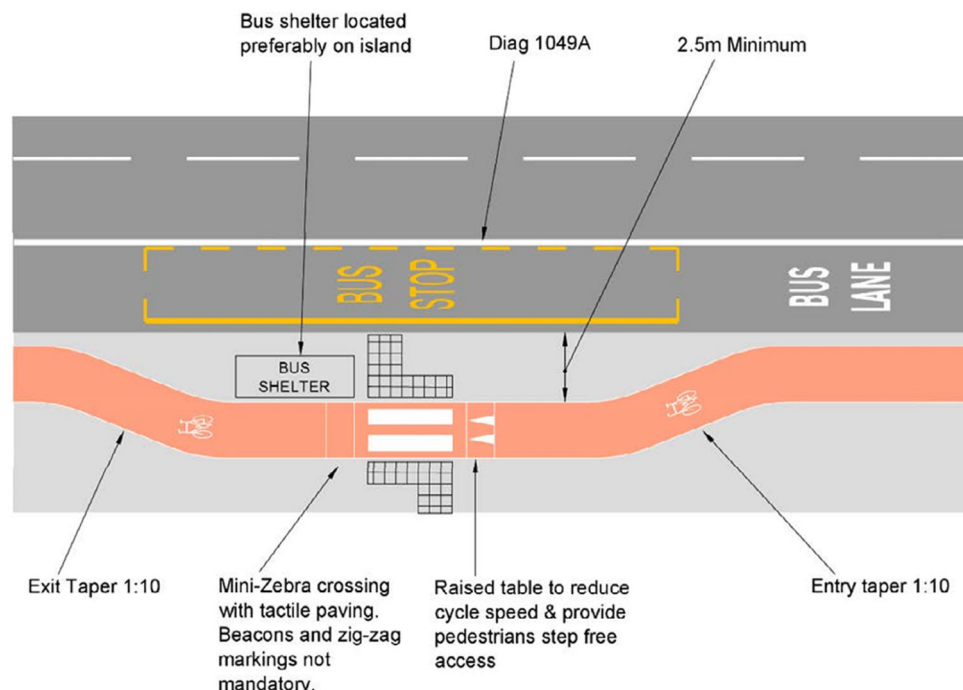


Bus Stop Bypasses Supplementary Information

- 1.1 Bus stop bypasses is a current UK and London-wide design guidance that enables a continuous and protected cycle route to be provided. They have been successfully used for over 10 years. A standard layout of a bus stop bypass is shown below in Figure A2.1. However, given the accessibility implications, its application should be considered on a case by case basis to ensure the right balance that reflects the specific location can be taken into account.

Figure A2.1 – Bus Stop Bypass Layout

Bus Stop Bypass Layout – DfT Cycle Infrastructure Design LTN 1/20



- 1.2 Active Travel England (ATE) guidance on bus stops states: *“Cyclists should be protected from buses, with interactions between pedestrians and cyclists being low-level. Well-designed bus stop bypasses help to reduce conflicts between cyclists, buses and moving traffic.”*

Bus stop bypasses... [have] “the potential to introduce conflicts between pedestrians and cyclists... To minimise potential conflicts, the layout of a bus stop bypass must [consider] design details.”

In other words, bus stop bypasses are essential for people cycling to maintain continuous protection from motorised vehicles. Well-designed bus stop bypasses help minimise the risk of conflicts, which is low when effectively designed.

- 1.3 Bus stop bypasses provide benefits to people cycling, walking, wheeling and bus operations. A summary of the benefits of bus stop bypasses are listed in Table A2.1 below.

Table A2.1 Benefits of bus stop bypasses

	Key benefits
Cycling	• Continues protected cycle lanes through bus stop area • Eliminates conflict with motorised vehicles • Inclusive and attractive cycle facility for all
Buses	• Minimise conflict with people cycling • Minimise delay at bus stop areas • Makes access and egress at bus stops easier for bus drivers
Walking / Wheeling	• Bus stops are more conspicuous • Defined dwelling area for bus passengers • Improves pavement accessibility
General	• Supports delivery of the Transport Strategy • Supports delivery of Vision Zero • Supports Climate Action Strategy

