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The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. There are many circumstances where a traffic barrier can be used to prevent damage and protect people from injury. Here we explore what they are. Using Armco barriers as a traffic barrier means reassurance that measures have been put in place to prevent the damage, destruction and devastation that can be caused by out of control vehicles of all shapes and sizes. The traffic barriers that we supply at Armco Direct are discreet, yet super strong safety barriers, which are made from 100% recyclable corrugated steel that is galvanised to the BS EN 1461 standard. They are designed to stand firm and solid – strong enough to deflect the impact of a moving vehicle, not only protecting whatever is on the other side of the barrier, but, causing as little damage to the vehicle as possible, too. The installation of traffic barriers in a whole host of settings means prevention of accidents and injury but also huge cost savings can be made by business owners, when a collision occurs with a traffic barrier instead of the expensive stock or equipment that lies behind it. Where traffic barriers are used So, where are the many places where you might see traffic barriers being used to prevent damage? You might find them in a car park, where vehicles and pedestrians move in close proximity to one another. In this case, the traffic barrier will clearly mark out where traffic can and can't go, hopefully preventing collisions with pedestrians and also parts of the car park which might be badly affected by the impact from a moving vehicle – such as a supporting column. Traffic barriers can be installed in warehouses, not only to keep the workforce safe from collisions with vehicles, such as forklifts, but also to protect the following: Expensive equipment and machinery Shelving Warehouse stock Stacks of pallets Main structure of the building Supporting columns Doorways The traffic barriers are not only super tough, but they can be made highly visible, in order to warn drivers away and hopefully prevent accidents from occurring in the first place. In addition to being used to prevent damage, Armco barriers can also be installed in areas to prevent crime. They can, for example, be set up in pedestrian areas to stop unauthorised vehicle access, where the driver either has the intention to cause injury to others, or carry out a criminal act, such as ram-raiding or vandalism. A particular monument may require protection from intentional and unintentional damage caused by a moving vehicle. In some cases a traffic barrier may need to be installed temporarily, or it can be a more permanent safety solution in areas which are at risk. As you can see traffic barriers can be used in a multitude of ways. If a health and safety audit has flagged up issues and you think they might make a positive addition in your workplace, why not get in touch with us for a quote? Armco Barrier Calculator To find out the amount of Armco traffic barrier protection that you require, you can get a free calculation of your Armco Barrier needs by using our handy Armco Barrier Calculator. Once you know exactly what you need, our team is ready and waiting to help provide you with a cost effective quote to meet your budget. 3.2m Effective Beam A major component of any barrier system is a crash barrier beam. Crash barrier beams are used as a way to increase safety measures as they are designed to better control vehicle collisions. The 3.2m Effective Beam is a great option as it works in a variety of environments. It is made from strong material using 100% recyclable galvanised steel, which makes it a long-lasting solution. The 3.2m Effective Beam comes in a few sizes, so you can adapt it to suit your specific requirements. 3.2m Effective Beam Yellow RAL 1007 The 3.2m Yellow RAL 1007 beam is another excellent option. Made from 100% recyclable galvanised steel, it has a yellow powder coating, which makes the beam significantly more visible. This is perfect for low-lit warehouses and car parks. The additional coating also makes it ideal for outdoor barrier systems as it will withstand the harsh British weather conditions. 2.4m Open Box Beam 5mm thick If you are looking for something much stronger and more effective than your traditional Armco barriers, look no further than the 2.4m Open Box Beam. It is 5mm thick and, because of their shape, they are extra durable and compatible with dig in and bolt-down posts. Why trust Armco Direct with your barriers? At Armco Direct, we only use BS EN 1461 grade galvanised steel. This is to ensure the steel we use is regulated and of high quality. All our products come with an 85-year life expectancy, which means they stand the test of time. We have a 48-hour delivery pledge on orders across England and Wales, so you can make all your project deadlines in time. Having been trusted by prestigious companies across the UK, we come recommended as a go-to for your barrier system needs. We do all the hard work, including making sure our products hit the recommended health and safety guidelines so you can go about your planning and setting up the structure without an ounce of worry. If you're wanting to install a traffic barrier that will stand the test of time, fill out our online calculator and get your free quote today. How can financial brands set themselves apart through visual storytelling? 