

**By:** Nick Chard, Cabinet Member – Environment, Highways & Waste

**To:** Environment, Highways & Waste Policy Overview & Scrutiny Committee – 4<sup>th</sup> November 2010

**Subject:** Barrier & Pedestrian Guardrailing Policy

**Classification:** Unrestricted

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**Summary:** This report informs members of the new policy for barriers and pedestrian guardrailing. It is intended to provide guidance on the standard to be used for the provision and maintenance of safety barrier and pedestrian guardrailing on Kent County Council's (KCC's) road network

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## **1. Introduction**

- 1.1 Barriers are an important element in aiding to maintain the safety of Kent's highway network for highway users. Objects on or adjacent to the highway can present a significant hazard to the road user and there is a clear need to ensure they are properly protected.
- 1.2 This policy aims to support other Kent County Council (KCC) policies, strategies and initiatives, for example the Passive Safety policy and the Road Safety Targets.

## **2. Background**

- 2.1 Kent Highway Services (KHS) are required to maintain road restraint systems (including barriers) in an effective condition and to replace where necessary. The purpose of providing safety barriers and parapets is to prevent vehicles from leaving or crossing the carriageway, to reduce the severity of impact with roadside hazards and to protect essential roadside equipment from damage.
- 2.2 The new Standard (TD 19/06) was drafted as a result of a formal review of standards following the Selby train crash in 2001. This new Standard introduces performance based criteria and uses a risk analysis approach to the assessment process. TD 19/06 has a companion document, the Road Restraint Risk Assessment Process (RRRAP). This was developed to calculate the safety barrier requirement for a range of situations.
- 2.3 The RRRAP has not been developed to assess the risk from roadside hazards at speeds of less than 50mph and/or for traffic flows of less than 50,000 AADT. For these roads a local risk assessment shall be used which is a review of the potential hazards and ensuring the risk identified has been lowered as much as possible before the cost of risk mitigation starts to outweigh the benefit.
- 2.4 Pedestrian guardrailing has been used historically to channel pedestrians and/or cyclists to designated crossing points, allowing movement of all road users to be

managed effectively and efficiently, especially at signalled crossing points/junctions. Recently there has been a 'push' to improve street scenes and making the public realm more walk-friendly and less cluttered.

### **3. Aims and Objectives**

- 3.1 This policy aims to provide guidance on the standard to be used for the provision and maintenance of safety barrier and pedestrian guardrailing.
- 3.2 The policy sets out the methods for assessing the requirement for safety barriers and pedestrian guardrailing.
- 3.3 Adherence to the policy will assist in improving the environment through identifying unnecessary barrier and pedestrian guardrailing.

### **4. Consultation and Data**

- 4.1 The policy has used the KHS Document toolkit. This has been developed by KHS Business Performance team and clearly sets out how all KHS documents will be approved and published. Documents are often a legal requirement and may be used, for example, in insurance claims or other legal proceedings to show how we use our council powers to carry out approved tasks.
- 4.2 The document has been forwarded to KCC Finance for comment to ensure the Council is able to afford policies made. Internal consultation within KHS was undertaken over a 4 month period from April 2010.
- 4.3 The Customer Impact Assessment has been completed and waiting on a decision from the CIA Group if further action is required. Initial findings suggest that this will not be required.

### **5. Recommendation**

- 5.1 It is recommended that the Cabinet Member for Environment, Highways and Waste:

- a. Approve the Barrier & Pedestrian Guardrailing policy**

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