



# Cycle Route Products

[www.glasdon.com](http://www.glasdon.com)



# Sign-Carrying & Directional Bollards

We have been designing and manufacturing bollards for more than 40 years. Our versatile road safety solutions are used all over the highways and byways of the United Kingdom, and within our range, there is a bollard for every installation.

Warn, inform and protect road users, cyclists and pedestrians with Glasdon sign carrying and directional bollards. These rigid and rebound bollards are perfect for highlighting dedicated cycle paths and shared routes in urban, suburban and rural schemes.

The nature of our products is such that they must be designed to resist the numerous challenges faced within the urban landscape. All products are designed and built to ISO 9001 QA standards and certified by structural stability and stress analysis as appropriate.

We make it our top priority to only use materials in our products that offer the highest resistance to the effects of weather and vandalism.

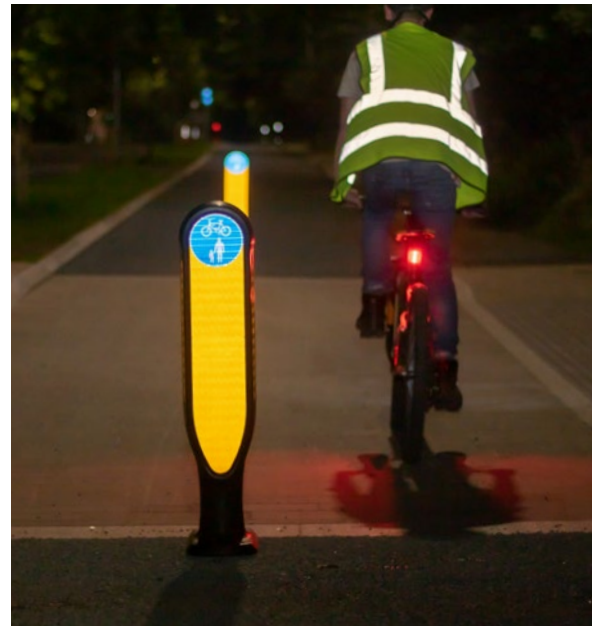
Wide range

Choice of sign face options

Choice of fixing options

Model specs available

Single & double aspect

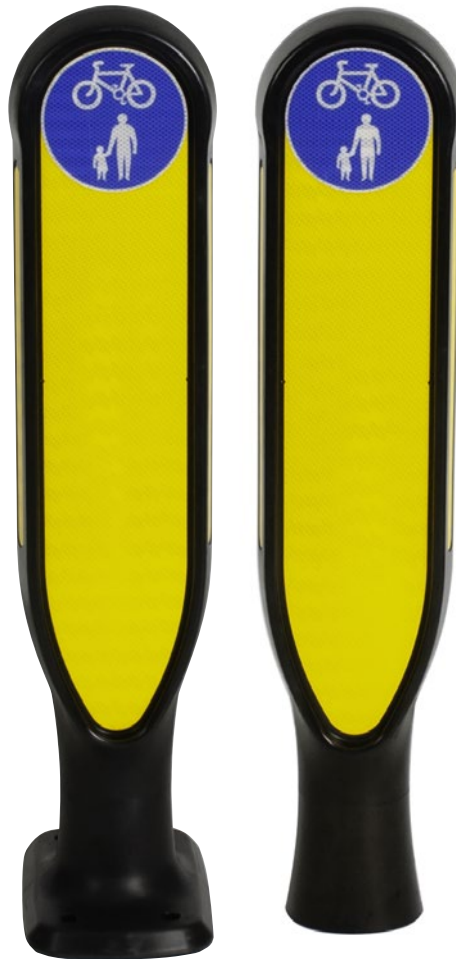


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## Cyclmaster™ Bollard

Cyclmaster Bollard is a highly visible cycle route marking bollard for displaying signs for cycle lane users. The bollard is double-sided to offer a large sign area on the front and rear so signs are visible from both directions. Ideal for urban schemes.

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## Design Features

- Available as a self-righting rebound bollard or rigid Durapol® material model.
- Wide range of 150mm or 125x210mm vandal-resistant sign face options.
- Can display up to 6 sign faces on front and rear (3 per side).
- Fluorescent yellow retroreflective panels provide high visibility by day and by night.
- Reflective areas are recessed to reduce vandalism, provide weather protection and reduce damage when impacted.
- Optional side reflectors angled for increased visibility.
- Choice of fixing options available.
- Socket allows quick and easy bollard top replacement.