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Explore our latest gallery of Editors' Picks.Browse Editors' Favorites Barrier installed within medians of and next to roads to prevent vehicle collisions See also: Guard rail and Guide rail § Roadway guide rail Traffic barrier with a pedestrian guardrail behind it Traffic barriers (known in North America as guardrails or guard rails,[1] in Britain as crash barriers,[2] and in auto racing as Armco barriers[3]) keep vehicles within their roadway and prevent them from colliding with dangerous obstacles such as boulders, sign supports, trees, bridge abutments, buildings, walls, and large storm drains, or from traversing steep (non-recoverable) slopes or entering deep water. They are also installed within medians of divided highways to prevent errant vehicles from entering the opposing carriageway of traffic and help to reduce head-on collisions. Some of these barriers, designed to be struck from either side, are called median barriers. Traffic barriers can also be used to protect vulnerable areas like school yards, pedestrian zones, and fuel tanks from errant vehicles. In pedestrian zones, like school yards, they also prevent children or other pedestrians from running onto the road. While barriers are normally designed to minimize injury to vehicle occupants, injuries do occur in collisions with traffic barriers. They should only be installed where a collision with the barrier is likely to be less severe than a collision with the hazard behind it. Where possible, it is preferable to remove, relocate or modify a hazard, rather than shield it with a barrier.[4] To make sure they are safe and effective, traffic barriers undergo extensive simulated and full scale crash testing before they are approved for general use. While crash testing cannot replicate every potential manner of impact, testing programs are designed to determine the performance limits of traffic barriers and provide an adequate level of protection to road users.[5] Roadside hazards must be assessed for the danger they pose to traveling motorists based on size, shape, rigidity, and distance from the edge of travelway. For instance, small roadside signs and some large signs (ground-mounted breakaway post) often do not merit roadside protection as the barrier itself may pose a greater threat to general health and well-being of the public than the obstacle it intends to protect. In many regions of the world, the concept of clear zone is taken into account when examining the distance of an obstacle or hazard from the edge of travelway. Clear zone, also known as clear recovery area or horizontal clearance[6] is defined (through study) as a lateral distance in which a motorist on a recoverable slope may travel outside of the travelway and return their vehicle safely to the roadway. This distance is commonly determined as the 85th percentile in a study comparable to the method of determining speed limits on roadways through speed studies and varies based on the classification of a roadway. In order to provide for adequate safety in roadside conditions, hazardous elements such as fixed obstacles or steep slopes can be placed outside of the clear zone in order to reduce or eliminate the need for roadside protection. Common sites for installation of traffic barrier: Bridge ends Near steep slopes from roadway limits At drainage crossings or culverts where steep or vertical drops are present Near large signs/illumination poles or other roadside elements which may pose hazards Turns on roads above ground level. When a barrier is needed, careful calculations are completed to determine length of need.[7] The calculations take into account the speed and volume of traffic volume using the road, the distance from the edge of travelway to the hazard, and the distance or offset from the edge of travelway to the barrier. In accordance with U.S. regulations for nuclear power plants, the U.S. Nuclear Regulatory Commission (NRC) addresses vehicle barriers under 10 CFR Part 73, specifically in 10 CFR 73.55(e)(10) Vehicle Barriers.[8] This section requires licensees to "use physical barriers and security strategies [via strategic planning] to protect against land vehicle borne explosive devices". Here, the focus is on safeguarding the protected area and vital areas of nuclear facilities from unauthorized vehicle access, emphasizing the need for effective barrier systems against potential vehicular threats. The regulation highlights the importance of designing and implementing barriers that are robust enough to withstand various threat scenarios, including different types of vehicles and potential explosive devices. The integration of these barriers with other security measures, such as surveillance, access control, and intrusion detection systems, forms a critical component of comprehensive security planning at nuclear facilities. The NRC's detailed guidelines on vehicle barriers demonstrate its commitment to maintaining high standards of safety and security at U.S. nuclear sites. Adherence to these regulations is crucial for mitigating risks associated with vehicle-based threats.