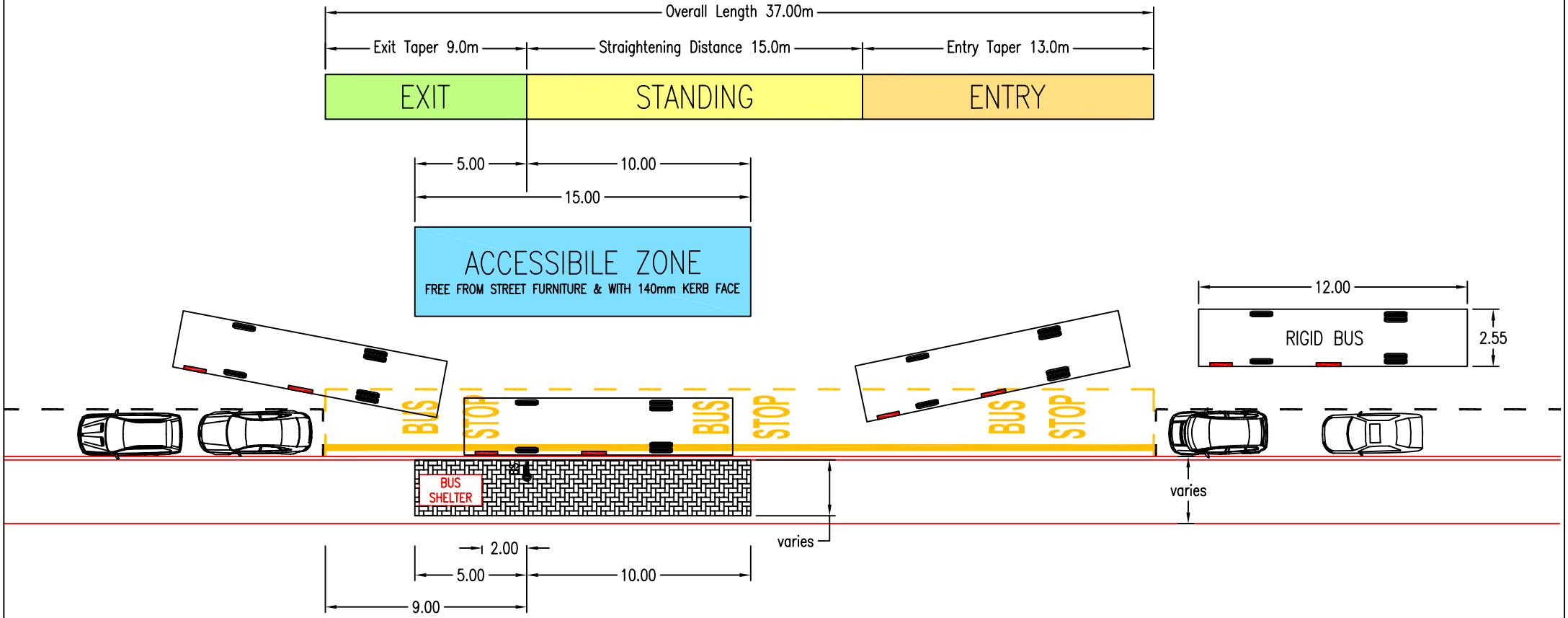
ENTRY ZONE
ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
KEEP FURNITURE SUITABLY SET BACK FROM KERB.

STANDING ZONE
ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.
CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE
WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.

EXIT ZONE
ALLOWS BUS TO REJOIN TRAFFIC STREAM.
CROSSOVERS NOT ACCEPTABLE FOR FIRST 3M OF EXIT ZONE.
FURNITURE SHOULD BE ADEQUATELY SET BACK FROM KERB.

ACCESSIBLE ZONE
KERB FACE TO BE 130–150MM.
LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
CROSSOVER SHOULD NOT BE PERMITTED.



NOTES:
- LAYOUTS DETERMINED FROM STEERING GEOMETRY OF BUSES TO ALLOW THEM TO PULL INTO THE KERB WITHIN 200mm, WITHOUT FRONT AND REAR OF BUS OVERHANGING FOOTWAY WHICH COULD POSE A SAFETY ISSUE.
- THIS IS THE IDEAL LAYOUT AND MAY VARY WITH THE USE OF FOOTWAY BUILD-OUTS (BUS BORDERS) OR OTHER SITUATIONS SUCH AS THE EXIT TO A PEDESTRIAN CROSSING.
- ANY LAYOUT WHICH DOES NOT CONFORM TO THE IDEAL STANDARD REQUIRES CONSULTATION WITH STREETCARE TRAFFIC & ENGINEERING SECTION.

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JOB TITLE	HAVERING STREET DESIGN GUIDE PART 6 – STANDARD DETAILS
DRAWING TITLE	BUS STOP ACCESSIBILITY DETAIL LAYOUT 1

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