OTAS LIVE

Supporting Events and Professionals at Every Stage

OTAS Insight, event safety. Full report

Who owns the barrier line

Winter markets are opening under vehicle restrictions. Agree who owns the line, the gaps and the emergency gate, and how people leave before the street reopens



A gap in a barrier line is a planned opening, and someone must own it. OTAS style image, generated from real photography. Not a record of a specific event.

Operational **Tactical** **Strategic**

OTAS Insight v2.0 · 10 November 2026 · Correct as of 10 November 2026

OTAS Live Ltd.

SUMMARY

A barrier line is only as strong as the person who owns the gaps, the emergency gate and the moment the street reopens. Agree that now, not on the first market morning.

12 Nov date a Yorkshire city centre market opens under a police recommended traffic order [3]

18 Nov date a Cheshire city extends its bollard hours for the market season [4]

15 Nov date full road closures for set up works are due in a German city ahead of its market opening [6]

Before your market opens, write down who owns the barrier line, who watches each gap, and when people will have left before the street reopens.

By OTAS Insights. Edited by Kris Dailly. Correct as of 10 November 2026.



A gap in a barrier line is a planned opening, and someone must own it. OTAS style image, generated from real photography. Not a record of a specific event.

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01
Read this first

Sources: 24 public sources opened on 10 November 2026. They include official and news pages on UK and European market vehicle measures this season, and the final report of a state parliament inquiry, dated 3 June 2026. They also include ProtectUK considerations for temporary vehicle security barriers, NPSA hostile vehicle mitigation guidance and HSE event guidance. They include the Purple Guide, the Health and Safety at Work etc. Act 1974 and the Northern Ireland health and safety Order of 1978. This Insight does not say any city has the right or wrong measures. It does not assess a threat, and it does not promise that barriers will protect a market. It is about how any event team can agree ownership of the line, the gaps and the reopen time, using published official guidance. We describe events and venues rather than naming them in the text. Some source links carry names. We do not name individuals who are under investigation. Each fact carries its source number. Everything without a source number is OTAS guidance for event professionals.

Winter markets are opening now under vehicle restrictions that are already on the public record. A Yorkshire city centre market opens on Thursday 12 November and runs to 21 December. The council says a traffic regulation order recommended by the police will allow only emergency and essential vehicles in the footstreets from 10:30 to 19:30 on market days. An extra half hour after the 19:00 close is so visitors can leave before vehicles return [3]. A Cheshire city is extending bollard hours from 18 November. The council and the police have said there is no specific local threat [4] [5]. In Austria, the Interior Ministry on 7 November, and a report on 9 November, described extra patrols and police drones at Advent markets, again with no specific threat stated [1][2]. In a German city, traffic protection has been in place since 2 November, with full road closures for set up works due on 15 November ahead of a 23 November opening [6]. The final report of a state parliament inquiry into an attack at that city's market in December 2024 found a diffusion of responsibility for concrete barriers. The final report says six people were killed and nearly 300 were directly injured [8]. This Insight uses that finding only as a published lesson about roles. It does not speculate about threats or name individuals. This Insight is not about whether any city chose the right measures. It is not a promise that barriers will keep a market safe. It is about who owns your line, your gaps and your emergency gate, and how people leave before the street reopens.

In short: a vehicle barrier line is not a complete security plan, and it is not a guarantee. Before a winter market opens, agree who owns the line and who watches every gap. Agree how an emergency vehicle gets in, and how Blue Badge holders and deliveries are handled. Agree when people will have left before the street reopens to traffic.

Five things to take away

01	Vehicle barriers are one control in a plan, not a promise of protection. Say that clearly in briefings.
02	Someone named must own the line, every planned gap, and the emergency gate [7][9].
03	Walk the line after it is placed, and again during trading, and log what you find.
04	Give people time to leave before barriers or bollards come down and vehicles return [3].
05	Plan the edge of the line for Blue Badge holders, deliveries, residents and people who use walking aids [3][4][5].

ACTION

Read section 9, then agree one task for each level before your next event.



02

What was published this season

Market openings and vehicle measures, as published [1] to [6] and [8]. We describe events and venues rather than naming them in the text. Some source links carry names. We do not judge any authority, and we do not name individuals.

The line should be walked and checked after it is placed, and again during the day. OTAS style image, generated from real photography. Not a record of a specific event.

