

**INTERIM ADVICE NOTE 60/05 (IAN 60/05)**

**THE INTRODUCTION OF A NEW  
HIGHWAYS AGENCY POLICY FOR THE  
PERFORMANCE REQUIREMENTS FOR  
CENTRAL RESERVE SAFETY BARRIERS  
ON MOTORWAYS**

**SUMMARY**

This Interim Advice Note provides information regarding the implementation of a new Highways Agency policy for the performance requirements of safety barriers in the central reserve.

**INSTRUCTIONS FOR USE**

This IAN takes immediate effect.

**THE INTRODUCTION OF A NEW HIGHWAYS AGENCY POLICY FOR THE PERFORMANCE REQUIREMENTS FOR CENTRAL RESERVE SAFETY BARRIERS ON MOTORWAYS**

**CONTENTS**

<b>Section</b>	<b>Description</b>	<b>Page No.</b>
1.	Summary	1
2.	Background	1
3.	What are the performance requirements?	1
4.	Implementation	1
5.	Costs	1
6.	Departure from Standard requirements	2
7.	Contact	2

## THE INTRODUCTION OF A NEW HIGHWAYS AGENCY POLICY FOR THE PERFORMANCE REQUIREMENTS FOR CENTRAL RESERVE SAFETY BARRIERS ON MOTORWAYS

### 1. Summary

This Interim Advice Note (IAN) introduces a new Highways Agency Policy for the provision of Safety Barriers in central reserves on motorways.

### 2. Background

A review has been carried out comparing the performance and maintenance of concrete barriers with steel barriers in the central reserve. The evidence indicates that where the AADT exceeds 25,000 veh/day there are significant benefits from a maintenance viewpoint in using rigid concrete rather than deformable steel barriers on busy motorways and dual carriageways. These benefits include significant health and safety benefits for road maintenance and traffic management operatives, as fewer safety barrier repair and maintenance operations are required. On the M25 no replacement or maintenance of the concrete barriers in the central reserve has been necessary in two years. Taking into account the Whole Life Cost and benefits of all safety barriers in the central reserve, the evidence supports a change in policy. Initially this is to be implemented as policy on motorways but the benefits obtained can equally apply to busy all-purpose dual carriageways.

### 3. What are the new Performance Requirements?

To implement the change in policy for motorways, new performance requirements for the specification of central reserve barriers shall be adopted. New installations of safety barriers in the central reserve shall be Rigid Concrete Safety Barrier with a Containment Performance Class H2 and a Working Width Class W2 and shall be designed to achieve an essentially maintenance free serviceable life of not less than 50 years. Where lamp columns are to be mounted on the safety barrier the Working Width shall be increased to a minimum of W3 to reflect the additional width of barrier required to accommodate the lamp column and its fixings.

### 4. Implementation

This Interim Advice Note shall be used forthwith on all future schemes for the construction, implementation, improvement and maintenance (Major Maintenance Renewal schemes only) of motorways provided the AADT exceeds 25,000 veh/day. It shall apply also to all those schemes that are in preparation provided that, in the opinion of the Overseeing Organisation, this will not result in significant additional expense or delay progress. Design Organisations shall confirm its application to particular schemes with the Overseeing Organisation. Please note that the requirements of Clause 6 apply as the process for obtaining the Overseeing Organisation's agreement.

### 5. Costs

Whole Life Cost analysis has indicated that rigid concrete safety barrier, with a containment performance class of H2, has the greatest benefits in terms of cost and safety. Although concrete barriers can be up to 30% more expensive to install, on a sample of schemes, the average scheme costs of installing the concrete barrier are assessed as being 0.2% greater than steel safety barrier. In certain cases this will be greater where changes to the central reserve drainage may be required. The additional initial costs will be offset by the reduction in maintenance and associated traffic management costs. Further cost savings should be made by increasing safety and reducing the likelihood of crossover accidents.

It should be noted that because of their site - specific nature, it has not been possible to include in the calculations for whole life costs the cost for any re-location of services in the central reserve. These costs and the work involved with any essential relocation of services will need to be investigated on a scheme by scheme basis during the design and procurement stages of the

contract. It is believed that any re-location of services will, in the main, only occur where concrete safety barrier is replacing steel safety barrier in the central reserve during major Maintenance Renewal Schemes.

**6. Departure from Standard Requirement**

If for any reason the requirements of this IAN will *not* be applied, then a Departure from Standard submission will be required. This shall include a full justification for the proposed departure.

**7. Contact**

If you have any questions on the above then please contact Daniel Ruth at the following email address:

[daniel.ruth@highways.gsi.gov.uk](mailto:daniel.ruth@highways.gsi.gov.uk)

INTERIM ADVICE