Temporary safety barriers are typically concrete, steel or a combination of both. Temporary barriers perform in the same mechanism as other road safety barriers; however the consequence of a failure of the barrier may involve injury to road workers.

A temporary barrier is defined as a road safety barrier that is installed in association with adjacent ongoing and continuous works, short term emergencies or similar situations. This type of safety barrier must be removed upon completion of the works or emergency.

1. **Water filled barriers**
   
   Approved water filled barriers may be used on the NSW classified road network. They must be filled with water and have an approved terminal attached at each end. They are typically only suitable to speeds up to 50 km/h. Designers must refer to the Acceptance Conditions document for each product for detail.

2. **Speed**
   
   When choosing a temporary safety barrier it is necessary to consider the speed environment during works and periods of non-activity. If it is likely higher speeds will be realised (or permitted) during non-work hours then a safety barrier appropriate for the higher speed is required. All equipment must be kept outside of the dynamic deflection width as a minimum.

3. **Alignment**
   
   Temporary safety barriers are constructed of precast elements joined together by a pinning mechanism. Precast elements will have limitations of use on small horizontal radii. Designers should refer to the manufacturer's recommendations for details.

4. **Anchorage**
   
   Temporary safety barriers are generally characterised by not requiring anchorage to the pavement. Anchorage is required for minimum deflection systems and when connecting a crash cushion as an end treatment. Therefore, while many temporary barriers may look identical to rigid barriers, they are not anchored to the ground and will exhibit dynamic deflection in a crash.

5. **Drainage**
   
   Generally temporary safety barriers will block drainage paths. Drainage should be checked and appropriate drains installed where required.

6. **Sight lines**
   
   Temporary safety barriers are not ‘see-through’ systems and will interfere with sight lines. This must be considered during the design of the safety barrier system.

7. **Offsets to hazards**
   
   Appropriate clearance must be allowed between temporary safety barriers and the work zone to allow for either the dynamic deflection or working width of the barrier upon impact, whichever is the greater.

8. **Installation on a kerb**
   
   Temporary road safety barriers should not be installed on a kerb because when a vehicle impacts a kerb, roll and pitch are developed which can affect the interaction of the vehicle with the barrier. This is especially so where vehicle speeds exceed 70 km/h.
9. Attachments
   No attachments (headlight screens, signs, lighting posts and fences, visual screens, debris screens, platforms etc.) are approved to be used with temporary safety barriers. Guidance should be sort from the Standards and Technology team if required.

10. Maintenance
    As temporary safety barriers will move when impacted, it is important that there is a mechanism in place to either replace or shunt the barriers back into place following impacts.

11. Terminals and connections
    All temporary safety barriers must have an approved connection or terminal attached. Only connections or terminals that are listed on the individual Acceptance Conditions documents are accepted for use. This ensures that an assessment of the proposed transition has been undertaken and that the distributors of proprietary products are satisfied with the connection proposed.