close to an electrified wire. For horses, 'too close' is further away from the wire than for a human, particularly if it is a mains electric fence, as horses appear to be aware of the current and may refuse to approach or become harder to control. The requirement is therefore relative to the site, the level of use by horses and the length and voltage of electrified fence. Occasionally, depending on other factors at the site, it may be safe to reduce the width, occasionally it may be necessary to increase it (see Mitigation, page four). The width also takes account of the fact that the electrified fence is there to contain livestock and the presence of livestock increases the risk to horses on the way. Therefore the additional width keeps livestock further away to decrease risk.

Where an electrified fence is at an angle to a gate, it must be at least 3m away from the gateway and should be insulated or protected from contact for 3m from the gate to ensure a horse or rider is not in close proximity to the fence during manoeuvring to open the gate.

An electric fence across a right of way is an obstruction which is a criminal offence, even if it is temporary. An insulated spring handle to open a gap in an electrified wire across a way is unacceptable because it cannot be negotiated safely without dismounting and because a horse may refuse to approach it or may come into contact with the wire while the rider is opening it. The highway authority may be able to authorise a temporary gate to provide for a new fence line.

Surface vegetation within an area fenced by electrified wire must be cut so as to ensure that conditions underfoot are safe and that the electric fence is not obscured by vegetation.

Electric fencing should carry warning signs where it starts and ends near a route used by horses and at suitable intervals along its length no less than 50m apart if it is alongside the way.

Subject to local circumstances, it is advisable to take the wire overhead in preference to underground, since if there should be any underground leakage of electricity horses are particularly sensitive because of their metal shoes and may refuse to approach or become difficult to control without the rider or driver being aware of the current.

An energiser which clicks should be placed well away from a route open to horses.

Explanation

Electric fencing is often used in fields where horses are kept, so some horses will recognise it. While this will discourage the horse from touching the fence, the horse's fear of the fence may also make it difficult for the rider to control, particularly if space is too tight or there are other factors such as stock either side of the fence.

A horse is particularly sensitive to electric shocks if it has metal shoes, which is a high proportion of those taken along rights of way. The effect is magnified when the horse is wet with rain or sweat, and it is normal for a horse to sweat during exercise. A horse can receive a shock if its tail catches the fence, which may happen when the horse flicks its tail against flies or in windy conditions.

Although contact with an electric fence can be unpleasant for a person on foot, for any person driving or riding a horse a shock may cause serious injury because the horse is likely to react violently, the rider may be thrown or the horse may bolt. The horse is a prey animal and the electric shock will register as an invisible predator, therefore its impulse is to leap or kick against the attacker and run, any of which sudden movements may unseat the rider. There have been a number of rider deaths following a ridden horse in contact with an electric fence and there have been severe injuries and death to horses from becoming entangled in electric fencing. The latter is particularly likely where there is more than one fence in close proximity and a horse touches another in leaping away from a shock from the first.

Mitigation

There is a big difference between mains and battery unit electrification of fences. The hazard posed by mains power is far higher. It is very important that voltage is checked and limited to reduce the severity of any contact.

The hazard posed by electric fencing increases:

- The closer a horse needs to pass it
- The more electric fencing there is in the vicinity – for instance, to all sides is much worse than to one
- The presence and excitability of livestock or loose horses
- Livestock or loose horses on more than one side
- The need to negotiate a gate
- Stock or loose horses on either side of a gate
- Uneven or boggy ground, overhanging branches or high surface vegetation

These exacerbating factors should either be reduced or the separation distance from or shielding of electric fencing increased.

Boisterous stock or loose horses often pose a greater hazard than in-milk dairy cows or other stock less likely to be excited by visitors. However, all animals are unpredictable and level of response cannot be guaranteed. Risk assessments for loose animals in conjunction with electrified fencing and public access with horses should be carefully undertaken.

Electric fencing should never be used where there is a cattle grid on the natural escape route as a bolting horse would be likely to run into the grid with high risk of a fatal result for horse and possibly the rider.

National Farmers' Union Guidance

In July 2000, the National Farmers' Union issued guidance to its members, saying that:

“the safest course would be to avoid placing electric fences along public rights of way altogether. If electrified wire has to be used, (and bear in mind the Health and Safety risk assessment protocols demand that alternatives to any potentially dangerous practice be seriously considered), it should be placed so that under normal circumstances no one using the right of way is likely to come into contact with it. There should also be ample warning signs.”

The Society agrees with this guidance.

The Law

Electric fencing across a public right of way is an obstruction (Kent CC v Neeson (1996) QBD). The highway authority has a duty to prevent and remove obstructions. For further advice on obstructions see 'BHS Advice on Blocked and Difficult to Use Bridleways'.

Section 161 of the Highways Act 1980 provides that if a person without lawful authority or excuse deposits anything whatsoever on a highway in consequence of which a user of the highway is injured, that person is guilty of an offence and liable to a fine.

Section 165 provides that if, in or on any land adjoining a street (which in this context includes any road or public right of way), there is an unfenced or inadequately fenced source of danger to persons using the street, the local authority may require him to execute such works as will obviate the danger.

Section 178 provides that: “No person shall fix or place any overhead wire over, along or across a highway without the consent of the highway authority...”

Section 3 of the Health and Safety at Work Act 1974 imposes a duty on every employer and self-employed person “to conduct his undertaking in such a way as to ensure, so far as is reasonably practicable, that persons not in his employment who may be affected thereby are not thereby exposed to risks to their health or safety” and inspectors have powers to issue improvement or prohibition notices under Sections 21 and 22. The Health and Safety Executive document OM 2003/110 covers requirements concerning electric security fencing.

Electric fencing used for containing horses or other animals which are not kept for business will not fall under the Health and Safety at Work Act but the owner of the fence still has an obligation under Occupiers' Liability Act 1957 for the safety of any lawful visitor on the land (which includes users of a right of way).

Any new fencing, including temporary electric fencing, on registered common land requires the permission of the Secretary of State, except temporary fencing in a limited number of specified circumstances. Where an application is made to the Secretary of State for consent to a fencing scheme, the scheme should make proper provision to preserve existing rights of access to the land, and if it does not, representations may be made on the application to the Secretary of State. For further information please contact your BHS County Access and Bridleways Officer.



If this advice note is a printed copy, please check for the latest version on www.bhs.org.uk/access-and-bridleways

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