

A Comparison between Tender and Final Account Values

	Steel		Concrete			
	Tender	Final Account	Tender	Final Account	Increase in cost	Increase in cost
Cost of Safety Barrier + Prelims						
Ameç Lalarge - M25 J21 to J22	£ 108.11	£ 145.91			35.0%	
Hanson - M20 J2 to J3	£ 114.15		£ 159.78			
SIAC - M1 J1 to J2			£ 253.71	£ 508.42		100.4%
Tarmac - M1 J1 to J2 Crack and Seat			£ 311.23	£ 18.01		-94.2%
Fitzpatrick - M25 J26 to J27	£ 96.29	£ 141.62			47.1%	
Average cost / m incl Prelims	£ 106.18	£ 143.76	£ 241.58	£ 263.22	42.2%	3.1%
Cost of Safety Barrier + Ancillary + Prelims						
Ameç Lalarge - M25 J21 to J22	Tender £ 265.17	Final Account £ 367.26	Tender £ -	Final Account £ 570.78	Increase in cost 38.5%	Increase in cost 49.5%
Hanson - M20 J2 to J3	£ 240.68		£ 381.70	£ 570.78		
SIAC - M1 J1 to J2			£ 558.00	£ 363.49		-34.9%
Tarmac - M1 J1 to J2 Crack and Seat	£ 354.92	£ 528.75			49.0%	
Fitzpatrick - M25 J26 to J27	£ 286.92	£ 448.01	£ 469.85	£ 467.14	42.2%	7.3%
Average cost / m incl Prelims						

ANNEX D - LETTER TO HIGHWAYS AGENCY MAINTAINING AGENTS

2nd August 2005

«Name»,
«Add1»,
«Add2»,
«Add3»,
«Add4»,
«Add5»,
«Add6»,
«Post».

Direct Tel: +44 (0)1344 770664
Fax: +44 (0)1344 770356
Email: gwilliams@trl.co.uk

Our Ref: 11107768 – GW1

Dear «Name»,

Re: Whole Life Cost of Median Safety Barrier – Phase 4: Request for Information

TRL Ltd. have been commissioned by the UK Highways Agency to undertake an investigation into the Whole Life Costs associated with concrete and metal vehicle restraint systems (safety fences and barriers) in the median of UK Motorways and Trunk Roads.

The output from this work is required to support a review of Highways Agency policy on the level of containment provided in the median and the optimum products in terms of safety and cost benefit to provide this.

The output is also required to inform a review of the use of concrete barrier to support a new initiative for 'Maintenance Friendly Design'. This will require the review to take particular account of all aspects of maintenance requirements for metal and concrete barriers.

As a result of this study, and its outlined aims and objectives, I would be most appreciative if you could supply me with any information relating to the following salient points:

- Costs associated with the relocation of services such as power supplies, drainage and lighting columns during the replacement of steel safety fences with concrete safety barriers;
- Costs associated with accidents in which damage has occurred to structures behind a safety barrier (for example bridge piers, lighting columns and/or other objects).

The Project Sponsor for this work is Danny Ruth at the Highways Agency Office in Birmingham.

Due to the time scales associated with the project, it would be most helpful if you could reply to me by Friday 30th September 2005.

Many thanks for your time in this matter, and I hope to hear from you soon.

Yours sincerely,

Mr Gavin Williams

Head of Vehicle Restraint Systems, TRL Ltd.