








**KEY:**

-  Flexible Footway Construction as per Detail A
-  Flexible Footway Construction as per Detail B
-  Existing Bus Stop kerbs to be retained in-situ
-  Proposed Bus stop to be installed
-  Existing verge to remain unaffected by works
-  Existing verge affected by works (Refer to Site Clearance)
-  Proposed flat top pre-cast concrete edging strip

**NOTES:**

1. Please only use this drawing for the purpose stated in the title.
2. All dimensions are in millimetres unless stated otherwise.
3. Drawing to be read in conjunction with all other scheme drawings.
4. Transitions and / or dropper kerbs to be provided at changes kerb types and upstands.
5. Existing covers to chambers, manholes and gullies to be raised / lowered to suit proposed levels.
6. Bond coat to be used when surfacing over courses. Refer to Specification for Highway Works for details.
7. Carriageway adjacent to kerbs to be reinstated in accordance with the Specification for Highway Works to the approval of North Somerset Council.
8. Full-length kerbs shall be used wherever possible. Cut kerbs, where unavoidable, shall be at least 300mm long and cut with a saw or disc-cutter.
9. Kerbing shall be laid close-butted without gaps ; mortared joints are not acceptable.
10. Foundation : Kerbs shall be laid directly on a concrete class ST1 race ; or alternatively on a 12mm thick class 1 mortar bed on the concrete Class ST1 race. Kerb race shall be laid on rolled sub-base at least 100mm thick.
11. Delays : If there is more than 24 hours delay between laying the foundation and placing haunching, the joint shall be painted with a cement slurry before haunching. Dowel bars may be required : 20mm Ø MS 200mm long @ 450mm c/c ; 300mm long for safety kerbs and bus kerbs.
12. Channels are required if longitudinal gradient of road is less than 1:120.
13. Dust suppression shall be used when disc-cutting any concrete or masonry item.
14. Depth of kerb race concrete class ST1 to be 150mm.
15. Cover to haunching to suit surface course.
16. See Risk Register for residual risks.

**ALL ROAD MARKINGS TO BE UNDERTAKEN BY OTHERS (OUT OF SCOPE)**

Description	Dia. No.	Colour	Length (mm)	Gap Length (mm)	Thickness (mm)
Bus Cage Solid Line	1025.1	Yellow	17000	N/A	200
Bus Cage Dashed Line	1025.1	Yellow	1000	1000	100
Text (BUS STOP)	1025.1	Yellow	1600	N/A	N/A



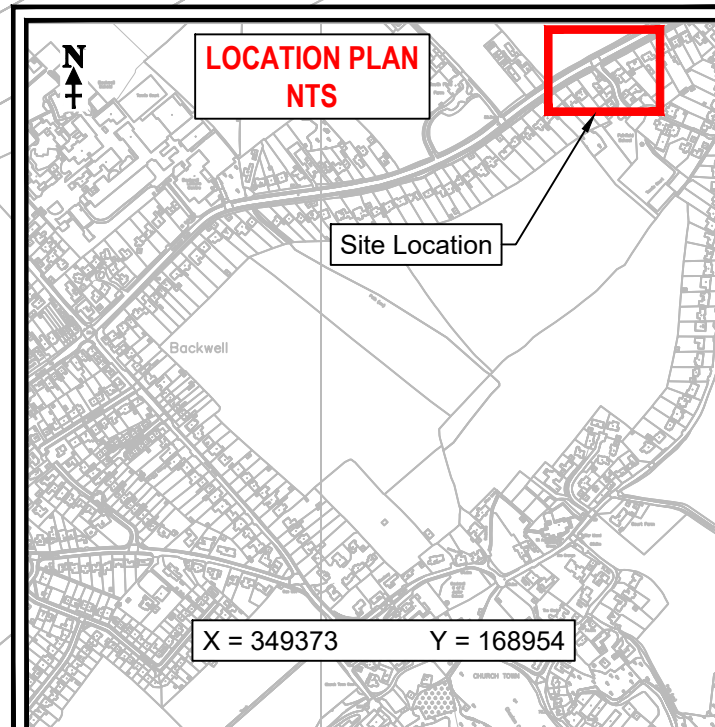
All setting out should be undertaken relative to the centre point of the existing bus stop kerbs

Bus stop cage markings to be undertaken by others (outside of scope)

**Proposed Shelter to be:**  
**Bays:** 2 Bay Shelter - 3521mm  
**Roof Depth:** 1500mm  
**End Panels:** ¼ Panels  
**Sedum:** No  
**E-Ink:** Yes  
**Bench/Perch:** perch (1no)  
**Advertising Board:** No  
**Power:** Solar

Proposed shelter to be sited at midpoint of existing bus stop kerbs

**Utilities are assumed to be within the proposed works therefore the contractor must gather and familiarise themselves with the C2 plans.**



© Crown copyright and database rights 2025 Ordnance Survey 100023397. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Rev	Description	Date	By
A	For Construction	17/11/25	ATC



PLACE DIRECTORATE  
 Castlewood, Tickenham Road, Clevedon, BS21 6FW

Client **NORTH SOMERSET COUNCIL**

Project  
**BSIP: BUS STOP PROGRAMME  
 DELIVERY BATCH D  
 0190NSC30616 Fairfield Way, Backwell**

Drawing  
**GENERAL ARRANGEMENT**

Status  
**\*\*\* CONSTRUCTION \*\*\***

Drawn by	Date	Scale		
AR	NOV 25	1:250		
Checked by	Date	Prelim	Check	Final
ATC	NOV 25			✓

Dwg Size	Drawing No	Rev
A3	BSIP-NSC-HGN-30616-DR-CH-0001	A