UK openings this month

Yorkshire market	Opens 12 November 2026 and runs to 21 December. A police recommended traffic order limits vehicles in the footstreets from 10:30 to 19:30 on market days. The extra half hour after the 19:00 close is so visitors can leave before vehicles return [3].
Rest days	The same city is running a Tuesday rest day trial, with usual footstreet hours and a Blue Badge loop on those days [3].
Cheshire city	Bollard hours are extended from 18 November. One street was already closed around the clock from 2 November. The council and the police have said there is no specific local threat [4][5].
Exceptions	The usual bollard end time of 16:30 is extended into the evening on market weeks, with defined exceptions for emergency, wedding and funeral vehicles. Blue Badge changes are also published [4][5].

What other cities have put on the record

Austria	The Interior Ministry, on 7 November 2026, described extra uniform and plain clothes patrols and police drones at Advent markets. A report on 9 November repeated that no specific threat had been stated [1][2].
A German city	Traffic protection has been in place since 2 November, with full road closures for set up works due on 15 November and an opening due on 23 November. A daily goods window of 04:00 to 10:00 and resident permit arrangements are published, with controls into the late evening [6].
The inquiry lesson	The final report of a state parliament inquiry into an attack at that city's market in December 2024 found a diffusion of responsibility for concrete barriers [8]. The lesson for organisers is about clear ownership, not about guessing a threat.

	As published
Yorkshire market	Opens 12 November, traffic order 10:30 to 19:30, dispersal before vehicles return [3]
Cheshire city	Bollard hours extended from 18 November, no specific local threat stated [4][5]
Austria	Extra patrols and police drones, no specific threat stated [1][2]
German city works	Full road closures for set up works due 15 November, market due 23 November [6]
Inquiry finding	The final report of a state parliament inquiry into an attack at that city's market in December 2024 found a diffusion of responsibility for concrete barriers [8]

Table 1. Market vehicle measures, as published in October and November 2026. Official and news pages [1] to [6], inquiry final report dated 3 June 2026 [8].

ACTION

Ask your team: if a gap in your barrier line is open at 16:00 on the first market day, who owns that gap, and who can close it?



03

What official guidance says about vehicle barriers at events

In brief, from ProtectUK, NPSA, HSE and the law [7][9] to [24]. Not legal advice. This is not a threat assessment, and it is not a promise of protection.

People need time to leave before a street is opened to vehicles again. OTAS style image, generated from real photography. Not a record of a specific event.

What barriers are for, and what they are not

- Official guidance. ProtectUK publishes considerations for temporary vehicle security barriers, version 3.2. It is guidance on how to think about temporary barriers, their limits, installation and management [7]. NPSA publishes hostile vehicle mitigation guidance for crowded places [9].
- Not a guarantee. Neither source says a barrier line will stop every vehicle or every method. Barriers are one control. They have to sit in a plan that includes people, gaps, maintenance and what happens when the line is open or comes down.
- Your duty. In Great Britain, an employer must conduct the undertaking so that, so far as is reasonably practicable, people who are not employees are not exposed to risks to their health or safety [20]. Northern Ireland has its own law with a similar duty [21].
- Events guidance. HSE event guidance on managing an event, incidents and emergencies, venue and site design, and crowd management still applies when a market sits in a street [13] [15][16][17]. The Purple Guide to Health, Safety and Welfare at Music and Other Events covers event planning [19].

The line, the gaps and the people

- Gaps are planned. A gap is often needed for emergency vehicles, deliveries, Blue Badge access or a parade. A gap that nobody owns is not a control. It is a hole in the plan [7][9]. The temporary barrier guidance asks whether the barriers can be driven around, and says air gaps should be no wider than 1.2 metres [10]. NPSA recommends rated vehicle security barriers that have been impact tested to a recognised standard at an independent test house [9]. The guidance lists ISO 22343-1 (the default standard as of 2024), IWA 14-1 and PAS 68 [10]. It also says it is the risk owner's responsibility to sign off a temporary scheme [10].
- Emergency access. If an ambulance or a fire appliance cannot get through, the line has created a new harm. OTAS guidance: the emergency gate must be named, staffed and rehearsed. Temporary barrier guidance asks whether access is needed for known vehicles, including emergency services, and whether the barrier is factored into an emergency egress plan [10]. HSE lists traffic management, including emergency vehicles, in emergency procedures [13].
- Dispersal. The Yorkshire market's extra half hour after close is a public example of a dispersal window before vehicles return [3]. Your plan needs a time, not only a barrier.
- The edge of the line. Blue Badge holders, residents, deliveries and people who use walking aids still have to move at the edge of a closed street [3][4][5]. If the only way around the line is a kerb or a narrow gap, the plan is incomplete.
- Martyn's Law. A separate OTAS Insight covers what to do before the regulator's guidance on Martyn's Law lands. This piece does not repeat it. Vehicle mitigation will sit inside that wider work, not instead of it.

