Cycle Segregation Unit
Parliament has endorsed targets for 10% of all journeys being made by bike by 2025, with significant new funding being made available to support cycling in the UK. The latest figures show that for all the short journeys made by car - 11% are under a mile, 29% are between one and two miles, and the remainder 60% are between two and five miles.

While no one can argue with the social, economic and health benefits that cycling offers, there is no doubt that the environmental infrastructure of Britain’s public realm was never developed with the cyclist in mind, and at best it has only been an afterthought.

Great cities give their citizens room for interaction and nobody interacts by driving from A to B at speed.

NIELS HOE CEO OF HOE360 CONSULTING
The segregation unit uses bullnosed and 45 degree splayed kerb profiles to ensure a safe passage for the cyclist. The outside bullnosed profile is design to stop vehicles mounting the unit to potentially endanger the cyclist. A 45 degree splayed kerb on the inside means cyclists of all abilities can use the cycleway without fear of colliding with a steep kerb. Marshalls caters for both turning and straight road segregation pieces. Send us your road map and we will create a cycle segregation piece that will meet your requirements.

The unit is demountable and utilises NAL sockets, meaning it can be disassembled and relocated when required.

NAL Sockets are available in a standard or shallow depth to help where excavation might be an issue. All units are pre-formed in factory controlled conditions, ensuring design accuracy and specification validity.

- The kerbs comply with BS EN:1340
- M16 lifting eyes are provided.

For datasheets and installation details, contact us on 0370 600 24 25

Installation Instructions

For the complete installation of NAL sockets please refer to full instructions by NAL before work commences.

1. Excavate holes to accept NAL sockets. Install sockets and then place pins in the sockets as per the NAL installation drawing.

2. Insert M16 lifting eyes into the appropriate sockets as per drawing. Ensure that the bolts are fully tightened and that there is no movement.

3. Insert sling through lifting eyes, making sure it is fully secure. Sling equipment should be suitable for lifting the required load.

4. Lift unit above the NAL socket and lower into position carefully, ensuring that the locating pin is fully engaged into the segregation unit opening.

5. Once in position, safely disengage the slings and lifting eyes.

This installation guide is recommended for flat level surfaces. If the surface is not flat, it is advisable to level it, either by adding asphalt or concrete to the surface.
CYCLING SOLUTIONS BY MARSHALLS

Typical cyclist environments with examples of products from Marshalls that will enhance the journey experience.