

Safety Alert

Safety Barrier Condition Inspections

14 September 2020

Background information

- During a works handback inspection, a section of central reservation barrier was found to be severely corroded and in an unserviceable condition.
- The corroded barrier was previously identified as requiring repair but responsibility for this action had not been clearly identified and communicated between maintainer and contractor.
- An urgent repair was undertaken before the road was reopened to full operational capacity.
- HE contract specifications and standards require all barriers to be maintained in a fully operational condition (DfT systems to BS7669-3). Category 1 defects affect performance and require prompt rectification. Category 2 defects should generally be addressed within a 6 month timescale.
- Defects of any type have the ability to reduce safety barrier performance.
- Defects should be identified, risk assessed and managed until rectification.



Reminders

- Safety barriers should be inspected, maintained and defects rectified to maintain required safety performance.
- Inspectors are to be reminded of their duty to identify and categorise safety barrier defects.
- Asset Needs Managers should ensure that defects are risk assessed and actioned. Inspection records, risk registers and action plans need to be regularly reviewed and prioritised.
- Asset Delivery Managers should ensure that risks and required actions are clearly communicated between DBFO's, M&R contractors and delivery partners.