

Vehicle restraint systems —

**Part 3: Guide to the installation,
inspection and repair of safety fences**

Committees responsible for this British Standard

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- Association of Safety Fencing Contractors
- British Cement Association
- British Steel Industry
- County Surveyors' Society
- Department of Transport (Transport Research Laboratory)
- Fencing Contractors Association
- Fencing Industries Association
- Institution of Civil Engineers
- Institution of Highways and Transportation
- Royal Society for the Prevention of Accidents
- The Highways Agency of the Department of Transport

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Contents

	Page
Committees responsible	Inside front cover
Foreword	iii
Section 1. General	
1.1 Scope	1
1.2 References	1
1.3 Definitions	1
1.4 Health and safety	1
1.5 Dealing with services	1
1.6 Setting out	1
1.7 Achievement of torque and tension values	2
Section 2. Installation procedures for erection of new safety fences	
2.1 Tensioned corrugated beam	4
2.2 Untensioned corrugated beam	14
2.3 Open box beam	17
2.4 Rectangular hollow section beam	27
2.5 Wire rope safety fence	31
Section 3. User guide to inspection of new and in-service safety fences	
3.1 General	36
3.2 Procedure for adding existing safety fences to an inspection programme	36
3.3 Routine inspection programme	38
3.4 Detailed inspection programme	38
3.5 Other recommendations	54
Section 4. Repair of safety fences	
4.1 General	59
4.2 Scope of repair work	59
4.3 Procedure for repairs	61
Section 5. Transportation and storage of materials	
5.1 Delivery	63
5.2 Handling	63
5.3 Storage/packing	63
Section 6. Training	
6.1 Training courses	64
6.2 National register	64
Annex A (informative) Quality assurance	65
Annex B (informative) Post foundation test	68
Annex C (normative) List of drawings	75
Figure 1 — Beam/rope height illustrations for new installations	3
Figure 2 — Single sided tensioned corrugated beam (verge)	5
Figure 3 — Tensioned corrugated beam (TCB) lap joint assembly arrangements	8
Figure 4 — Double sided tensioned corrugated beam (central reserve)	10
Figure 5 — Tensioned corrugated beam full height anchorages	13
Figure 6 — Untensioned corrugated beam (verge)	15
Figure 7 — Single sided open box beam (verge)	18
Figure 8 — Connecting bolt detail for open box beam	20
Figure 9 — Double sided open box beam (central reserve)	22

	Page
Figure 10 — Double rail, single sided open box beam (verge)	25
Figure 11 — Rectangular hollow section, 100 mm × 100 mm (verge)	28
Figure 12 — Rectangular hollow section, 200 mm × 100 mm (verge)	29
Figure 13 — Wire rope safety fence (central reserve)	32
Figure 14 — Wire rope tension meter	34
Figure 15 — Inspection procedures in relation to approved practices	36
Figure 16 — Planned inspection and maintenance flow chart	37
Figure 17 — Frequency of safety inspections	39
Figure 18 — Example of a routine inspection form	40
Figure 19 — Frequency of detailed inspections	41
Figure 20 — Questionnaire form for a detailed inspection of a tensioned corrugated beam safety fence	42
Figure 21 — Questionnaire form for a detailed inspection of an untensioned corrugated beam safety fence	45
Figure 22 — Questionnaire form for a detailed inspection of an open box beam safety fence	47
Figure 23 — Questionnaire form for a detailed inspection of a tensioned rectangular hollow section safety fence	48
Figure 24 — Questionnaire form for a detailed inspection of a wire rope safety fence	52
Figure 25 — Set-back and clearance adjacent to structures (verge)	56
Figure 26 — Set-back and clearance adjacent to structures (central reserve)	57
Figure A.1 — Example of a form for notification of complaints	66
Figure A.2 — Example of a form for written confirmation of verbal instructions	67
Figure B.1 — Pull mode 100 × 32 and 110 × 50 “Z” section steel posts	69
Figure B.2 — Push mode 100 × 32 and 110 × 50 “Z” section steel posts	70
Figure B.3 — Pull mode 125 × 90 “Z” section steel posts	71
Figure B.4 — Push mode 125 × 90 “Z” section steel and 150 × 150 timber posts	72
Figure B.5 — Safety fence post foundation test results	74
Table 1 — Torque for single sided tensioned corrugated beam	7
Table 2 — Torque for double sided tensioned corrugated beam	12
Table 3 — Tension for wire rope safety fence	35
Table 4 — Measurement of clearance from fixed objects to safety fence	55
Table 5 — Training modules for safety fence erectors	64
List of references	Inside back cover

Foreword

This Part of BS 7669 has been prepared under the direction of Technical Committee B/509 Road Equipment.

Over the last 25 years the Department of Transport, the Transport Research Laboratory, British Standards Institution and other organizations have been involved in research, testing, design and the preparation of specifications and standards for vehicle restraint systems such as safety fences, barriers and bridge parapets. Much of this work has been published in the form of Transport Research Laboratory reports, drawings, specifications and standards.

