

Cycling UK written evidence submission– Bus Services Bill

July 2025

1. Public transport, including buses, can provide an opportunity for people choosing to cycle and walk for part of their journeys to travel further, if the right infrastructure is there to enable people to cycle or walk to bus stops or train stations, and space to store their bikes at the station or bring them on buses and trains. Increased public transport use can also reduce road traffic, leading to safer cycling. Therefore, Cycling UK supports the ambition to increase access to buses.
2. Cycling UK does however have concerns about some of the amendments pertaining to floating bus stops, otherwise known as bus stop bypasses (BSBs).

What are floating bus stops?

3. BSBs reroute cycle paths behind bus stops to enable continuous protected paths for cyclists. This separation reduces the risks posed by buses pulling in and out of stops and are a fundamental part of maintaining physically protected cycle lanes while simultaneously enabling bus routes to serve the same roads. The majority of BSBs are in London.

What is the rationale for amendments relating to floating bus stops?

4. Throughout the progress of the Bill so far there have been a number of amendments tabled relating to BSBs. These have largely been tabled due to concerns around accessibility for pedestrians boarding and alighting buses, particularly those pedestrians with visual impairments.
5. In 2024 Transport for London undertook a review of BSBs which showed that they pose very little risk to pedestrians. There were five pedestrian casualties involving cyclists and one involving an e-scooter rider on bus stop bypasses over a three-year period. One of these casualties appears to have happened on the nearby zebra crossing, where the user must give way to the pedestrian. To put this in context, 11,400 pedestrians were injured in collisions with motor vehicle drivers over the same timeframe.

The risks of pausing or banning BSBs

6. Pausing the rollout of BSBs or banning them altogether as some of the amendments suggest would put those who cycle at risk. In 2023, 87 pedal cyclists were killed in Great Britain, whilst 3,942 were reported to be seriously injured. Protected cycle lanes reduce cyclists' risk of injury by 40-65%.

7. BSBs enable protected cycle lanes to continue past bus stops without the risk of finding themselves in a bus driver's blind spot. Banning or pausing the rollout of BSBs would put cyclists at risk and would halt progress on building new cycle lanes.

How safe are BSBs for pedestrians?

8. TfL's review in 2024 revealed that one-third of BSBs failed to meet best practice standards, underscoring the importance of consistent design. This is likely because in 2015, when TfL were the first body in the UK to start installing BSBs at scale, there was no national design guidance available, so earlier installations will need updating accordingly. Upgrading these designs is crucial, as poor BSB designs confuse and increase risks for both pedestrians and cyclists. Solutions such as wider islands, tactile paving, and controlled crossings address these shortcomings effectively.
9. While inconsistent designs may have caused issues in the past, better adherence to principles in [LTN 1/20](#) ensures pedestrian safety and accessibility. Effective BSBs should feature cycle tracks raised to footway level at crossings, islands of a minimum of 2.5m width to accommodate wheelchair users, parents with prams, and guide dogs, and clear tactile and visual markers to guide pedestrians, including those with disabilities. Controlled crossings are also vital in areas with high cycling traffic or speed.
10. Early discussions with groups representing people with disabilities are essential. Councils must engage meaningfully with vulnerable and worried groups through discussion, not just consultation, to address concerns and demonstrate BSB safety. This approach supports compliance with the Public Sector Equality Duty (PSED) and ensures that infrastructure meets diverse needs.
11. Although statistics show that BSBs are not unsafe, perceptions of safety matter, particularly for people with disabilities and other vulnerable groups. While data confirms the safety of BSBs, addressing perceptions through proactive engagement and design alterations is equally important.
12. Councils that are installing or have already installed BSBs should proactively:
 - a. Engage properly with vulnerable groups to address concerns.
 - b. Demonstrate safety by showcasing compliance with LTN 1/20 and sharing evidence of successful designs.
 - c. Commit to upgrading non-compliant BSBs to meet current standards.
 - d. Plan separated cycle lanes on routes that are not served by buses or alter bus routes to avoid cycle lanes where possible to reduce the need for BSBs.

The importance of making cycling as safe as possible

13. Increased rates of cycling can offer a wealth of benefits, not just for those who cycle themselves, but for wider society and the economy.
14. Cycling reduces congestion and improves air quality, contributing £7.5 billion annually to the UK economy through health benefits, reduced road costs, and increased productivity. BSBs, by enabling high quality cycling infrastructure, are critical to achieving these outcomes across the UK, not just in Greater London.
15. However, real and perceived safety issues can deter people from cycling and enabling these benefits to be fully realised, so ensuring that infrastructure such as BSBs are in place to keep cyclists safe is extremely important.

*To discuss the contents of this briefing, or any other issues related to cycling, please do not hesitate to get in touch with Eleanor Goldberg Mitchell
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Who we are

We are the UK's cycling charity.

Our journey began in 1878 and we still ride towards the same goal.

We enable and inspire people from all backgrounds and abilities to experience cycling's joys and benefits. We speak up for all who cycle to make sure it's a safe and easy choice for everyone to travel, explore and have fun.

We are powered by our heritage and expertise, and the passion of our supporters, campaigners, partners and 70,000 members.

More people cycling benefits us all. Ride with us for happier, healthier and greener lives.