CLAIMS

1. A traffic protection barrier for roads, which can be installed in barriers made of concrete, metal, plastic or any other material, characterised in that it incorporates an impact detection-signalling device consisting of a metal plate (2, 2') that is fixed using an appropriate element to the front of the traffic protection barrier (1) to which it is applied, a plate (2, 2') that houses a junction box (3) with an internal tube (4) that establishes the detection, monitoring and communication system with a traffic control centre or emergency services personnel, also including a signal light (5) on a support plate (6), located above the protection plate (2, 2').

2. The traffic protection barrier for roads, according to claim 1, characterised in that the protection plate (2) is curved and fixed to the front of the barrier (1) using bolts or any other appropriate element.

3. The traffic protection barrier for roads, according to claim 1, characterised in that the protection plate (2') has a broken trapezoidal profile and is fixed to the front of the barrier (1) using bolts or any other appropriate element.

4. The traffic protection barrier for roads, according to the previous claims, characterised in that the support plate (6) for the signal light (5) has an angular profile, with a horizontal upper section above the upper edge of the barrier (1) and the other section attached to the upper part of said barrier (1) above the protection plate (2, 2').

5. The traffic protection barrier for roads, according to the previous claims, characterised in that the signal light (5) ~~preferably presents~~is a triangle-shaped hazard signal ~~triangle~~ configuration.

6. The traffic protection barrier for roads, according to the previous claims, characterised in that when it takes the form of a concrete block (1') an enveloping plate (2") is provided both on the side and ~~upper part~~top surface of the barrier (1'), said enveloping plate (2") being ~~which is~~ hollow to house ~~and~~

~~includes~~ within the corresponding impact detector as well as means for other devices, such as a signal light (9), while the exterior includes the corresponding signal light (5') ~~and other devices (9) and even one for light signalling provided in addition to the signal light (5').~~

7. The traffic protection barrier for roads, according to claim 6, characterised in that the plate (2") includes at its edges means or elements (10) for coupling with other accessories established for this purpose in the plate of an adjacent concrete block (1') belonging to the respective barrier.

8. The traffic protection barrier for roads, according to claim 1, characterised in that the barrier incorporates an LCD screen, an LED screen or similar, which can show warning signs regarding specific conditions that may occur at certain moments.

9. The traffic protection barrier for roads, according to claim 1, characterised in that the barrier incorporates a surface designed for the provision of advertisements.

10. The traffic protection barrier for roads, according to claim 1, characterised in that when the barrier is of the type formed by an undulated body designed to be fixed to the classic vertical posts anchored to the ground, it comprises a body (11) of recycled rubber, with an elongated rectangular configuration, provided on its front face and near its upper part with , ~~preferably,~~ a pair of undulations (12), a body in which is embedded a series of longitudinal splints (15) suitably distributed, with a rear support (18) through which the barrier is fixed to the vertical posts anchored to the ground~~, preferably~~ using shear bolts, with the unique feature that ducts (14) are located in its middle upper area.

11. The traffic protection barrier for roads, according to claim 10, characterised in that the ducts (14) correspond with a slit (13) in the ends of the rubber to house the box containing the control systems, the box being protected by a rear plate (21).

12. The traffic protection barrier for roads, according to claim 10, characterised in that two of the splints (15) stiffening the barrier's rubber body correspond to the troughs of the two upper undulations in the barrier's body, while the third, lower, splint is located at a level close to the lower edge.

13. The traffic protection barrier for roads, according to claims 10 to 12, characterised in that the rectangular rubber body (11) constituting the barrier has at its ends fixing brackets for the ends of the splints that provide the rigidity.