[9] Traffic barriers are categorized in two ways: by the function they serve, and by how much they deflect when a vehicle crashes into them. Median barrier in Finland Roadside barriers are used to protect traffic from roadside obstacles or hazards, such as slopes steep enough to cause rollover crashes, fixed objects like bridge piers, and bodies of water. Roadside barriers can also be used with medians, to prevent vehicles from colliding with hazards within the median. Median barriers are used to prevent vehicles from crossing over a median and striking an oncoming vehicle in a head-on crash. Unlike roadside barriers, they must be designed to be struck from either side. Bridge barriers are designed to restrain vehicles from crashing off the side of a bridge and falling onto the roadway, river or railroad below. It is usually higher than roadside barrier, to prevent trucks, buses, pedestrians and cyclists from vaulting or rolling over the barrier and falling over the side of the structure. Bridge rails are usually multi-rail tubular steel barriers or reinforced concrete parapets and barriers. Work zone barriers are used to protect traffic from hazards in work zones. Their distinguishing feature is they can be relocated as conditions change in the road works. Two common types are used: temporary concrete barrier and water-filled barrier. The latter is composed of steel-reinforced plastic boxes that are put in place where needed, linked together to form a longitudinal barrier, then ballasted with water. These have an advantage in that they can be assembled without heavy lifting equipment, but they cannot be used in freezing weather. Road blockers are used to enhance security by preventing unauthorized or hostile vehicles from entering sensitive or protected locations, such as government buildings, military installations, airports, embassies, and high-security facilities. They act as a formidable deterrent against potential threats, including vehicle-borne attacks and unauthorized access. Road blockers[10] are equipped with mechanisms that allow for quick deployment and retraction when needed, providing a flexible and effective means of traffic control and security management. Platform barriers, Platform screen doors (PSDs) without the doors, are used when PSDs are not feasible due to cost, technological compatibility or other factors.[11] Barriers are divided into three groups, based on the amount they deflect when struck by a vehicle and the mechanism the barrier uses to resist the impact forces. In the United States, traffic barriers are tested and classified according to the AASHTO Manual for Assessing Safety Hardware (MASH) standards, which recently superseded Federal Highway Administration NCHRP Report 350.[12] Barrier deflections listed below are results from crash tests with a 2,000 kg (4,400 lb) pickup truck traveling 100 km/h (62 mph), colliding with the rail at a 25-degree angle.[13] Flexible barriers include cable barriers and weak post corrugated guide rail systems. These are referred to as flexible barriers because they will deflect 1.6 to 2.6 m (5.2 to 8.5 ft) when struck by a typical passenger car or light truck. Impact energy is dissipated through tension in the rail elements, deformation of the rail elements, posts, soil and vehicle bodywork, and friction between the rail and vehicle. Components of a standard guiderail (A-profile): S – guardrail, D – distance piece/spacer, P – sigma post Semi-rigid barriers include box beam guide rail, heavy post blocked out corrugated guide rail and thrie-beam guide rail. Thrie-beam is similar to corrugated rail, but it has three ridges instead of two. They deflect 3 to 6 feet (0.91 to 1.83 m): more than rigid barriers, but less than flexible barriers. Impact energy is dissipated through deformation of the rail elements, posts, soil and vehicle bodywork, and friction between the rail and vehicle. Box beam systems also spread the impact force over a number of posts due to the stiffness of the steel tube. 1.1-meter (43 in)-high version of the Jersey barrier for deflecting automobiles and semi-trailer trucks Rigid barriers are usually constructed of reinforced concrete. A permanent concrete barrier will only deflect a negligible amount when struck by a vehicle. Instead, the shape of a concrete barrier is designed to redirect a vehicle into a path parallel to the barrier. This means they can be used to protect traffic from hazards very close behind the barrier, and generally require very little maintenance. Impact energy is dissipated through redirection and deformation of the vehicle itself. Jersey barriers and F-shape barriers also lift the vehicle as the tires ride up on the angled lower section. For low-speed or low-angle impacts on these barriers, that may be sufficient to redirect the vehicle without damaging the bodywork. The disadvantage is there is a higher likelihood of rollover with a small car than the single slope or step barriers.