

KEY:



Flexible Footway Construction as per Detail A



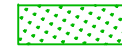
Proposed Bus stop to be installed



Proposed Type 1 Feeder pillar



Flexible Footway Construction as per Detail B



Existing battered verge to remain unaffected by works



Existing Bus Stop kerbs to be retained in-situ



Existing at grade verge to remain unaffected by works

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



Proposed Shelter to be:
Bays: 2bay (Cantilever)
Roof Depth: 1200mm
End Panels: None
Sedum: No
E-Ink: Yes
Bench/Perch: perch (1no)
Advertising Board: No
Power: Mains

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

New joint line at edge of existing landscaped strip

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

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

Existing joint line prior to vehicle crossover to form edge of footway reinstatement

Overhead cables in close proximity to bus shelter

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



Client **NORTH SOMERSET COUNCIL**

Project **BSIP: BUS STOP PROGRAMME DELIVERY BATCH D 0190NSC30617 Fairfield Way, Backwell**

Drawing **GENERAL ARRANGEMENT**

Status ***** CONSTRUCTION *****

Drawn by AR	Date NOV 25	Scale 1:250
Checked by ATC	Date NOV 25	Prelim <input type="checkbox"/> Check <input type="checkbox"/> Final <input checked="" type="checkbox"/>

Dwg Size A3	Drawing No BSIP-NSC-HGN-30617-DR-CH-0001	Rev A
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