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##### BRIDGE SAFETY SCREEN POLICY STATEMENT

The Sustainable Transport Plan1 is part of the ACT Government’s commitment to improve transport in the ACT. The Plan seeks to ensure the safety and security of all road users using the road network by adopting a *“Safe System”* approach, looking at the safety of the road and the roadside safety levels holistically to minimise the possibility of property damage, injuries and fatal accidents.

Roads ACT can contribute to the sustainable transport plan by ensuring the programs it manages include appropriate measures to improve safety levels on all the assets we manage.

In relation to the bridge network, Roads ACT is committed to the improvement of safety levels on bridges through a bridge strengthening (and replacement) program aimed at increasing load limits on bridges and the proposed bridge safety screen programme aimed at ensuring that the likelihood of accidents caused from an object thrown off a bridge at a vehicle passing below is minimised.

**Policy:** The bridge safety screen policy refers to the implementation of safety screens on existing and new bridges as defined in *“Bridge Safety Screen Policy- Discussion Paper2”* and Urban Services’ Design Standards3 to ensure safety screens are considered in the design of new bridges.

**Scope of the policy:** The policy is limited to pedestrian and mixed use bridges over other roadways and does not include methods for the prevention of objects being thrown from off and on ramps, the side of the road, pedestrian underpasses or a cutting at an embankment.

The policy is to be used for both the existing bridge network and those bridges proposed for construction in the future.

**Policy Objective:** The objective of the policy is to identify and prioritise bridges for the construction of safety screens at high-risk locations using a risk assessment and evaluation criteria. The bridge safety screens will be designed to meet the ACT Government’s commitment to road user protection in terms of road transport safety, traffic operation and urban design objectives.

The risk assessment and evaluation criteria based on a warrant system2 will be used to determine the appropriateness and ranking of bridge safety screens for existing and proposed future bridges.

###### References

1. Sustainable Transport Plan for the ACT April 2004 2. Bridge Safety Screen Policy, (Discussion Paper, 20 March 2005), Roads ACT - Planning, Policy and Co-ordination Unit. 3. Urban Services ‘ Design Standards for Urban Infrastructure 7 – Bridges and Related Structures