### SPECIFICATIONS

Height above ground:	1000mm
Width:	216mm
Sign face diameter:	150mm or 125x210mm
Depth below ground:	
Socket depth:	306mm
Extended base:	256mm
Bolt-down fixing:	75mm
Adjustable-depth, concrete-in anchors:	320mm (max.)
Fixed-depth, concrete-in anchors:	250mm (max.)



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## Mini-Ensign™ Bollard

The Mini-Ensign Bollard is a sign carrying bollard with a wide range of 150mm sign face options such as cycle routes or directional arrows. Slimline and either passively safe, rebound or rigid options make this bollard ideal for carriageway cycle lane initiatives and the perfect choice for urban and suburban schemes.

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## Design Features

- Available as a self-righting Rebound bollard or rigid Durapol® material model.
- Illuminated rebound model available.
- Wide range of sign face options.
- Recessed areas for retroreflective or decorative banding.
- Choice of fixing options available.
- Optional socket blanking plate available.

### SPECIFICATIONS

Height above ground:	
Socketed:	1010mm
Bolted down:	1087mm
Maximum diameter:	200mm
Sign face diameter:	150mm
Depth below ground:	
Socket depth:	500mm
Extended base:	420mm
Bolt-down fixing:	75mm
Adjustable-depth, concrete-in anchors:	320mm (max.)
Sublite™ fixing:	226mm



### MINI-ENSIGN ILLUMINATED BOLLARD

White Mini-Ensign illuminated rebound bollard with Red/White translucent retroreflective bands.



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## Ensign™ Bollard

This sign carrying bollard is ideal to warn, inform and protect road users, cyclists and pedestrians. Ideal solution for shared footpaths and cycle routes. Its 300mm sign face allows Ensign to display many sign face options.

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## Design Features

- Rigid Durapol® Material construction.
- Wide range of sign face options.
- Recessed areas for retroreflective or decorative banding.
- Choice of fixing options available.
- Optional socket blanking plate available.

### SPECIFICATIONS

Height above ground:	
Socketed:	1120mm
Bolted Down:	1206mm
Width:	338mm
Maximum stem diameter:	200mm
Sign face diameter:	300mm
Depth below ground:	
Socket:	500mm
Extended-base:	420mm
Bolt-down fixing:	75mm
Adjustable-depth, concrete-in anchors:	320mm (max.)





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## Glenwood™ 170 Post & Glenwood 170 Signhead Post

Ideal for marking cycle routes, pathways and delineating the edge of the road, both models of the Glenwood 170 Post offer space to display signs on all four sides. Manufactured from Everwood™ material, it has a timber-effect to give the look of wood but requires minimal maintenance.

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## Design Features

- Two models available - Glenwood 170 Post and Glenwood 170 Signhead Post for displaying 150mm signs on all four sides.
- 170mm diameter post.
- Manufactured from Everwood™ Material, which has a unique realistic timber grain effect.
- Lightweight and easy to install.
- Recessed area for retroreflective banding.
- Wide range of 150mm or 125x210mm vandal-resistant sign faces.
- Choice of two fixing options – Glenwood Socket System or permanent below-ground extended base.
- Optional socket blanking plate available.

### SPECIFICATIONS

Height above ground (Glenwood 170 Post):	1000mm
(Glenwood 170 Signhead Post):	1093mm
Width:	170mm
Sign face diameter:	150mm or 125x210mm
Depth below ground:	
Socketed:	355mm
Extended base:	315mm



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## Glenwood™ 150 Post

Manufactured from Everwood™ material, this wood effect post is ideal for access control, verge protection or marking cycle routes in rural schemes. This post offers space to display 100mm signs on all four sides.

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## Design Features

- 150mm diameter post for displaying 100mm signs on all four sides.
- Manufactured from Everwood™ Material, which has a unique realistic timber grain effect.
- Lightweight and easy to install.
- Moulded-in saw grooves enable the post to be easily cut down to the desired height. Height options are 1000mm, 830mm and 500mm.
- Recessed area for retroreflective banding.
- 100mm vandal-resistant sign faces.
- Below-ground, extended base fixing or below-ground extended base with fixing peg.