General information from published official guidance and law, as of 10 November 2026. Not legal advice. Not a threat assessment. Not a promise of protection.

ACTION

Give this summary to the person who owns your vehicle mitigation plan and ask them to confirm the line, the gaps, the emergency gate and the reopen time.



04

Why ownership of the line fails first

OTAS guidance, drawn from official guidance and from the published inquiry finding.

The edge of the line must still work for people who use walking aids or a Blue Badge. OTAS style image, generated from real photography. Not a record of a specific event.

Name the gap before you need it



The gap is the step that turns a barrier line into a plan you can run. OTAS guidance.

A line is a system

Concrete, steel or a rising bollard is only the physical part. The system is the product, the installation, the daily check, the person at each gap, the emergency gate and the time the street reopens [7][9].

Gaps are where ownership shows

A planned gap that is staffed, logged and closed on a rule is still a control. A gap that is left for a delivery, then forgotten, is how a line fails in practice.

Unclear roles were the published lesson

The final report of a state parliament inquiry into an attack at that city's market in December 2024 found a diffusion of responsibility for concrete barriers [8]. The practical question for a UK market is simple. Can you name, for each stretch and each gap, who owns it at 10:00, at peak, and at close?

The reopen is a crowd decision

If bollards come down or a lane reopens while people are still leaving, you have mixed a crowd and moving vehicles. The published Yorkshire window after close exists to avoid that [3]. Build your own window, and do not open early because a driver is waiting.

The edge is part of the plan

A line that works in the middle of the street but traps a person with walking aids, or blocks a Blue Badge loop, will be worked around. Those workarounds become unofficial gaps.

ACTION

Walk your barrier line as it will be on the first market morning, and write a name against every gap, including the emergency gate.

05

Signs your barrier plan will not hold

Each of these is OTAS guidance, drawn from ProtectUK, NPSA and the published inquiry lesson.

Signs your barrier plan will not hold

01 Nobody owns the gap

The plan shows a solid line on paper, but the opening for deliveries or a parade has no named owner [7].

02 No emergency gate drill

An emergency vehicle route exists on a drawing, but nobody has opened it against a clock.

03 No daily walk

The line was checked on install day and not again. A shifted block or an unofficial opening goes unseen.

04 Reopen while people remain

Bollards or barriers come down because a vehicle is waiting, not because the street is clear [3].

05 The edge was an afterthought

Blue Badge, resident, delivery or walking aid routes were left to be worked out on the day [4][5].

OTAS guidance, drawn from ProtectUK [7], NPSA [9] and the published inquiry lesson [8].

ACTION

Read your vehicle mitigation plan for each of these five signs, and fix the first one you find.

06

Plan the line, from the first meeting to close of trading

Five stages. OTAS guidance unless a source is shown.

Five stages, from the line to the reopen



STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5
The line	**The gaps**	**The walk**	**The edge**	**Reopen**
What it is for, and what it is not	Every opening has a named owner	Check after install, and during the day	Blue Badge, deliveries, walking aids	People leave, then vehicles return

From the plan in this Insight. OTAS guidance.

Stage 1. The line

Agree what the line is for, and what it is not. Choose products and a layout with advice from competent specialists, following ProtectUK and NPSA guidance [7][9]. Do not describe the line as a guarantee of protection.

Stage 2. The gaps

Name every planned opening, including the emergency gate, Blue Badge or resident routes, deliveries and any parade. Write who owns each one, at what hours, and on what rule it is open or closed.

Stage 3. The walk

Walk the line after it is placed, and again at set times during trading. Log shifts, damage, unofficial openings and any time a gap was held open.

Stage 4. The edge

Brief the team on Blue Badge, delivery, resident and walking aid routes [3][4][5]. Make sure the official way around the line is better than an unofficial one.

Stage 5. Close and reopen

Set the time when trading ends, the time when people should have left, and the time when the street may reopen to vehicles [3]. Do not reopen early. Log the clear and the reopen.

