

# Floating Bus Stops Guidance

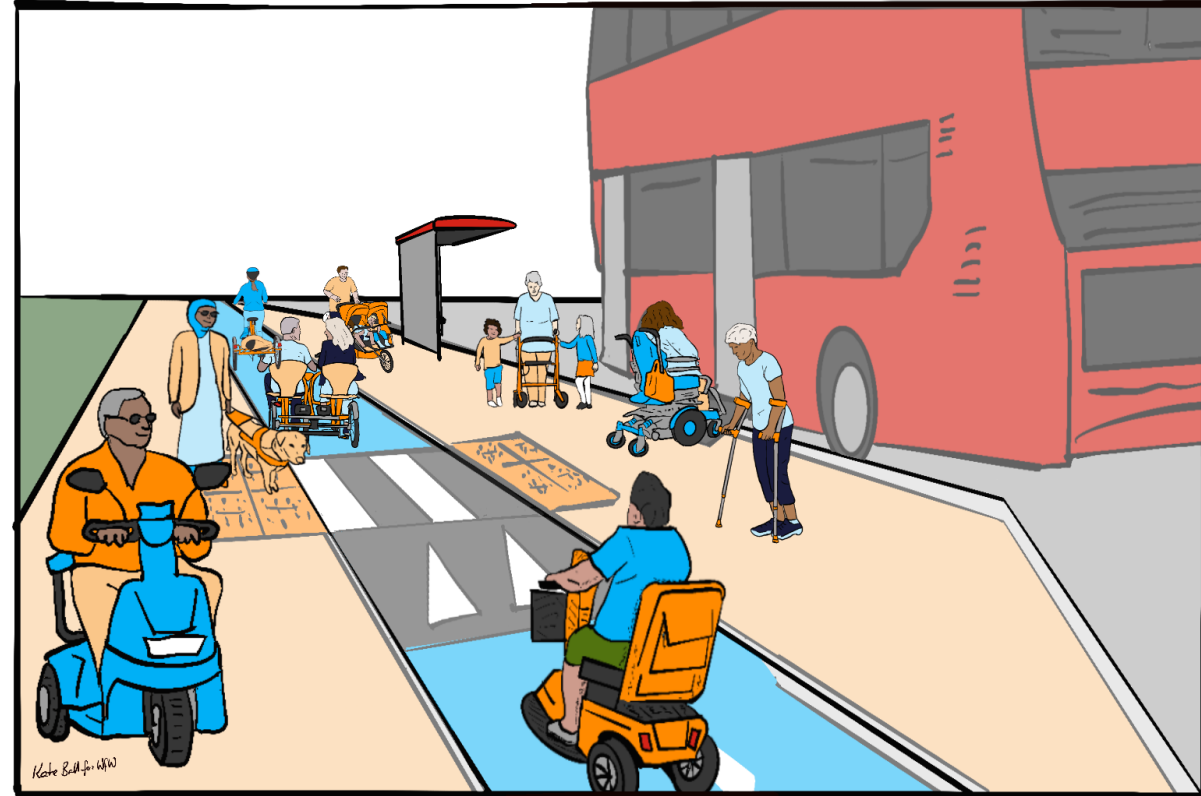


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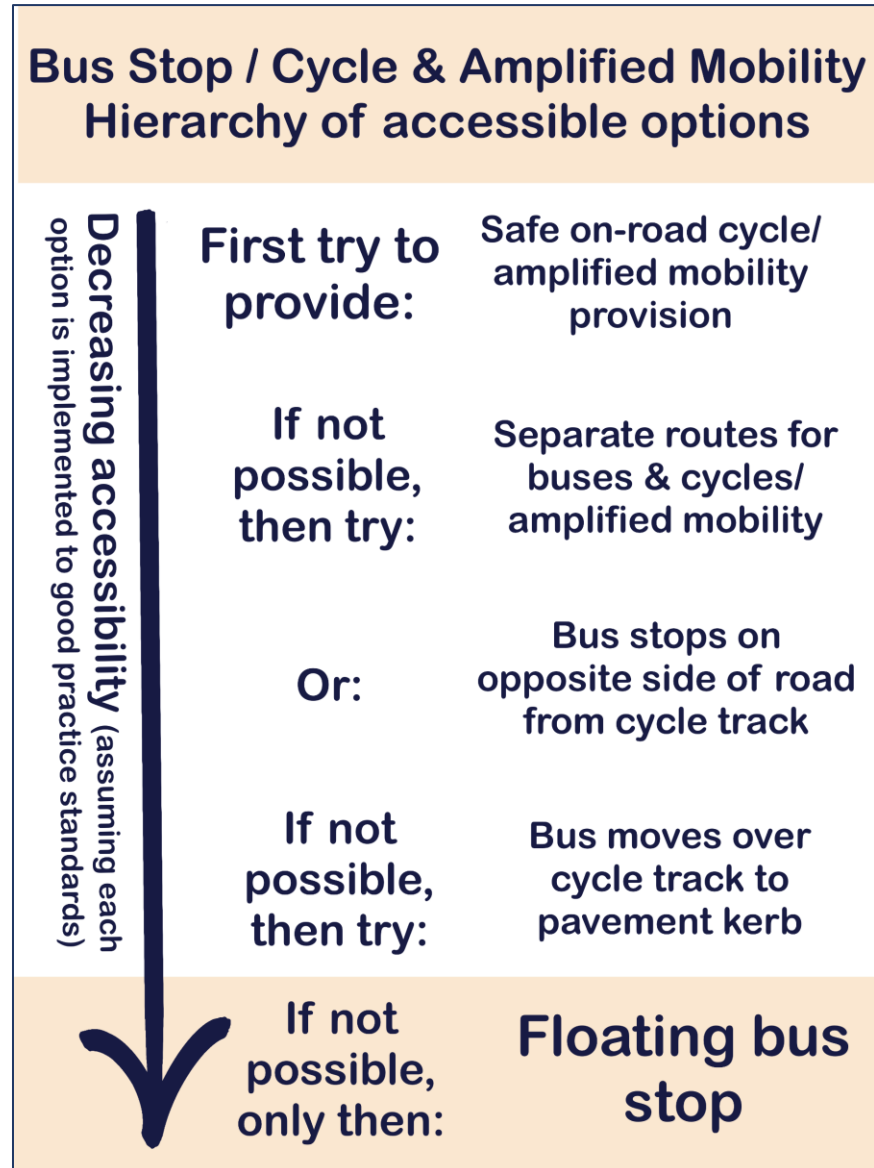
# User group access needs