Over recent years, particularly since the introduction of quality assurance schemes for both the manufacture of components and the erection of safety fences and parapets, the need for additional advice, guidance and background information has been highlighted. In 1988 the Department of Transport and British Standards Institution agreed to the preparation of a comprehensive British Standard or Reference Manual on vehicle restraint systems.

A steering group of representatives from the British Standards Institution, Department of Transport and Transport Research Laboratory was formed to supervise the project and the following terms of reference were formulated:

“To prepare the draft of a comprehensive document on safety fences, barriers and bridge parapets covering research and development, design, specification, manufacture, installation, repair and maintenance.”

It was decided to split the Reference Manual into several Parts and the following groups were formed:

- a) Working Group 1 — Part 1 (in preparation), dealing with the fundamentals of safety fences, barriers, parapets and transitions
- b) Working Group 2 — Part 2 (in preparation), dealing with the specification and layout of safety fences and barriers
- c) Working Group 3 — Part 3, dealing with the installation, inspection and repair of safety fences
- d) Working Group 3 — Part 4 (in preparation), dealing with the installation, inspection and repair of safety barriers
- e) Working Group 4 — Part 5 (future work), dealing with all aspects of bridge parapets

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Compliance with a British Standard does not of itself confer immunity from legal obligations.

Summary of pages

This document comprises a front cover, an inside front cover, pages i to iv, pages 1 to 76, an inside back cover and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.

Section 1. General

1.1 Scope

This Part of BS 7669 provides guidance on the installation and erection procedures for vehicle safety fences. It is also designed as a follow-on to in-service inspection and for use following damage to fences.

NOTE This guide includes supplementary commentaries to assist in its use and understanding.

1.2 References

1.2.1 Normative references

This Part of BS 7669 incorporates, by reference, provisions from specific editions of other publications. These normative references are cited at the appropriate points in the text and the publications are listed on the inside back cover. Subsequent amendments to, or revisions of, any of these publications apply to this Part of BS 7669 only when incorporated in it by updating or revision.

1.2.2 Informative references

This Part of BS 7669 refers to other publications that provide information or guidance. Editions of these publications current at the time of issue of this standard are listed on the inside back cover, but reference should be made to the latest editions.

1.3 Definitions

For the purposes of this Part of BS 7669 the definitions given in the following Parts of BS 6579 apply: BS 6579-1:1988, BS 6579-3:1988, BS 6579-4:1990, BS 6579-5:1986, BS 6579-6:1988, and BS 6579-7:1989.

1.4 Health and safety

1.4.1 The investigation and implementation of safety fence projects, including inspection and repair works, require personnel to work on the highway. All personnel including those dealing with the design and supervision functions should seek to ensure that safe working practices can be achieved and adopted at all times. No operation should cause danger to employer, employee, contractor, subcontractor or any member of the public. Inconvenience should be kept to the minimum by careful preplanning of the works. The contractor should ensure that the Engineer is provided with the name of the contractor's nominated representative who will have site management responsibility for the safety fence work.

1.4.2 Publications available on safety include:

- a) Health and Safety at Work etc. Act 1974 [1];
- b) *Traffic Signs Manual* Chapter 8, specifically, *Traffic Safety Measures and Signs for Roadworks and Temporary Situations* [2];

- c) *Safety at Roadworks, Notes for Guidance* [3];
- d) *Planning for Safety — Guidance Notes for the Health and Safety of Workers at In-service Motorway Roadworks Sites* [4];
- e) Control of Substances Hazardous to Health Regulations, 1988, as amended by SI 1990 No. 2026, 1990 [5];
- f) Construction (Lifting Operations) Regulations 1961 [6];
- g) Construction (General Provisions) Regulations 1961 [7].

1.4.3 The Engineer, contractor and employer responsible for the project should ensure compliance with the above guidance/manuals whereby problems can be minimized by consideration of items such as:

- a) interference with the public utility apparatus or other underground services — national/local Highway Authority and Utilities Committee (HAUC) arrangements;
- b) implementation of health and safety manuals — protective clothing, head, limb, lung and eye protection, safe working practices (including materials);
- c) the general needs of the public — clear signing, maintenance of traffic flow, protection of workers and night/weekend working;
- d) arrangements made for dealing with emergencies — contact with local emergency services.

1.5 Dealing with services

Before any work is commenced or marking pins are driven through the highway surface, details of all underground services and equipment should be obtained and shown on the working drawings. Where necessary, services may need to be diverted by the appropriate authority to accommodate the agreed safety fence layout.

In all cases, the service authority should mark out the position of their services on the ground using the agreed HAUC colour code system, prior to any safety fence work commencing.