Part	What it needs
The line	What it is for, the product and layout, agreed with competent advice [7][9]
The gaps	Every planned opening, with an owner, hours and a close rule
The emergency gate	Named, staffed, and opened against a clock in a rehearsal
The walk	Checks after install and at set times, with a log
The edge	Blue Badge, deliveries, residents and walking aids [3][4][5]
Reopen	A dispersal window, then vehicles, not the other way round [3]

Table 2. What to agree before the market opens. OTAS guidance.

ACTION

At your next table top exercise, open the emergency gate and a delivery gap at the same time, and see whether both still have an owner.

07
Watch, act and hold

OTAS guidance unless a source is shown. This is not a threat table.

Point on the line	Watch	Act	Hold or close
A planned gap	Vehicle waiting, or a delivery running late	Named owner holds the gap only for the agreed use	Close it when the use ends. Do not leave it open
Emergency gate	A request from the emergency services	Open the rehearsed gate. Log the time	Close it when the vehicle is through, unless they ask you to hold it
Damage or a shift	A block moved, a bollard not raised, an unofficial opening	Report it at once. Staff the point	Do not leave the point until it is made good or a new owner is in place
Close of trading	People still on the street as the reopen time nears [3]	Hold vehicles. Keep helping people leave	Do not reopen until the named person has the street clear

Table 3. Watch, act and hold on the barrier line. OTAS guidance. This is not a threat table.

ACTION

Print this table for your next market briefing and put a name against every gap.

08
Barrier line log

Use one line for every walk, every gap held open and every reopen.

Time	Point on the line	What was seen	Action and owner	Still open?

Table 4. Barrier line log. Use one line for every walk, every gap held open and every reopen.

ACTION

Print this log for each trading day and give it to the person who owns the line.

09
What to do at each level

Operational

Own your gap

Report a change

Help people leave

Know which stretch and which gap you own. Report a shift, a damaged block or an unofficial opening at once. Do not leave a gap open because a driver is waiting. Help people leave before the street reopens.

Tactical

Walk the line

Staff the gate

Hold the reopen

Walk the line at the agreed times and log it. Staff the emergency gate. Brief Blue Badge, delivery and resident routes at the start of each shift. Hold the reopen until the street is clear.

Strategic

Set the purpose

Name the owners

Agree the window

Set the purpose of the line, the layout, the named owners, the emergency access and the dispersal window [7] [9]. Agree them with the police, the highway authority and your safety advisory group. Do not promise that barriers will protect the market.

ACTION

Pick one action at your level and do it before your market opens, or before the next trading day if it is already open.

10
Barrier line checklist

OTAS guidance unless a source is shown.

Before the market opens

- Purpose of the line agreed, without a promise of protection [7][9].
- Every gap named, including the emergency gate.
- Emergency gate opened in a rehearsal.
- Edge routes for Blue Badge, deliveries and walking aids agreed [3][4][5].
- Dispersal window and reopen time written [3].

During trading

- The line is walked at the agreed times.
- Gaps have a present owner.
- Faults are reported and staffed.

At close

- Trading ends at the agreed time.
- People are given time to leave.
- The street reopens to vehicles only when the named person has it clear [3].

ACTION

Print this checklist for your next winter market.

11
What we do not know yet

- The full operational detail behind each city's public measures, including how gaps and emergency access are staffed. That is not all on the public record.
- How the Tuesday rest day trial in the Yorkshire market will work in practice after 12 November [3].
- The rest of that inquiry report, beyond the published finding about a diffusion of responsibility for concrete barriers [8]. This Insight uses only that finding, as a lesson about roles.
- Whether further official UK guidance on temporary vehicle barriers will be issued this season. None had been announced in the sources opened for this Insight.

ACTION

We will update this Insight if authorities or official guidance publishers issue more. We will not judge decisions made by any city, and we will not speculate about threats.

12

Coming up: more markets, late nights and the reopen in the dark

More winter markets open through the second half of November, and late night trading will test the same line at close [3][4][6]. The plan that works is the one that still has an owner for every gap, and a clear street, before vehicles are allowed back.

ACTION

If you need support agreeing ownership of a barrier line, the gaps and the reopen time for your market, reach out to us to see how we can support you.

Questions

Do barriers mean our market is protected?

No. Barriers are one control in a plan. Official guidance discusses temporary vehicle security barriers and hostile vehicle mitigation, and it does not treat them as a guarantee [7][9]. Do not brief the team, or the public, as if the line removes the risk.