- 1.4 The main benefit of bus stop bypasses is that the protected cycle lane is continued through the bus stop area without any breaks so that people cycling are removed from conflict with motorised vehicles. This supports the provision of a safe, attractive, and inclusive cycle route so that any person wishing to cycle does not feel excluded due to safety concerns.
- 1.5 Bus stop bypasses provide benefits from a bus operation aspect too, as they minimise the interaction between people cycling and buses and therefore removes the collision risk at bus stops making it safer, bus dwell times may be reduced as there would be no delay to buses waiting for people cycling to clear when buses are accessing and egressing the bus stop area.
- 1.6 The arrangement of a bus stop bypass with the bus stop located on an island makes the bus stop more distinguishable and therefore easier to find for bus passengers. The island also defines the area for bus passengers waiting for the bus and this keeps the pavement clear of people dwelling which improves accessibility for people walking and wheeling on the pavement.
- 1.7 The installation of bus stop bypasses supports the delivery of the Transport Strategy by facilitating the development of a safe, attractive, and inclusive cycle route. These features are key to encouraging a broader and more diverse range of people to take up cycling, including women, children and disabled people who may not cycle without protected infrastructure. By physically separating people cycling from motorised traffic, protected cycle lanes enhance safety and contribute to achieving Vision Zero. Furthermore, encouraging a modal shift from motor vehicles to cycling directly supports the City's Climate Action Strategy and its ambition to achieve net zero for the Square Mile.
- 1.8 While there are benefits to providing a bus stop bypass, there are also some concerns or disbenefits. A summary of the disbenefits of bus stop bypasses are listed in Table A2.2 below.

Table A2.2 Disbenefits of bus stop bypasses

	Disbenefits
Walking / Wheeling	• People need to cross the cycle track to board or alight from the bus stop • Bus stop layout may be confusing to some people • Can be difficult to judge the speed of people cycling • People with disabilities such as visual impairments may have difficulty crossing the cycle track • Guide dogs may have difficulty and may need training • Older, children and people with disabilities may have difficulty using the bus stop • People cycling do not always give-way to people crossing on the zebra crossing which can lead to conflict or near misses
Cycling	• May need to slow down or stop to allow people walking to cross the cycle track • Can be difficult to predict the behaviour of people walking • braking sharply may cause a person cycling behind to collide into the person in front.
Buses	• May need to provide signage or announcements • May need to provide education to bus passengers • May need to provide training to bus drivers
General	• There is inconsistent design of bus stop bypasses therefore some users are unsure how to behave.

1.9 The main disbenefits of bus stop bypasses are that people need to cross the cycle track to board or alight at the bus stop. This can be a particular issue for people with visual impairments who may find it difficult to detect where to cross the cycle track and to cross safely. Elderly people, children, people with disabilities and guide dogs may have similar difficulties as they find the layout confusing. Specific training for guide dogs may also be needed to navigate the bus stop. The behavior of people cycling can make it difficult for people walking or wheeling, as people cycling do not always stop to give-way at zebra crossings and it can also be difficult to judge the speed of people cycling.

1.10 The difficulties for people cycling at bus stop bypasses are that it can be hard to predict the behavior of people walking on the pavement as people can be distracted looking at their phone or chatting. People cycling often need to slow down or stop to give way to people crossing the cycle track, which can disrupt the flow of cycling. Additionally, there is a risk that if a person cycling brakes sharply, another person cycling too closely may collide with them from behind.

1.11 To mitigate the risks of bus stop bypasses extra signage or announcements may be needed on buses or bus stops to warn or educate users of bus stop bypasses. Also, bus drivers may require training to better understand how these bus stops affect different users and support mitigating the risks.

1.12 In 2024 TfL undertook a bus stop bypass review and concluded that there is an extremely low risk of a person walking or wheeling being injured by someone cycling at a bus stop bypass in London. TfL assessed casualties that occurred within 50 metres of a bus stop bypass between 2020 and 2022 inclusive and found there were

five pedestrian casualties involving people cycling and one involving an e-scooter rider on bus stop bypasses over a three-year period. This represents 0.8 per cent of a total of 623 pedestrian casualties involving collisions with cyclists during the three-year period, and 0.05 per cent of all 12,069 pedestrian road casualties during this time. None of the casualties identified as part of this analysis occurred in the City where the number of people cycling and using the bus is one of the highest in London during peak times.

1.13 Following the 2024 review, TfL continues to promote, sponsor, and implement bus stop bypasses, even as both TfL and the DfT work to update their bus stop bypass guidance.

1.14 Table A2.3 provides a summary of the seven existing bus stops in the City.

Table A2.3 Existing bus stop bypasses in the City

Location	Cycle Route	Facility Type
Farringdon St (Fleet St Stop)	C6	Bi-directional (northbound side)
Blackfriars Bridge (Blackfriars Station South)	C6	Bi-directional (northbound side)
Upper Thame St (Cannon St Station – coach stop)	C3	Bi-directional (eastbound side)
New Bridge Street (Blackfriars Station North Entrance)	C6	Bi-directional (northbound side)
Victoria Embankment (Temple Av – coach stop)	C3	Bi-directional (eastbound side)
Farringdon St (Snow Hill)	C6	With-Flow (northbound side)
Farringdon St (Snow Hill)	C6	With-Flow (southbound side)

1.15 All these bus stop bypasses meet current design guidance except for the New Bridge Street – Blackfriars Station North Entrance. This bus stop is missing a zebra crossing to assist people crossing the cycle track. However, TfL has confirmed they are working to resolve this issue.