### SPECIFICATIONS

Height above ground:	500mm, 830mm or 1000mm
Width:	150mm
Sign face diameter:	100mm
Depth below ground:	400mm to 650mm





**NEW**

## Neopolitan™ Delineator Post

Offering optimal safety (crash tested at 100km/h), the Neopolitan Delineator Post demonstrates excellent rebound performance and reflectivity. Available with a choice of retroreflective banding options for increased day and night time visibility. The delineator pole with 600mm banding is TSRGD compliant for all highways applications and is ideal for use on carriageway cycle lanes. Can be surface mounted or installed with the LockFast™ Mini Socket and Quick Release Socket Adapter to offer a removable solution for easy access or replacement.



## Design Features

- Manufactured from Reflexapol® material for excellent rebound performance and passive safety.
- Suitable for either bolt-down or socket installations, allowing customers to stock one type of post.
- Choice of retroreflective banding options to suit different applications.
- 600mm retroreflective banding option conforms to TSRGD requirements.
- Compact Square Base: easy-installation base requires minimal floor space: ideal for areas where space is limited.
- Removable solution when coupled with LockFast™ Mini Socket and Quick-Release Socket Adaptor – key operated to prevent unauthorised removal or tampering.
- Passively safe - drive-through performance proven to BS EN 12767 achieving 100-NE-A-NR in testing by Transpolis.

### SPECIFICATIONS

Height:	1000mm
Body Material:	Reflexapol® Material
Colours:	Red or Black



**NEW**

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# Endurokerb™ Cycle Lane Defender

The Endurokerb™ Cycle Lane Defender is a cost-effective, modular system designed to segregate traffic flows, protect cyclists and promote active travel within communities. Available in two sizes—Endurokerb™ 100 and Endurokerb™ 60— this system uses lightweight rubber kerb modules to quickly transform roadways into semi-permanent cycle lanes.

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## Design Features

- Complies with DfT requirements.
- Modular system: can be configured to suit individual site requirements.
- Bolt-down fixings allow quick, easy installation for temporary and semi-permanent schemes.
- Angled side reflectors offer high visibility to pedestrians, cyclists and motorists.
- Safe manual handling weight for two people.
- Made from 100% recycled & recyclable material.
- Compatible with existing Glasdon bollards, giving additional signage and demarcation.
- Moulded-in cats' eyes.
- Kerb cover caps protect the fixing and prevent debris from clogging up the fixing points.
- Water drainage gap allows surface water to drain away.
- Connector kit for linking modules together and aligning them when fixing bollards onto them.
- Optional 'No Parking' signage for the raised kerb module.
- Optional resin-in installation provides stronger ground fixing.

### SPECIFICATIONS

<b>Endurokerb 100</b>	Bollard End Kerb	Intermediate Kerb	Raised Intermediate Kerb	Bullnose Kerb	Fixing Bolt Depth below ground: Endurokerb 100: 170mm (min.) Endurokerb 60: 120mm (min.)
Weight	22.4kg	23.5kg	35.2kg	9.8kg	
Length	700mm	1000mm	1000mm	500mm	
Width	403mm	253mm	253mm	253mm	
Height	100mm	100mm	223mm	100mm	

<b>Endurokerb 60</b>	Bollard End Kerb	Intermediate Kerb	Bullnose Kerb	Fixing Bolt Depth below ground: Endurokerb 100: 170mm (min.) Endurokerb 60: 120mm (min.)
Weight	13.2kg	9.5kg	5.1kg	
Length	700mm	1000mm	500mm	
Width	352mm	152mm	152mm	
Height	60mm	60mm	60mm	

### MATERIALS

Kerb Module Material: Enduropol™ Material  
Kerb Connector Material: 100% Recycled PVC  
Fixing Plate Material: Stainless Steel





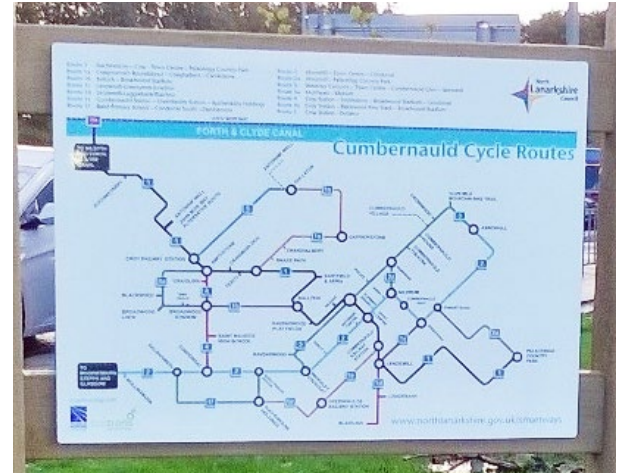
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# GLASDON GATEWAY

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Ideal for rural schemes, the versatile Glasdon Gateway offers multiple functions, from displaying cycle routes to cycle-friendly speed reducing chicanes. Glasdon Gateway is an attractive, lower maintenance alternative to traditional wooden options. Manufactured from Everwood™ Material with an extremely realistic timber grain effect that will last for many years without the need for painting or varnishing and will never warp or rot. Glasdon Gateway offers a huge choice for combinations of colour, slats, widths and heights to suit all applications.

