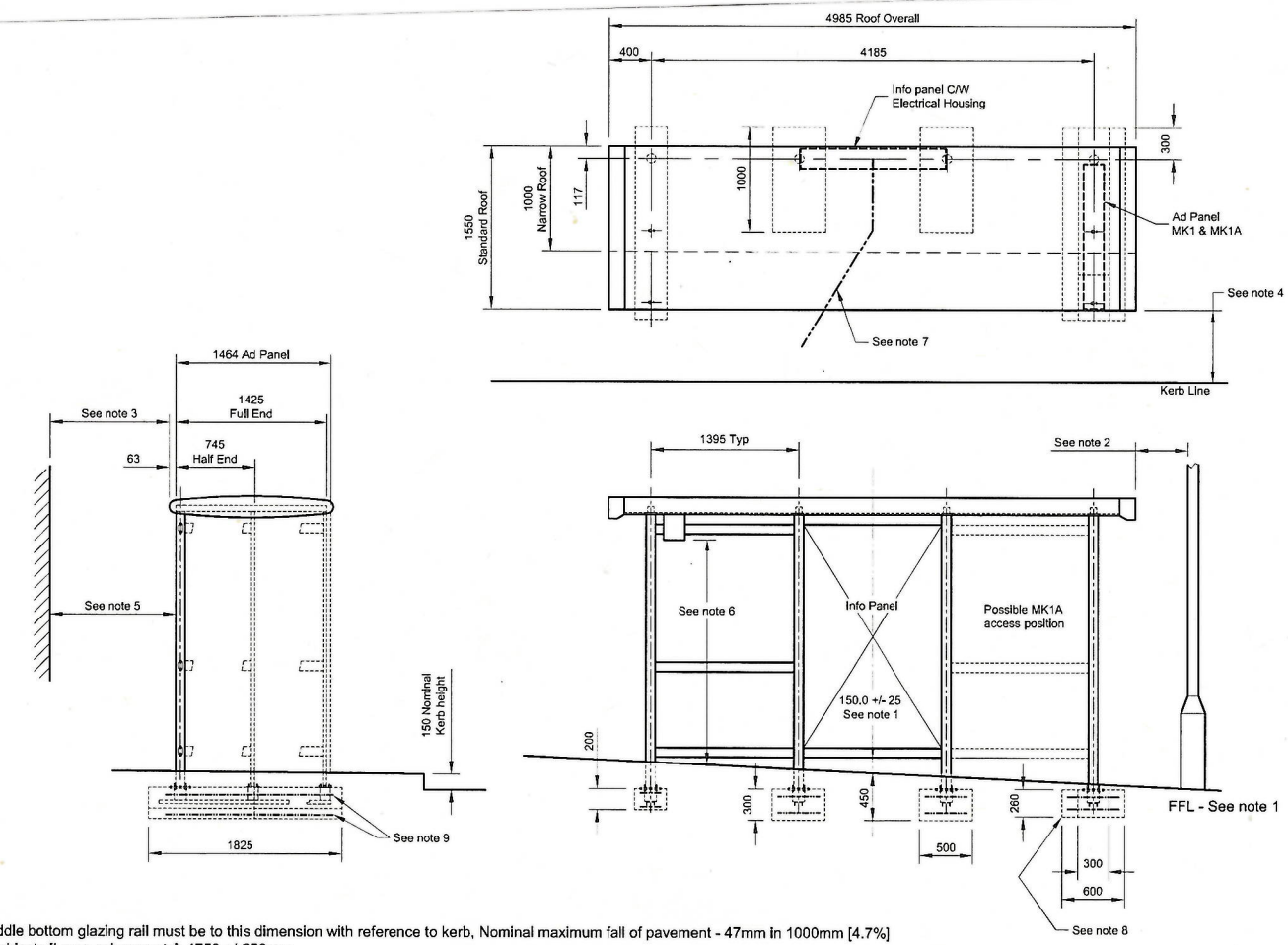
Bus Shelter Dimensions



Notes

1. At the centre of the shelter, the lower edge of the middle bottom glazing rail must be to this dimension with reference to kerb, Nominal maximum fall of pavement - 47mm in 1000mm [4.7%]
2. Preferred nominal distance from adjacent pavement objects [Lamp columns etc]: 1750 +/-250mm
3. Roof structure: Preferred minimum distance from adjacent structures: Back To Kerb position : 150+/- 25mm, Back Of Path position : 75+/- 25mm.
4. Minimum distance from roof edge to kerb line: 450mm - Refer: DfT Traffic Signs Manual Chapter 1.
5. Pavement Clearway: TfL preferred minimum distance to adjacent structures 1800mm, DDA compliant minimum distance 1300mm.
6. Absolute minimum head clearance at shelter lowest point : 2115mm - Refer: DfT Traffic Signs Manual Chapter 1 .
7. Utility Ducting: A duct, 50mm minimum diameter, shall be provided between the enclosure and edge of shelter footprint for electrical supply.
   The horizontal section of the duct shall be 450mm below finished ground level (pavements) in accordance with *New Roads & Streets Works Act* (NRSWA) and or to comply with local requirements.
   Ducting identification shall be distinct from other utility services and shall be accordance with *National Joint Utilities Group* (NJUG) guidelines: Mains power supply - Black: Communications supply - Light grey: CCTV & PA - Green
   Routing should run parallel with the kerb and preferably to the rear of the pavement to avoid unnecessary conflict with the integral subsurface shelter foundations (In most cases the shelter utility box is positioned centrally to the shelter structure).
   A suitable draw cord shall be provided by the installer to aid the later drawing of cable by the DNO (Distribution Network Owner).
8. Use the larger foundation outline for MK1 and MK1A shelters when used as a shared foundation with the shelter post.
9. Add layer of B785 reinforcing mesh in top and bottom positions of the foundation blocks