

Our ref: 100873

[REDACTED]
Highways England
Bridge House
Walnut Tree Close
Guildford
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www.highwaysengland.co.uk

19 March 2020

Dear [REDACTED]

Thank you for your request for information about the M20 Moveable Barrier dated 20 February 2020. I have dealt with your request under the terms of the Freedom of Information Act 2000.

I will answer each of your requests for information:

What concrete system has been installed?

We have not installed a concrete system at present.

Who is the concrete system made and supplied by?

The concrete moveable barrier system is being supplied by Lindsay Transportation Solutions LLC. The contract award notice with the details is available at the following link: <https://ted.europa.eu/udl?uri=TED:NOTICE:105515-2020:TEXT:EN:HTML>.

At what cost is it supplied? Is it purchased or rented? What are the costs?

We have awarded a contract with a value of £21.3m. This includes the purchase of the concrete barrier and machines as well as storage, project oversight and training.

Where is it to be stored and at what expense?

The barrier will be stored along the hard shoulder of the M20 so it can be moved into place quickly if needed. There is no additional cost for storage and the hard shoulder will remain in use.

The carriageway layout will be changed to accommodate the additional space required for the barrier whilst allowing 3 compliant running lanes with a hard shoulder.

What vehicle is used, who is it owned by and at what cost is it provided?

We will be using RTS Road Zippers which we will own. Purchase costs included within the £21.3m.

When was the concrete system used before?

An earlier type of moveable concrete barrier was used before on a trial basis in the UK on the M20 between junctions 11 and 12. It was used during a Eurotunnel fire in 2008, for 17 weeks and once in 2009 for a short period.

At what cost was the concrete system used before?

The moveable concrete barrier was installed in 2008 and removed in 2012 and was leased at a cost of £600k per year.

What was used in 2008 and at what cost?

Please see the response to the question above.

How does the system differ from the steel barrier removed?

Operation Brock was a temporary solution designed to keep the M20 open during times of cross channel disruption. However, to be available for use within days, it required a permanent contraflow on the London bound carriageway with a steel barrier between lanes 1 and 2 of the London-bound carriageway and a reduction of that carriageway from 3 to 2 lanes and a 50mph speed limit.

This new solution will have the benefits of Brock in keeping traffic flowing in both directions on the M20 at times when there is disruption to services across the English Channel, whilst allowing the M20 motorway to retain 3 lanes, a hard shoulder and 70mph speed limits in both directions during normal traffic conditions.

The concrete moveable barrier will only require a matter of hours for installation unlike the steel barrier used for Operation Brock, which needed to be secured to the ground and took approximately 4 weeks to install and a further 4 weeks to remove.

Who was the steel one made and supplied by?

The steel barrier was made and supplied by Hill and Smith Asset International Structures.

At what cost was the steel one supplied? Was it purchased or rented? What are the costs?

The steel barrier system was purchased through Highways England works contract with Balfour Beatty. The contract award notice with the details is available at the following link: <https://www.contractsfinder.service.gov.uk/Notice/0a124903-5f0d-48f9-9683-f3a9807c6eb8>

What happened to the steel one?

The steel barrier is in Highways England storage.

If the system was used in 2008 how is the new concrete system 'state of the art'?

Moveable Barrier technology has developed considerably in the last ten years and has become more widely used since 2008. The new machine allows faster deployment times and will be integrated into a full traffic management capability.

If you are unhappy with the way we have handled your request you may ask for an internal review within 2 months of the date of this response for Freedom of Information requests and within 40 days for Environmental Information Regulations requests. Our internal review process is available at:

<https://www.gov.uk/government/organisations/highways-england/about/complaints-procedure>

If you require a print copy, please phone the Information Line on 0300 123 5000; or e-mail info@highwaysengland.co.uk. You should contact me if you wish to complain.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at:

Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

If you have any queries about this letter, please contact me. Please remember to quote reference number 100873 in any future communications.

Yours sincerely



Project Support Officer, Special Projects