Who should own the emergency gate?

Someone named, who can be reached on the radio, and who has opened that gate in a rehearsal. The owner can change by hour, but the name on each hour must be clear. Agree this with the emergency services and your safety advisory group.

What if the police recommended the traffic order?

A recommendation shares advice. It does not, by itself, transfer ownership of the gaps or the reopen time. Keep roles in writing [3][7].

How does this sit with the Insight on arches and banners?

That Insight is about temporary structures over a street. This one is about vehicle mitigation on the street. Use both if you have both, and do not treat a banner plan as a vehicle plan.

Does this replace our risk assessment?

No. This is general information for event professionals. It is not legal advice and it is not a threat assessment. Your own risk assessment, competent specialists, the police and your safety advisory group decide what applies to your market.

If a gap in your barrier line is open at 16:00 on the first market day, who owns that gap, and who can close it?

ACTION

Send us your question and we will add the answer to the next update.

Sources

Web sources opened 10 November 2026 and labelled by source type. Links are for checking only. Listing a source does not mean it endorses OTAS or has worked with us.

1. **The Local, report on Austrian plans for Christmas market safety, 9 November 2026** thelocal.at
2. **Austria Interior Ministry, via OTS, security measures around Advent and Christmas markets, 7 November 2026** ots.at
3. **City of York, city centre access for this year's Christmas market, 28 October 2026** york.gov.uk
4. **Cheshire West and Chester, Chester Christmas security arrangements, 2026 bollard hours** cheshirewestandchester.gov.uk
5. **Deeside.com, Chester Christmas security measures, bollard closures and Blue Badge changes, 16 October 2026** deeside.com
6. **City of Magdeburg, Christmas market 2026 traffic restrictions from 2 November** magdeburg.de
7. **ProtectUK, Considerations for Temporary Vehicle Security Barriers, version 3.2** protectuk.police.uk
8. **Landtag Sachsen-Anhalt, final report of the 21st parliamentary inquiry committee, paper 8/7077, dated 3 June 2026** padoka.landtag.sachsen-anhalt.de
9. **NPSA, hostile vehicle mitigation** npsa.gov.uk
10. **ProtectUK, Considerations for Temporary Vehicle Security Barriers, version 3.2, PDF** protectuk.police.uk
11. **ProtectUK, home** protectuk.police.uk
12. **NPSA, crowded places guidance overview** npsa.gov.uk
13. **HSE, event safety, incidents and emergencies** hse.gov.uk
14. **HSE, event safety, outdoor equipment** hse.gov.uk
15. **HSE, event safety, venue and site design** hse.gov.uk
16. **HSE, event safety, crowd management** hse.gov.uk
17. **HSE, event safety, managing an event** hse.gov.uk
18. **HSE, event safety** hse.gov.uk
19. **The Purple Guide (subscription)** thepurpleguide.co.uk
20. **Health and Safety at Work etc. Act 1974, section 3** legislation.gov.uk
21. **Health and Safety at Work (Northern Ireland) Order 1978, article 5** legislation.gov.uk
22. **NPSA, hostile vehicle mitigation, antiterrorism traffic regulation orders** npsa.gov.uk
23. **National Protective Security Authority, home** npsa.gov.uk
24. **ProtectUK, vehicle as a weapon advice landing** protectuk.police.uk

Related OTAS Insights

These are links to other OTAS Insights pieces, not to any OTAS Live product or service.

Martyn's Law: what to do before the regulator's guidance lands
Overhead banners and arches at winter markets
When the weather makes the call

Guidance: this Insight summarises ProtectUK, NPSA, HSE and industry guidance and health and safety law in Great Britain as published on 10 November 2026. It also draws on published official measures and the final report of a state parliament inquiry. Northern Ireland has its own health and safety law. It is not legal advice and it is not a threat assessment. It does not promise that barriers will protect a market. Ask the police, the highway authority, competent specialists and your safety advisory group what applies to your event.

Interest: OTAS Live Ltd, which publishes OTAS Insights, sells event operations services, handbooks and training related to this topic.

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ACTION

Check the sources before you quote them, and tell us if any link has changed.

OVER TO YOU

If a gap in your barrier line is open at 16:00 on the first market day, who owns that gap, and who can close it?

If you need support agreeing ownership of a barrier line, the gaps and the reopen time for your market, reach out to us to see how we can support you.

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