

3rd October 2016

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To Whom It May Concern,

www.bbsbarriers.com

Dear Sirs,

Connections to BBS Concrete Systems

We would like to remind and advise you on the use of approved transitions and products connected to BBS Concrete Barrier (previously referred to as Britpave Concrete Step Barrier/CSB), a proprietary design owned by Britpave Barrier Systems Ltd (trading as BBS Barriers).

The approved list of product connections consists of:

- BBS Concrete Barrier to BBS Steel Barrier (including expansion joints and transitions to BBS Emergency Crossing Gates)
- BBS Concrete Barrier to single sided or double sided Open Box Beam (OBB) safety fence
- Transition from standard width BBS Concrete Barrier to wide BBS Concrete Barrier
- Transition from BBS Concrete Barrier to higher vertical concrete barrier
- BBS Concrete Terminal Units

The Construction Products Regulation (CPR) requires all Road Restraint Systems placed upon the market to be CE marked. Only BBS barrier systems fully complying with BBS design as set out within the current Technical Construction File, i.e. Issue 5 drawings, associated design guidance data sheets as well as finalized Technical Queries, can be CE marked.

The CE mark cannot be applied to BBS barrier systems unless terminals, transitions and connecting barrier systems are featured within the TCF as summarized above.

We must be clear that BBS steel barrier is a unique design developed specifically for Emergency Crossing Points (ECPs), Maintenance Crossing Points (MCPs) and occasional use across structures. BBS steel barrier must not be confused with any products of a similar profile, even those which mimic the dimensions of the BBS system. BBS steel barrier is a tested evolution of the original Dutch product designed for use specifically with BBS concrete barrier. Its foundation is different, the anchors stronger and the transition to concrete barrier is more robust. Recent crash testing has proven the Declared Performance of the BBS system.

Should you wish BBS to consider a connection / transition to other proprietary barrier systems outside of the current TCF then a request for approval should be submitted, in the first instance, directly to BBS via the TQ system, where the suitability and ultimate performance of the combined systems will need to be assessed by our advisors.

If there are any queries in relation to this letter or you would like more information on our systems, please do not hesitate to contact us via technical@bbsbarriers.com.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'D. P. Jones', with a long horizontal flourish extending to the right.

David Jones
Director