[14] Impact forces are resisted by a combination of the rigidity and mass of the barrier. Deflection is usually negligible. An early concrete barrier design was developed by the New Jersey State Highway Department. This led to the term Jersey barrier being used as a generic term, although technically it applies to a specific shape of concrete barrier. Other types include constant-slope barriers, concrete step barriers, and F-shape barriers. Concrete barriers usually have smooth finishes. At some impact angles, coarse finishes allow the drive wheel of front wheel drive vehicles to climb the barrier, potentially causing the vehicle to roll over. However, along parkways and other areas where aesthetics are considered important, reinforced concrete walls with stone veneers or faux stone finishes are sometimes used. These barrier walls usually have vertical faces to prevent vehicles from climbing the barrier. A crash barrier terminal which has been crushed in a collision For several decades after the invention of motor vehicles, designers of early traffic barriers paid little attention to their ends, so that the barriers either ended abruptly in blunt ends, or sometimes featured some flaring of the edges away from the side of the barrier facing traffic. Vehicles that struck blunt ends at the wrong angle could stop too suddenly or suffer penetration of the passenger compartment by steel rail sections, resulting in severe injuries or fatalities.[15] Traffic engineers have learned through such gruesome real-world experience that the ends of barriers are just as important as the barriers themselves; the American Association of State Highway and Transportation Officials devotes an entire chapter to the topic of barrier "end treatments" in its Roadsign Design Guide.[15] Turned-down end terminal in New York[16] In response, a new style of barrier terminals was developed in the 1960s in which the installers were directed to twist the guardrail 90 degrees and bring its end down so that it would lie flat at ground level (so-called "turned-down" terminals or "ramped ends"). While this innovation prevented the rail from penetrating the vehicle, it could also vault a vehicle into the air or cause it to roll over, since the rising and twisting guardrail formed a ramp. These crashes often led to vehicles vaulting, rolling, or vaulting and rolling at high speed into the very objects which guardrails or barriers were supposed to protect them from in the first place. Such wild crashes caused the United States to ban ramped ends in 1990 on high-speed, high-volume highways, and to extend the ban in 1998 to the entire National Highway System.[17][18][19] Extruding guardrail terminal[20][21] To address the vaulting and rollover crashes, a new type of terminals were developed. The first generation of these terminals in the 1970s were breakaway cable terminals, in which the rail curves back on itself and is connected to a cable that runs between the first and second posts (which are often breakaway posts).[17] These barrier terminals were sometimes able to spear through small cars that hit them at exactly the wrong angle and were deprecated in 1993.[17] The second generation of these terminals, called energy-absorbing terminals, was developed in the 1990s and 2000s. The goal was to develop a kinetic energy dissipating system soft enough for small vehicles to decelerate without causing the guardrail to spear through them, but firm enough to stop larger vehicles. The energy dissipation could be done through bending, kinking, crushing, or deforming guardrail elements. The first family of energy-absorbing terminal products was the extruding terminal type. It features a large steel impact head that engages the frame or bumper of the vehicle in head-on collisions. The impact head is driven back along the guide rail, dissipating the vehicle's kinetic energy by bending or tearing the steel in the guide rail sections away to the side to prevent spearing. When the terminals are hit in an angle, they dissipate much of the energy but the "gating" feature allows the vehicles to pass through the rail as it bends.[22] If space allows, a guide rail may also be terminated by gradually curving it back to the point that the terminal is unlikely to be hit end-on, or, if possible, by embedding the end in a hillside or cut slope.[20] Sand filled barrels in Canada used as impact attenuators An alternative to energy absorbing barrier terminals are impact attenuators. These are used for wider hazards that cannot be effectively protected with a one-sided traffic barrier. Recycled tyres had been proposed for highway crash barriers by 2012, but many governments prefer sand-filled crash barriers because they have excellent energy-absorption characteristics and are easier to erect and dismantle.[23] A Fitch barrier is an energy-absorbing type of impact attenuator consisting of a group of sand-filled plastic barrels, usually yellow in color with a black lid.[24] Fitch barriers are often found in a triangular arrangement at the end of a guard rail between a highway and an exit lane (the area known as the gore), along the most probable line of impact. The barriers in front contain the least sand, with each successive barrel containing more. When a vehicle collides with the barrels, the vehicle's kinetic energy is dissipated by the shattering of the barrels and the scattering of the sand inside, and the vehicle decelerates over a longer period of time instead of sudden and more violent rapid deceleration from striking a solid obstruction. In turn, the risk of injury to the vehicle occupants is greatly reduced. Fitch barriers are widely popular due to their effectiveness, low cost, and ease of setup and repair or replacement.