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Cycle Route Map

## Design Features

- A low-maintenance, long-lasting alternative to traditional wooden sign carriers.
- Hundreds of combinations of colour, slats, widths and heights available - contact us for more information.

### SPECIFICATIONS

Height:	1800mm (1300mm above ground) or 2300mm (1800mm above ground).
Ornate model height:	2421mm
Width:	960mm, 1500mm, 2000mm
Ornate model width:	1690mm
Post Width:	160mm
Colours:	Dark Oak, Light Oak, White
Posts/slats:	Everwood Material
Fixing bolts:	Stainless steel
Surface mount bracket:	5mm Galvanised mild steel



## Village Road Scheme a First for Errogi

A Road Improvement Scheme to 'future-proof' the B-road network in South Loch Ness is driving forward with the first village scheme already completed.

The Highland Council has introduced the Village Improvement Scheme as part of a new South Loch Ness - Road Improvement Strategy to improve and upgrade the rural roads.

The new single, track road layout with a contiguous shared-use pathway required marker posts to highlight and protect property entrances while deterring vehicle access onto the path. The posts were also used as essential markers to prevent vehicles from over-running the start and ends of passing places, encouraging their use to keep driving speeds and behaviour more conducive to a rural village setting. The light oak, wood effect Glenwood™ 150 Post was chosen to fulfil these requirements as it could provide the necessary reflectivity while also being more in keeping with the rural environment.

Unlike wood, the Glenwood Post will not split or rot. It is made from Everwood™ material, which is a self-coloured polymer that is vandal and weather resistant,

and with its realistic timber grain effect it offers a low maintenance solution to the replacement of wooden marker posts.

Additionally, the Glenwood Post can be applied to schemes which require access control, verge protection or delineation in cycle route schemes.



## Manchester's Cycle City Takes Shape

Manchester's new 'Dutch-style' cycle lanes are keeping cyclists safer with the help of new Glasdon lighting and rebound bollards.

Phase One of Transport for Greater Manchester and Manchester City Council's ambitious 'Cycle City' programme includes 4km of segregated in-carriageway cycle lane on one of Europe's busiest bus routes.



The new cycle lanes have been built into the existing carriageway with raised curbed islands to segregate the cyclists from the motor vehicles on the route.



To increase visibility of the demarcated road layout and ensure high visibility of the raised curbed islands at night, Glasdon supplied a new illuminated version of the rebound Mini-Ensign bollard built with passively safe Impactapol® polymer material.

The Illuminated Mini-Ensigns are fixed at the start of each new section of cycle lane on both sides of the route.







# PASSIVELY SAFE

Passively safe street furniture is designed to minimise the severity of injury to occupants of a vehicle that collides with it. The European Standard BS EN 12767 defines a universal test that establishes the performance of a passively safe roadside structure.

**PASSED**  
at 100 Km/h  
(62mph) ✓

Passively Safe to  
BS EN 12767  
**100-NE-A**

Glasdon passively safe highways products are tested by accredited independent specialists at Horiba-MIRA, TRL and Transpolis.



Visit our website to see our full range of Passively Safe products. Downloadable product literature, case studies and video clips are also available. Model specifications are available on all products in PDF, .DWG (AutoCAD) or .DXF formats.



@enquiries@glasdon-uk.co.uk

www.glasdon.com



Glasdon Pledge to Reach

# Net Zero

By 2035

Find out more...

As a Company with a commitment to continuously improving our environmental performance, we are pleased to announce that in 2021 we pledged to reach Net Zero by 2035 (with Scope 1 and 2\* to be achieved by 2025).

\*The Green House Gas Protocol Corporate Standard classifies a company's GHG emissions into three 'scopes': Scope 1 emissions are direct emissions from owned or controlled sources. Scope 2 emissions are indirect emissions from the generation of purchased energy.