

Vehicle restraint systems —

Part 2: Fundamentals of highway restraint systems

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Committees responsible for this Published Document

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- Aluminium Federation
- Association of Consulting Engineers
- Association of County Councils
- Association of Safety Fencing Contractors
- British Cement Association
- British In-situ Concrete Paving Association
- British Precast Concrete Federation Ltd.
- County Surveyors' Society
- Department of the Environment, Transport and the Regions (Highways Agency)
- Institution of Civil Engineers
- Motor Industry Research Association
- National Fencing Training Authority
- Railtrack
- Royal Society for the Prevention of Accidents
- Transport Research Laboratory
- UK Steel Association

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Foreword

This part of PD 6634 has been prepared by Subcommittee B/509/1. The other parts in the series are:

- *Part 1: Fundamentals — Database;*
- *Part 3: Development of vehicle highway barriers in the United Kingdom;*
- *Part 4: Development of bridge parapets in the United Kingdom;*
- *Part 5: Development of barrier transitions and terminals;*
- *Part 6: Crashworthy roadside features — Impact attenuators.*

BSI Subcommittee B/509/1, whose constitution is shown in this Published Document, takes collective responsibility for its preparation under the authority of the Standards Committee. The Subcommittee wishes to acknowledge the personal contribution of Mr I. B. Laker.

Over the last 30 years the Department of the Environment, Transport and the Regions (DETR), the Transport Research Laboratory (TRL), the British Standards Institution (BSI) 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.

In 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 then Department of Transport (DTp) and BSI agreed to the preparation of a comprehensive British Standard or reference manual on vehicle restraint systems.

A steering group of representatives from BSI, DTp and TRL 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 dealing with the fundamentals of safety fences, barriers, parapets and transitions in the UK;
- b) Working Group 2 — Part 2 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 4 — Part 4 dealing with the installation, inspection and repair of safety barriers;
- e) Working Group 5 — Part 5 dealing with all aspects of bridge parapets.

Of these proposed parts PD 6634 forms part 1 and BS 7669-3 forms part 3. Work on the other parts has been suspended.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

This Published Document is not to be regarded as a British Standard.

Summary of pages

This document comprises a front cover, an inside front cover, pages i to iv, pages 1 to 47 and a back cover.

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