[25] Types of end treatments: Bull nose ET Plus Water and Sand Filled Barriers buffers Rubber end caps Quad guard crash cushion Pennsylvania Guardrail End Terminal Traffic barrier energy attenuator W-beam double buffer SAFER barrier Safety barrier Hostile vehicle mitigation Traffic cone Traffic guard Trinity Industries#Guardrail controversies ^ "Guardrail". Oxford Dictionary. Archived from the original on 2014-09-07. Retrieved 2014-09-07. ^ "crash barrier". Oxford Dictionaries Online. Archived from the original on 2013-12-13. Retrieved 2015-07-06. ^ AK Steel (formerly Armco) genericized trademark ^ "Barrier Need". TxDOT RDM. 2010-05-01. Retrieved 2011-01-11. ^ Roadside Design Guide. American Association of State Highway Transportation Officials. 2002. pp. 1–3. ^ "Cross Sectional Elements". 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Get a parts list in minutes – Receive an online parts list in minutes using our calculator PROTECT YOUR BUSINESS Armco barrier systems are essential for protecting your business from accidental damage and protecting employees from potential hazards. Without these safety measures in place, you're risking potential damage to expensive equipment, machinery and buildings- not to mention leaving workers vulnerable to workplace injury, which could result in legal action! Protect your assets, employees and visitors using robust Armco Barriers galvanised to BS EN 1461 from Armco Direct Ltd. We aim to deliver your product within 48 hours or less*. Contact the UK's premier supplier on 01530 839 955 for a FREE fast quote, use our online calculator, or get in touch via our online form. Galvanised to BS EN 1461100% Recyclable Steel85 Year Life ExpectancyLow price guaranteedRegulation sized48-hour delivery pledge GET IN TOUCH ARMCO BARRIER SUPPLIER Armco Direct Ltd offers a range of galvanised steel Armco Barrier Systems designed for a wide range of internal and external applications. Our barriers come with various features, helping you protect your business from potential damage and injury. Here at Armco Direct, we're firmly established as one of the UK's leading suppliers of armco barrier products and have been for over a decade. This is due to our extensive range of high-quality products, expert industry knowledge and our commitment to providing outstanding service to our clients. ARMCO BARRIER QUOTE We've created a helpful 'Armco Barrier Online Calculator' to help you calculate the exact costs for your project. Within two hours, you'll receive a detailed quote that gives you the exact cost of the products you'll need. However, we don't believe in rushing you into a decision; that's why our quotes are price guaranteed and fixed for 30 days. Better still, we have a 48-hour delivery pledge, so you can receive your products in no time! Why don't you check out the barrier calculator and get your price locked in today? Contact The Armco Safety Barrier Supplier You Can Trust Have you previously worked with companies that have poor customer communication? Or have they not had adequate stock for your project? We understand how frustrating this can be for customers. That's why we promise a fast response time for all of our clients whilst maintaining a professional service throughout your purchasing journey. For more information, get in touch with us on 01530 839 955, or fill out our contact form. Our expert advisors will get back to you shortly to discuss your armco safety barriers! GET IN TOUCH How Do Crash Barriers Work? Armco crash barriers are designed to stop a moving vehicle, and prevent it from causing harm to the driver, other vehicles and property, or pedestrians in the surrounding area. If it is safer to stop the vehicle than to let it stop on its own, then an Armco crash barrier should be installed. This offers roadside protection from steep slopes, shallow-angle crashes, rivers, buildings, plant machinery and pedestrian areas. However, Armco barriers are not just designed to stop vehicles. They are also carefully built and engineered to reduce the impact of a collision on the vehicle. To do this, Armco barriers are made to bend, twist and crumple before they snap. This has a couple of advantages: As it bends, the barrier doesn't actually bring the vehicle to a complete stop straight away, which reduces the level of g-force that drivers and passengers experience. Bending and crumpling also spreads the impact energy created by the collision across the length of the barrier, rather than having one single impact point. This means that the damage is spread, but significantly lessened. Flexible barriers are less likely to snap or fly off, which is incredibly hazardous for drivers and pedestrians nearby. This is why Armco barriers have their signature corrugated shape, as this gives them the flexibility to bend and crumple rather than breaking and snapping in the event of a collision. The shape and structure of Armco barriers also prevents vehicles from flipping or turning during the collision. At Armco Direct, our Armco barriers are made from BS EN 1461 galvanised steel, which has the strength required to stop a moving vehicle but is also flexible enough to bend. Crash and safety barriers are very similar, but there are a few key differences. Both are designed to keep people safe, reduce the likelihood of severe injury and improve driver safety solutions. Crash barriers are used exclusively in areas where vehicles are at risk – car parks, warehouses, industrial estates etc. On the other hand, safety barriers have a wider range of applications. They can be used as a temporary