1.6 Setting out

Before safety fence erection work commences, the engineer should agree the setting out for:

- a) terminal sections/flares;
- b) straight and curved safety fences;
- c) the type of safety fence, including post and foundations (and antiglare screen fencing fixings, if specified) in relation to all locations;

d) the location of tensioner assemblies, adjuster assemblies, expansion assemblies and expansion joints;

e) the location of reinforcement (preferably utilizing a cover meter) and waterproofing materials where surface-mounted posts are to be installed;

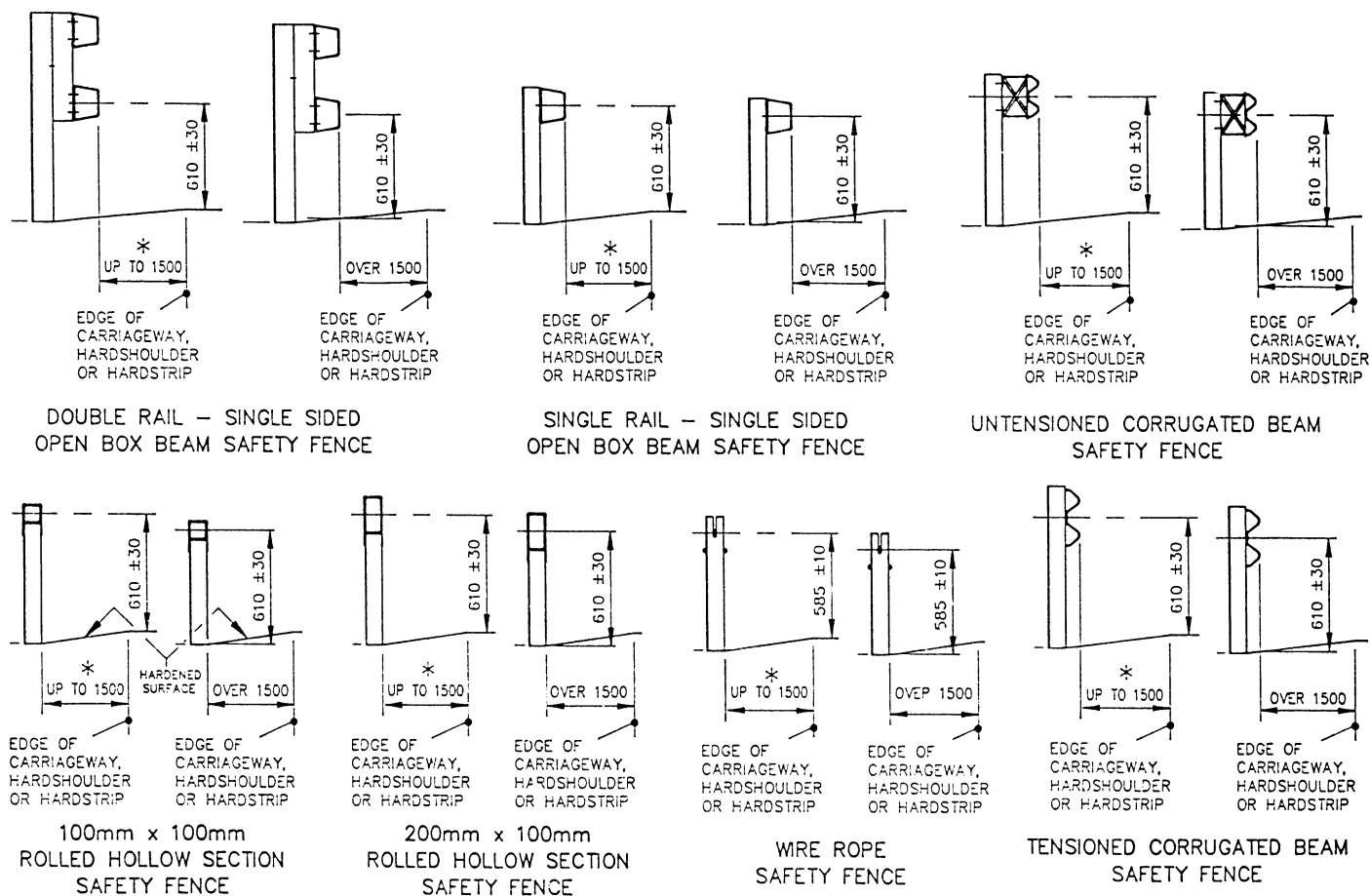
f) the beam/rope height (see Figure 1). The engineer should also ensure that posts do not coincide with underground chambers, services, manhole covers etc., especially where post spacing is at half standard centres.

1.7 Achievement of torque and tension values

Torque should be measured with a calibrated torque wrench in accordance with BS 6703:1988.

Tension in a wire rope should be measured with a calibrated rope tension indicator.

COMMENTARY. *Instruments should be calibrated at least annually.*



* NOTE: IN THE 'UP TO 1500' CATEGORY MEASUREMENT IS FROM CARRIAGEWAY LEVEL NOT TOP OF KERB

* NOTE In the "up to 1500" category measurement is from carriageway level not top of kerb

Figure 1 — Beam/rope height illustrations for new installations

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