

Floating Bus Stops: Tales from the sharp end

Introduction

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Founder of City Infinity.

Over 30 years' experience in the public and private sectors, mainly in highways.

Submitted written evidence to the Bus Services [No.2] Bill committee.



My non-standard cycle

Bradford Street, Birmingham



People have legitimate concerns about floating bus stops, especially where street design is already hostile.

English floating bus stops are subject to statutory guidance.



Lea Bridge Road, Waltham Forest, London

Except when they are not.



Collier Row Lane, Romford, London

Except when they are not.



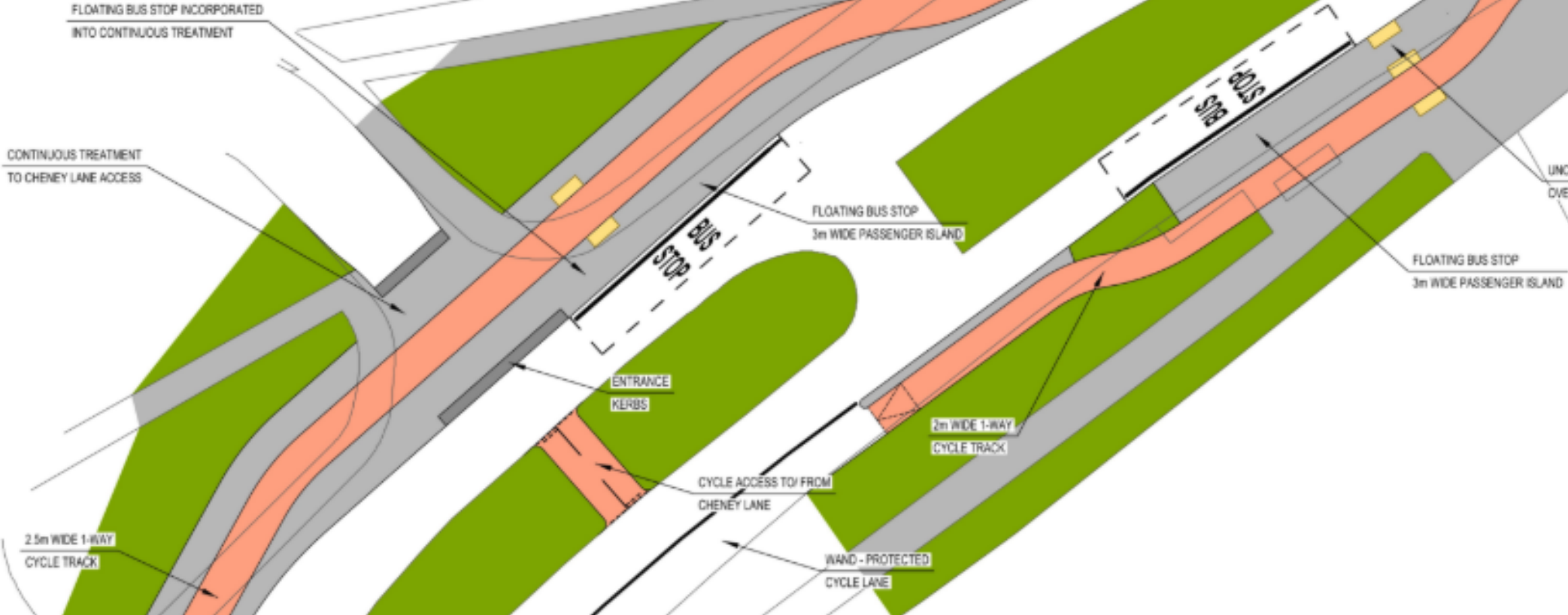
Kingsland Road, Hackney, London

Except when they are not.



