



Cycleway Tactile and Bespoke Cycling Flag

Thickness (mm)	Plan Size (mm nom.)	Unit Weight (kg approx)	Pack Size (m ² approx)	Pack Weight (kg approx)	Buff Item Code	Natural Item Code
50	400 x 400	19	5.8	684	FL6131050	FL6130550

Cycleway Tactile with reference numbers indicated in **bold** black are available ex-stock. Cycleway Tactile with reference numbers indicated in light black are manufactured to order. Contact our sales office to discuss your requirements.



Cycleway Demarcation Paving

	Thickness (mm)	Plan Size (mm nom.)	Unit Weight (kg approx)	Pack Size (m ² approx)	Pack Weight (kg approx)	White Item Code
Standard	60 (base) 80 (contour)	200 x 200	6.90	-	-	PV9002550
End	60 (base) 80 (contour)	200 x 200	6.90	-	-	PV9005500

Cycleway Demarcation paving available ex-stock. *Natural products are manufactured from aggregates sourced locally to the works and contain no pigmentation, therefore colour variation between products from different works is possible.



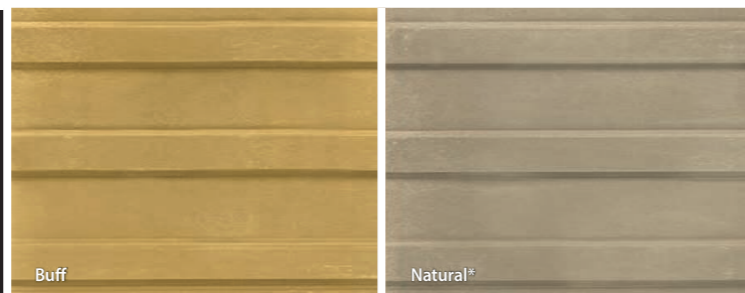
Standard Block



Stop End Block

Cycleway Tactile

Concrete Tactile Paving



Buff

Natural*

These units are employed to designate the beginning or end of shared pedestrian / cycleways. A central delineation strip running the length of the shared route can also provide a "false kerb" for visually impaired pedestrians.

See my related products...
 Keycheck Traffic Calming pg 181

This product is manufactured in accordance with BS EN 1339:2003 (see scope) and guidelines from the Department for Transport. For further information visit www.gov.uk, search "guidance on the use of tactile paving surfaces" or contact Marshalls technical support. At Marshalls, we continually strive to create better spaces to the benefit of everyone, by designing for all, we aim to take into consideration the needs of the disabled persons as set out in the The Disability Discrimination Act 2005.



For the latest carbon value visit www.marshalls.co.uk/commercial/carbon-calculator

Cycleway Demarcation

Concrete Demarcation Paving

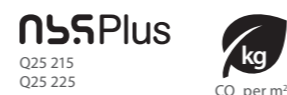


Natural*

Employed in shared pedestrian / cycleway routes, these units provide a visual and physical indicator of the position of the central limit for cyclists.

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