



## OPTIONS

**Colours:**  
Buff or Charcoal Grey

**Type:**  
Polyurethane

**Dimensions:**  
400 mm x 400 mm

**Packaging Options:**  
Boxed in 10s

## SPECIFICATION

**Tiles:**  
Hard wearing stone & polyurethane resin composite. Wear resistance measured at 7 times greater than the equivalent concrete product.

**Surface Skid Resistance Value SRV:**  
Preferred range set by the Joint Mobility Unit of SRV = 50-70  
Actual: 61  
(low potential for slip)

**Suitable traffic:**  
Foot, light wheeled

**Can be fixed to:**  
Asphalt, concrete, metal, wood & tiled surfaces

**Fixing methods:**  
Choice of:

Polyurethane (PU) adhesive  
- for dry installations

Epoxy (EP) adhesive  
- for damp installations

Material Safety Data Sheets are available for these adhesives

## BENEFITS

- > Rapid installation - reduced labour costs & disruption
- > No excavation required - no landfill expense
- > Tiles are light in weight and are easy to handle and cut - no hot works
- > No requirement for plant machinery and associated access issues/expense
- > Durable - harder wearing than concrete
- > Will not crack like concrete - prevents future trip hazards. Tile & adhesive permanently flexible
- > High slip resistance in dry or wet conditions
- > Extensive range of types and colours
- > UV tested - no colour fade
- > Freeze/thaw tested
- > Fast curing colour matched adhesive - surfaces ready to use within 2 hours
- > Can be installed even in damp conditions.
- > Adheres to all standard surfaces
- > Quality assured - manufactured to BS EN ISO 9001-2008

## APPLICATIONS

Typical applications:

- Any segregated shared route where the designated pedestrian side is not physically separated from the designated cyclist side, for example by a difference in level.

## DESCRIPTION

### DfT Guidance on areas of use:

The purpose of the tactile surface used in conjunction with a segregated shared cycle track/footway is to advise visually impaired people of the correct side to enter.

The surface is used wherever a shared route begins, ends or crosses a carriageway. The tile ribs are used to identify the correct side of the route to enter, ensuring the safe segregation from cyclists.

Between the two routes is a central delineator strip, usually in the form of a 150mm wide raised profile, painted white line that can be read by foot or cane. The strip runs along the entire shared route between cycle way & footpath.

The profile of the tactile surface comprises a series of raised, flat-topped bars, each 5mm high, 30mm wide, and spaced 70mm apart.