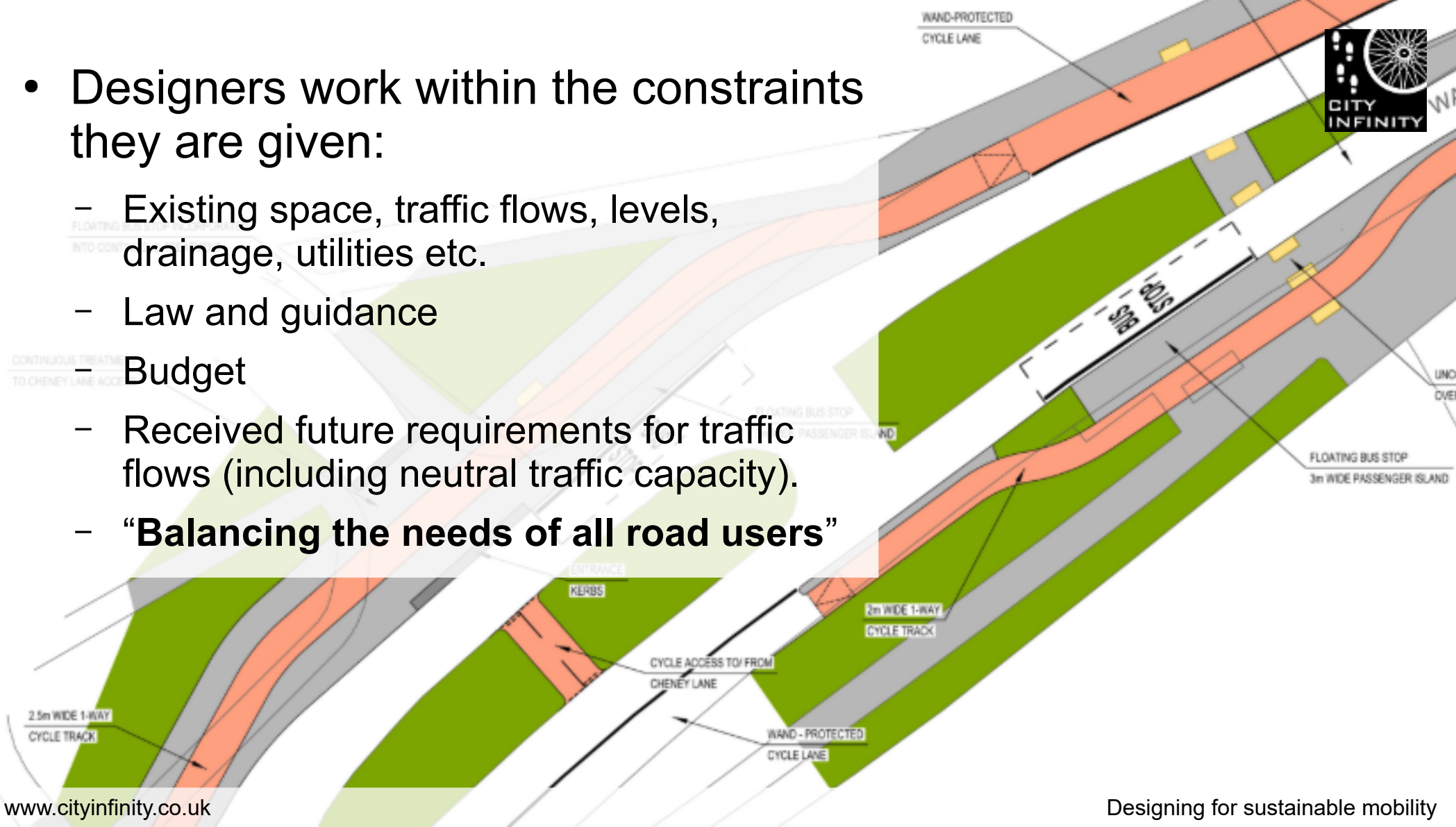
Millennium Way, Greenwich, London

Design should not start with a bus stop.