traffic controlling method, as a pedestrian barrier, as a traffic barrier, and as safety measure in hazardous applications (both for pedestrians and for vehicles). Concrete barriers, road barriers, plastic barriers, corrugated steel barriers, open box beam barriers, are just a few examples. Crash barriers – and Armco crash barriers in particular – are often made from steel. Our Armco barriers are made from galvanised steel to BS EN 1461 standards, with an 80-year lifespan, so you can feel confident they will last without excessive rusting, breaking down, or losing strength over time. This flexible barrier material allows crash barriers to stop vehicles safely and prevent them from causing any damage but is strong enough to last a lifetime. Which Barrier is Right for You? The right crash barrier is high-quality and fits your site's needs. Easier said than done though, right? When choosing impact protection barriers for your site or business, the extensive range of crash barrier options can seem daunting. Choosing the right type of barrier can be challenging, especially when ordering online. Each has advantages and disadvantages, from polyester powder-coated barriers to pedestrian guardrails, crash barrier beams, curved barriers, road barriers, metal barriers, concrete barriers, concave and convex barriers, different barrier heights, Armco crash barrier dig-in posts or bolt down posts, rsj posts, barrier end sections – the list of parts for your Armco barrier can seem endless! Fortunately, we are here to help. Our handy online calculator will help you work out exactly what Armco barrier supplies you need for your project. All you need to do is enter the length of barrier you require, the type of posts you need (this will depend on the ground conditions in the area you're placing the barrier), and any curves or angles you need, and that's it! Our expert team will do the rest, building you a bespoke quote tailored perfectly to your needs. At Armco Direct, we are specialists in Armco barrier safety, and understand the needs of our customers in a wide range of sectors perfectly. Installing maximum protection against heavy impacts is of the utmost importance, but you also need to ensure your site remains easy to navigate for pedestrians and road users. We also understand the importance of budget constraints, and so we aim to offer not just exceptional service but affordable Armco crash barriers and barrier accessories too. To find out more, please don't hesitate to get in touch or put your project details into our online calculator to receive a same-day quote from a member of our team! You can also view our Armco Barrier Dimension Guide. TESTIMONIALS What Our Customers Say We came to Armco Direct with little no knowledge on crash barriers, we were able to talk with the team and work out exactly what we needed. Once we had ordered the product, it arrived on-site within 48 hours as promised. We have absolutely 0 complaints, the process was flawless. John SmithLand Rover Fantastic service from Armco Direct. Ordered an emergency lot of Armco barriers and they delivered next day to site with no issue. Lee HancockCustomer I've worked alongside Armco Direct as part of a few engineering projects and always found their team a pleasure to deal with. Try them if you need to install a crash barrier etc. Matthew ThompsonCustomer LATEST NEWS Updates From Armco Direct Published on November 3, 2024 by Darren Lallo When it comes to protecting both vehicles and pedestrians, bollards are a versatile and essential solution for various sectors. From warehouses to construction sites, security bollards Read more Published on October 10, 2024 by Darren Lallo When considering the installation of bollards, understanding the cost... When you're going about your daily life, you might not notice the presence of an Armco barrier,... Bolt down bollards are sturdy, removable posts designed to provide suitable security and traffic management in various... In any on or off-highway environment where pedestrian and vehicular traffic mix, the deployment of sturdy pedestrian... We've done our best to try and answer some of the most frequently asked questions about armco barriers below: How Does An Armco Barrier Work? An Armco crash barrier works by absorbing the impact of a crash – usually involving a vehicle. The barrier is usually constructed from sheet steel and consists of a central Armco beam, which is supported by RSJ or Z posts. When a vehicle collides with the barrier, the sheets flex slightly to absorb energy while still maintaining their structure. This allows them to protect property and prevent injury. Where Are Armco Barriers Used? Armco barriers are most commonly used in industrial and commercial settings, They can be installed to protect warehouses, service yards , private roadsides, car parks, building entrances/exits or any area where there is a risk of pedestrians and vehicle movements clashing. What Are The Advantages Of Armco Barriers? Armco barriers are an ideal barrier choice because they offer superior safety features, such as impact absorption and strength. Available in a variety of options, they're highly versatile and easy to install and maintain, providing cost-effective crash protection. In addition, they have a long life span, making them ideal for areas where a barrier is required over a long period of time.