

## **Written evidence submitted by Hounslow Cycling (BSB31)**

I am writing as the coordinator of Hounslow Cycling, the Hounslow borough group of London Cycling Campaign, a membership charity with over 10,000 members in London.

We are concerned about the impact of amendments 40, 44 & 45 and NC12, NC13, NC40, NC43 which are currently being considered at the committee stage of this bill.

Floating Bus Stops (FSBs) are an essential for safe cycling infrastructure and we believe that these amendments would make it practically impossible for highways authorities to build safe, dedicated cycling infrastructure. This would in turn reduce the growth in the numbers of people walking and cycling and cause more injuries and deaths amongst those who do cycle.

An anti-cycle lane campaigner has staged a video complaining about Floating Bus Stops along Cycleway 9 on Chiswick High Road in the London Borough of Hounslow.

We believe it is important that the committee are aware of the facts, supported by data.

1. Since Cycleway 9 was fully introduced in January 2023, the number of casualties for all road users in 2023 was the lowest for at least 12 years.
2. Numbers cycling along Chiswick High Road have increased 57% since 2019 and there are often more people on bikes than cars during the morning peak. This would not have happened without provision of separated cycling infrastructure, including floating bus stops.

The reduction of traffic casualties along Chiswick High Road since the introduction of Cycleway 9 is not a surprise. The biggest danger - by far - is motor vehicle traffic and Floating Bus Stops separate cyclists from the biggest danger. This is particularly important as London buses have a very poor safety record and over recent years have been responsible for killing a person every 3 weeks, on average. Reallocation of road space away from the biggest danger improves safety for other road users too.

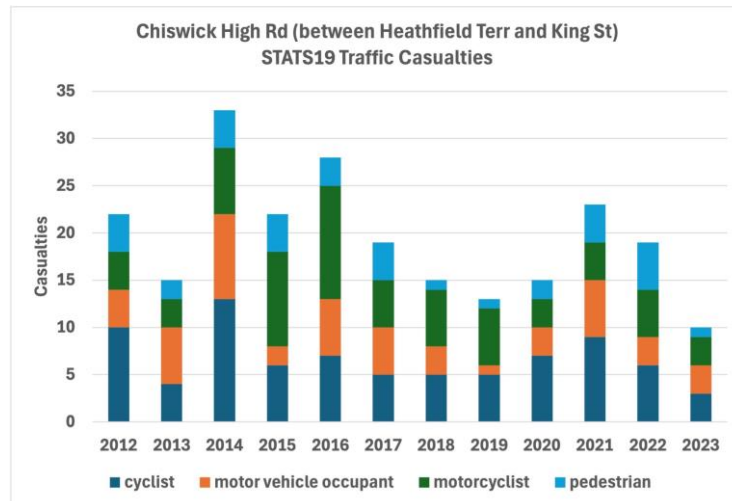
Floating bus stops are a standard part of road infrastructure all over the world as there is no alternative other than cycling mixed with buses or cycling on the pavement. Floating tram stops are even more common as most trams routes along streets do not have kerbside boarding.

Please don't throw children under a bus. Please vote against these amendments.

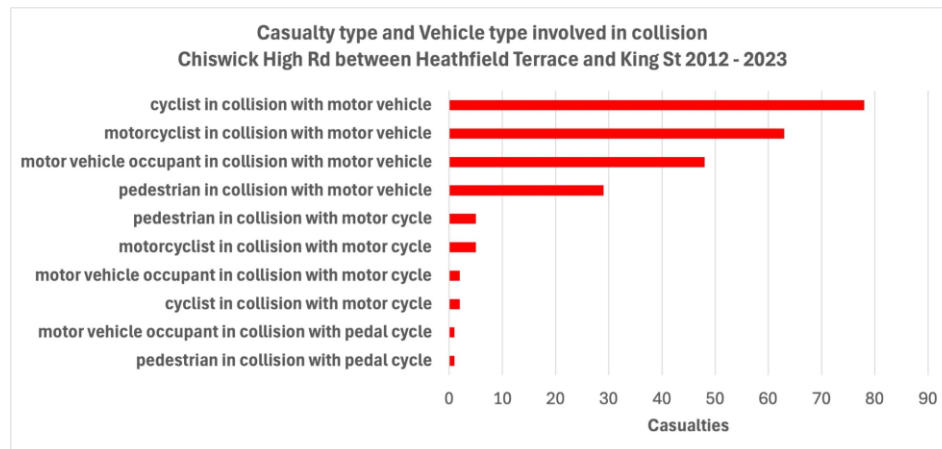
Yours sincerely,

Michael Robinson  
Hounslow Cycling Campaign

June 2025



Casualties for all road users are the lowest for at least 12 years since the introduction of Cycleway 9 along Chiswick High Road. This would not be possible without Floating Bus Stops.



Cyclists have been the most vulnerable road users along Chiswick High Road. This was why Cycleway 9 was introduced. The biggest cause of casualties is motor vehicles.



Children cycling along Chiswick High Road. This would not happen without Floating Bus Stops. Please don't throw these children under a bus. Please vote against the Floating Bus Stops amendments.