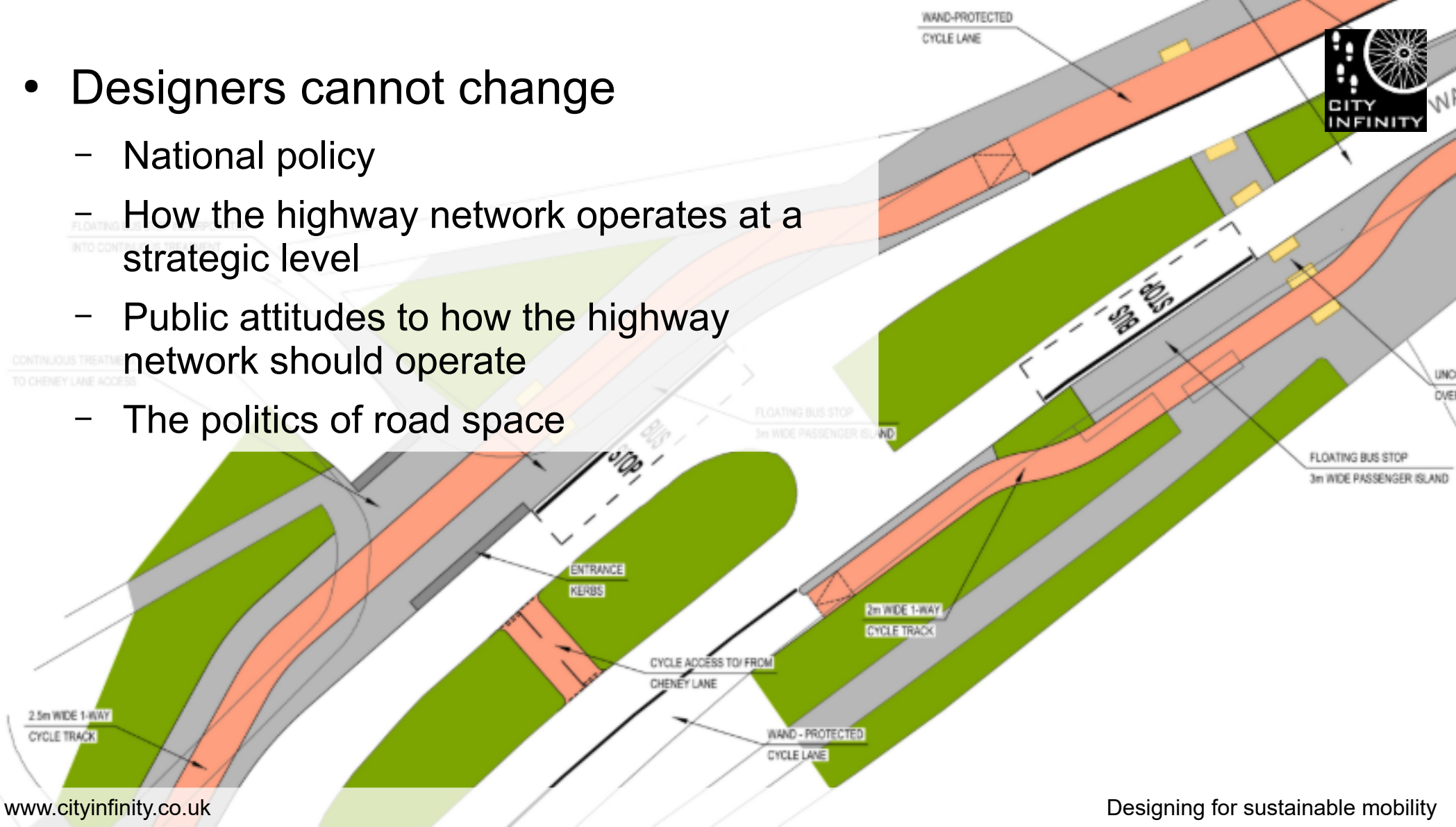
- Designers work within the constraints they are given:

- Existing space, traffic flows, levels, drainage, utilities etc.
- Law and guidance
- Budget
- Received future requirements for traffic flows (including neutral traffic capacity).
- **“Balancing the needs of all road users”**



- Designers cannot change

- National policy
- How the highway network operates at a strategic level
- Public attitudes to how the highway network should operate
- The politics of road space





Our system is fundamentally broken

Green Lanes, Haringey, London



It maintains a motonormative status quo



Manchester Road, Bradford

Which leads to some awful compromises



Newport Road, Cardiff

And calls to control “cyclists”
using traffic engineering for
human-scale interactions



Wood Street, Cardiff

Strategic network-level decisions are needed to unravel the cycling and motoring (and bus) networks



Whitechapel Road, London

Road Safety Strategy



Better outcomes requires national vision and leadership for safer, accessible and nicer streets.

This goes far beyond a target-driven road safety strategy.

Statutory guidance for one design element will not achieve this, it's tinkering with the edges of a broken system



From the statutory guidance

SUSTAINABLE

SAFETY

3RD EDITION

Sustainable Safety
3rd edition –
The advanced vision
for 2018-2030

Principles for design and organization
of a casualty-free road traffic system

Dutch policy is adopted nationally and by virtually all provinces and local authorities.

A national strategic plan for continuous improvement which has been in operation for 30 years and is part of planning and design **culture**.

Which leads to some amazing streets.



Middenweg, Amsterdam East

In some cases, we won't need to worry about providing cycle tracks at all.