- **Bus users:** safe, accessible route, adequate width smooth surface, gradients, crossfalls, turning circles sight lines, wayfinding...
- **Footway users:** safe, accessible route, adequate width smooth surface, gradients, crossfalls, turning circles sight lines, wayfinding...
- **Cycle track users:** safe, accessible route, adequate width smooth surface, gradients, crossfalls, turning circles sight lines, wayfinding...
- **Road space is finite:** Always prioritise reducing motor vehicle volumes and speeds



# Assessing accessible scheme options

- Current guidance starts once designers have decided a floating bus stop treatment is needed. **This is too late.**
- In many schemes we've worked on, it has been possible to design out bus stop/cycle track interactions.
- Guidance needs to include a hierarchy of options prioritising and promoting more accessible alternatives to floating bus stops.
- For more details, see: <https://wheelsforwellbeing.org.uk/disabled-peoples-mobility-why-bus-stop-bypasses-are-sometimes-essential-briefing/>



# Cycle tracks & cycle lanes: Not just for cycling!

- Users of all mobility devices must be recognised as users of cycle provision.
- Many Disabled people cannot use buses for some or all journeys – and need to use mobility aids capable of above-walking-speed movement on cycle infrastructure.
- This requires parallel legal changes to mobility device highways regulations.
- For more details, see: <https://wheelsforwellbeing.org.uk/our-campaigns/campaigning/mobility-aid-legal-changes-every-journey-everyone/>

**We think mobility aid users should be allowed to use cycle tracks, cycle lanes and bus lanes.**














**#MobilityJustice**



# Prioritising accessibility

- Present statutory guidance fails to address Disabled people’s concerns – from all directions!
- Lack of clarity/content on elements including:
  - Speed limit reduction options and vehicle speed reduction by design;
  - Vehicle volume reduction options;
  - Footway accessibility requirements;
  - Cycle track accessibility requirements;
  - Options for combining protected cycle **track** (not lane) with bus pulling up to pavement kerb;
  - Locations where shared cycle track/footway is appropriate
- Guidance is inadequate or effectively absent for developing projects on many roads.

Widths comparison	
* Accessible widths stated assume route surface is in good condition, straight, level & free from obstructions. This is rarely the case.	
1.2m	 Width of person assisted by another person (Inclusive Mobility 2021)  Width of Cycle Design Vehicle (LTN 1/20)
1.5m	 Minimum footway width (Inclusive Mobility - but inaccessible)  Minimum one-way active travel route width at unavoidable point restrictions (LTN 1/20)
2.0m	 Minimum footway width (Manual for Streets 2007)  Minimum <u>clear</u> route width for adult using mobility aid or double buggy assisting a child
3.0m	 “Narrow” carriageway single lane (2.8-3.2m) (LTN 1/20)  Minimum route width for 2 assisted people or larger cycles to pass each other (Inclusive Mobility 2021, LTN 1/20)
3.5m	 Floating bus stops statutory guidance recommended bus stop island width
8.5m	 Minimum guidance width of one-way bus stop bypass plus one vehicle lane - ie “half a road” (with inaccessible footway & cycle track widths)
10m	 Approx minimum accessible road width, 2x 2m footway, 2x 3m lanes (Manual for Streets, Inclusive Mobility, LTN 1/20)
21m	Minimum road width to meet floating bus stops guidance recommendations at 2x opposite bus stops with 2x one-way cycle tracks

# Thanks for listening

- Read more in our Guide to Inclusive Cycling and resources:

<https://wheelsforwellbeing.org.uk/our-campaigns/resources/>



- Contact us for more information on our training and consultancy services:

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