**Claims**

1. A crash barrier section (1) comprising a deflection body (2), which extends in particular in a longitudinal direction and which has at least one travelling gear (3) that is movable between a standby position and a displacement position, wherein the at least one travelling gear (3) is retracted in the standby position in a receptacle (4) of the deflection body (2) and is extended in the displacement position from the receptacle (4) in such a manner that the crash barrier section (1) is movable on a support (5), in particular a road section, characterised in that the crash barrier section (1) additionally comprises a lifting device (6), in particular comprising a pressurised-medium cylinder, preferably a hydraulic cylinder, more preferably an oil or water hydraulic cylinder, by which the crash barrier section (1) can be raised from the support (5) for extending and retracting the travelling gear (3).

2. The crash barrier section (1) according to claim 1, characterised in that the at least one travelling gear (3) is mounted pivotably or rotatably, in particular individually.

3. The crash barrier section (1) according to claim 2, characterised in that the at least one travelling gear (3) is mounted pivotably or rotatably about an in particular vertically oriented height axis.

4. The crash barrier section (1) according to claim 3, characterised in that the travelling gear (3) can be retracted into the standby position with a direction of travel in the longitudinal direction of the crash barrier section (1), and in the displacement position a direction of travel in

the transverse direction of the crash barrier section (1) can be provided.

5. The crash barrier section (1) according to claim 4, characterised in that the travelling gear (3) comprises at least two rollers arranged successively in the direction of travel, wherein the axial spacing of the at least two rollers at least in the displacement position is greater than the maximum cross-sectional width of the receptacle (4).

6. The crash barrier section (1) according to any one of claims 2 to 5, characterised in that the travelling gear can be pivoted or rotated simultaneously during the extension and/or retraction, in particular via a slotted guide.

7. The crash barrier section (1) according to any one of claims 1 to 6, characterised in that the at least one travelling gear is formed as a supporting travelling gear and the crash barrier section (1) additionally comprises at least one bearing travelling gear, which can be retracted into a standby position in the receptacle (4) of the deflection body (3) and can be extended into a displacement position outside the receptacle (4) of the deflection body (3).

8. The crash barrier section (1) according to claim 7, characterised in that the at least one bearing travelling gear has at least two coaxially arranged rollers with a direction of travel in the transverse direction of the crash barrier section (1).

9. The crash barrier section (1) according to either one of claims 7 or 8, characterised in that the supporting travel-

ling gear and the bearing travelling gear are mechanically coupled to one another for extension and/or retraction.

10. A crash barrier system comprising a plurality of adjustable crash barrier segments (13, 13'), which can be connected to one another at their end faces so as to have high tensile strength, in particular in a form-fitting manner, optionally additionally also in a frictionally engaged manner, characterised in that the crash barrier system comprises at least one crash barrier section (1) according to any one of claims 1 to 9, which is inserted between two adjustable crash barrier segments (13, 13'), whereby the adjustable crash barrier segments (13, 13') can be raised and are movable.

11. A road turnout having at least one adjustable switch, in particular two adjustable switches, each comprising at least one crash barrier section (1) according to any one of claims 1 to 9.

12. The road turnout according to claim 11, characterised in that the at least one switch is mounted pivotably in the horizontal direction about a substantially vertically oriented axis.

13. The road turnout according to either one of claims 11 or 12, characterised in that the at least one switch is designed so as to be flexible in the horizontal direction, in particular by means of the flexible connection of individual crash barrier sections, which can be connected to one another at their end faces so as to have high tensile strength, in particular in a form-fitting manner, and op-

tionally additionally also in a frictionally engaged manner.

14. The crash barrier system according to claim 10 or road turnout according to any one of claims 11 to 13, characterised in that a plurality of travelling gears can be controlled sequentially or simultaneously, but in any case individually.

15. A method for shifting a crash barrier section (1), in particular a crash barrier section (1) according to any one of claims 1 to 9, comprising the following steps:

i. moving, in particular extending, at least one travelling gear (3) from a standby position into a displacement position;

ii. moving the crash barrier section on a support (5), in particular on a road section, by means of the at least one travelling gear (3);

iii. moving, in particular retracting, the at least one travelling gear (3) from a displacement position into a standby position,

characterised in that the crash barrier section (1), in order to move the at least one travelling gear (3) into the standby position or into the displacement position, is raised from the support by means of a lifting device (6), preferably comprising a pressurised-medium cylinder, more preferably an oil or water hydraulic cylinder, and is then lowered again.

16. The method according to claim 15, characterised in that the crash barrier section (1) is raised from the support by the lifting device (6) and is then lowered again in order to choose, preferably control, the direction of travel.