Yes folks, that's a bus gate in an LTN.



St. Clements Avenue, Romford, London

York Way, Camden, London



But if we are to enable cycling as part of the transport mix, cycle tracks are **inevitable**.

Especially where busy bus corridors must coincide with key cycle routes



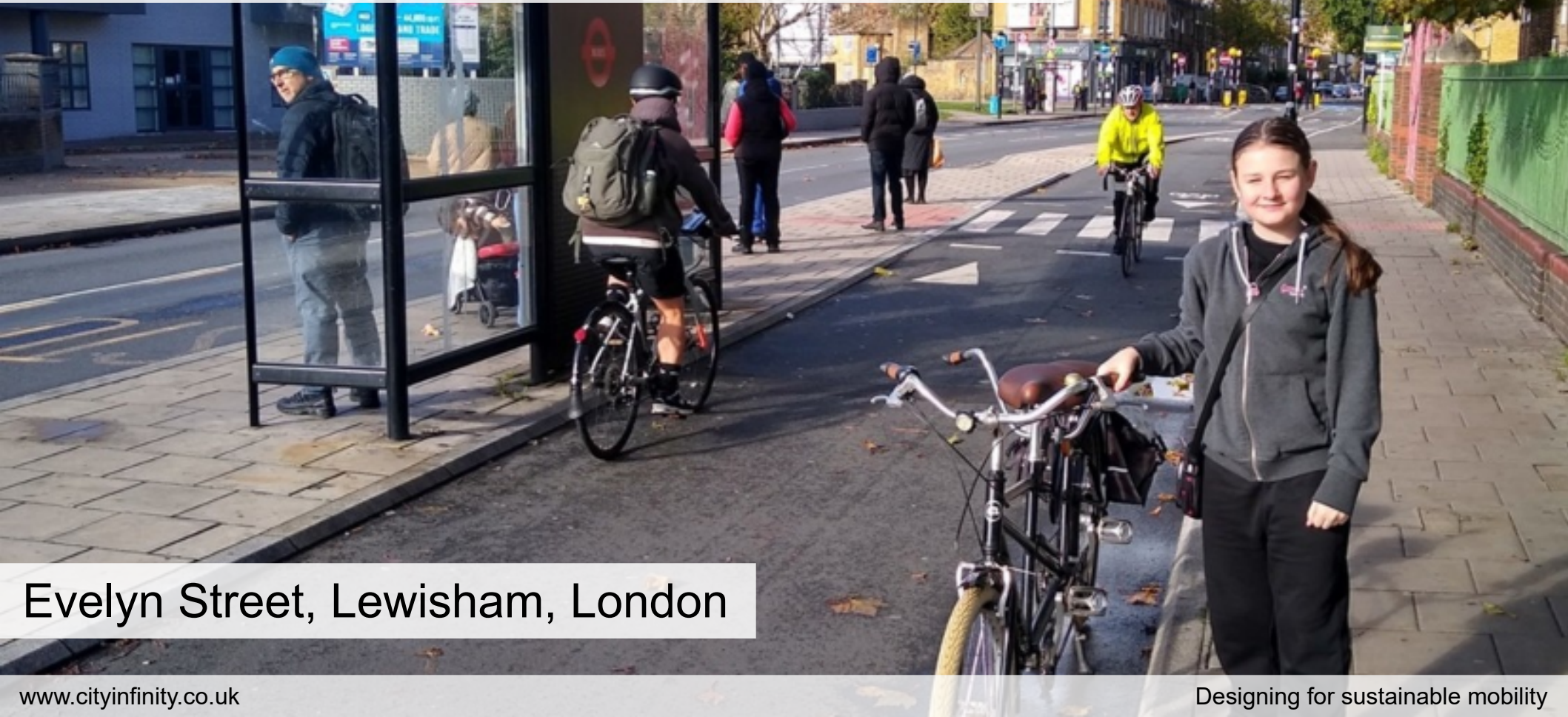
Vredenburg, Utrecht

So floating bus stops will be required, even if they need to be better.



Westhill Road, Coventry

Concentrating on one design feature is easy,
leading a vision for better streets is hard



Evelyn Street, Lewisham, London

But if we are looking at one thing, floating bus stops are the least of our problems.



Balgores Lane, Romford, London

It would take me a two-day course to explain the UK-wide horror-show that is side road junctions!

Balgores Lane, Romford, London



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