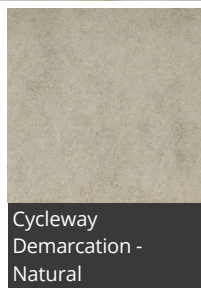


# Cycleway Demarcation Block

Date Created: 21/02/19



Marshall's Cycleway Demarcation paving is used to indicate the beginning or end of shared pedestrian/cycle routes which are not separated by different levels. It is also used as a central delineation strip running the length of the shared route to provide a false kerb for visually impaired pedestrians.

Guidance states: – Laid transverse to denote the pedestrian path. – Laid longitudinal to denote the cycle path.

Marshall's Cycleway Demarcation Paving is used to alert pedestrians, including the visually impaired, to the proximity of a cycleway.

It provides a visual and physical indication to cyclists on the position of the central limit to cyclists and a visual and detectable underfoot warning to pedestrians.

## DESCRIPTION

Product Type	Solid unit with profiled surface
Manufacturing Process	Semi dry pressed & vibrated concrete
Base Raw Material	Unpigmented concrete using antique white cement
Governing Manufacturing Standards	All data where relevant to be established in accordance with BS EN 1338 : 2003



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## PHYSICAL PROPERTIES

Work Dimensions (mm)	200 x 200 x 60/80
Tolerances on Work Dimensions (mm)	Length $\pm 2$ mm, width $\pm 2$ mm, thickness $\pm 2$ mm
Abrasion Resistance (mm)	$\leq 23$ mm (Wide Wheel Abrasion Test)
Durability (Freeze-thaw)	$\leq 1.0$ kg/m <sup>2</sup> as a mean with no individual value $> 1.5$ kg/m <sup>2</sup>
Material Density	2300 kg/m <sup>3</sup> (typically)
Slip/Skid Resistance (polished)	Mean polished skid resistance value (PSRV) : $> 45$
Slip/Skid Resistance (unpolished)	Mean unpolished skid resistance value (USRV) : $> 45$ .
Thermal Conductivity (K value)	Design data as defined in BS EN 13369 : 2004
Tensile Splitting Strength	Characteristic tensile splitting strength not less than 3.6 MPa. None of the individual results shall be less than 2.9 MPa, nor have a failure load less than 250N/mm of splitting length

## SPECIFICATION

Approx unit weight (kg)	7
Emission of Asbestos	No content
External Fire Performance	Deemed to satisfy. See commission decision 2000/553/ECU
Reaction to fire	Class A1, see commission decision 2000/605/EC

## SUSTAINABILITY

Carbon Footprint	3.5 kg CO <sub>2</sub> lin m
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## APPLICATION

Suitability	Laid in accordance with BS 7533-6 : 1999 Suitable for pedestrian traffic, motor cars and occasional LGVs
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## SITE WORKS

Health & Safety	A stop end unit is available to complete projects. Information regarding these accessories is available on request
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## FURTHER INFORMATION

Cleaning & Maintenance	Information regarding the cleaning & maintenance of this product may be obtained on request
Efflorescence	Any product containing cement during its early life may exhibit a temporary white discolouration known as efflorescence. This is not a product fault and will gradually disappear with exposure to natural weathering and trafficking
Weathering	It should be appreciated that with all products weathering and site conditions can cause shade variation to appear across the surface of individual units. This does not in any way affect the performance of the units and any such variation will diminish over a period of time as the product matures.
Product Evolution	The evolution of new product design is continuous and information is subject to change without notice. Customers should check with the supplier to ensure that they have the latest details
Contact Us	For technical information on the design, specification and construction when utilising the product, contact the Technical Advisory Services Department on 0370 411 2233

