

**Subject: Still time to support the NFBUKs petition on safety and accessibility at bus stops in cycle lanes.**

NARPO Branches

From: Swansea Branch Secretary <Swansea@narpo.org>

Date: 07/07/2024, 15:52

Dear Philip Taylor,

Still time to support the NFBUKs petition on safety and accessibility at bus stops in cycle lanes.

The National Federation of the Blind of the UK (NFBUK) is still extremely concerned about the safety and accessibility of floating bus stops and shared use bus stop boarders in cycle lanes in the UK. These are bus stops which you have to cross the cycle lane from the pavement to get to the bus stop which is located on a island or where you have to step into a live cycle lane to get on and off a bus. The bus stops are excluding and locking blind people out of using their local bus services. The NFBUK have set up a petition to bring a halt to these floating bus stops and shared use bus boarders in cycle lanes and we would be grateful if your organisation could support it too please. We already have 3 NARPO Branches supporting it and it would be good to get more on board please. We have created a short film to explain our concerns about how blind and visually impaired peoples concerns have been ignored for the past 10 years <https://www.youtube.com/watch?v=iOvaWFb548c> and we cannot accept this any longer.

These bus stops are not safe or accessible for blind and visually impaired people, and it is essential that access to and from the bus is direct from the kerbside so passengers can board and alight the bus directly from the pavement without having to cross or step into a cycle lane first. Our petition to halt these designs already has over 280 supporting organisations and we have handed the petition into the previous Government 5 times with blind and visually impaired people and wheelchair users, all which have been impacted by these bus stops. We have made a short film to highlight the campaign on [you tube](#) and on [twitter](#) for the election. We will re-petition the new Prime Minister sometime after the election has taken place, so you have plenty of time to respond and talk with us about the petition.

Lord Holmes of Richmond, the Blind Peer who led the Paralympic Movement in London in 2012 called for a moratorium on the designs in a recent debate on transport in the House of Lords (uploaded to [you tube](#)) and Professor Anna Lawson, the UK's first female blind professor of law came with us with her Guide Dog Fin, to hand the petition in at 10 Downing Street just a week before the election was called and this was her message to the Prime Minister on the steps of Downing Street uploaded to [you tube](#).

Our petition is given below in Appendix A along with further information and evidence to support our petition which is given below in Appendices B to L.

The NFBUK are not anti – cycling and we believe that different designs can be used to ensure the safety of cyclists and allow direct access to and from the bus for all bus passengers.

We are positive this design does not work for many other bus passengers too. It is essential that access to public transport is made safe and accessible for all.

If your organization would like to support this petition or learn more about it, please contact Sarah Gayton, the NFBUK's Street

Access Campaign Coordinator by phone 07903 155858 or by email—

[sarahgayton@yahoo.co.uk](mailto:sarahgayton@yahoo.co.uk) or by emailing our office [admin@nfbuk.org](mailto:admin@nfbuk.org).

Kindest regards

Sarah

Sarah Gayton

Street Access Campaign Coordinator

Phone 07903 155858 Any day

National Federation of the Blind of the UK <https://www.nfbuk.org>

Reg. Charity No. 236629 (England & Wales) SC 040134 (Scotland)

Sir John Wilson House, 215 Kirkgate, WAKEFIELD, West

Yorkshire, WF1 1JG Contact+44 (0)1924 291 313

[admin@nfbuk.org](mailto:admin@nfbuk.org)

### Further Information and Appendices

We would also like to add the islands themselves are very disorientating for blind and visually impaired people to use, as when you get off directly onto the pavement you are stepping into safety and just have to go left or right to carry on your journey. Bus transport is reported to be the key mode of transport for decarbonising our transport system. There should be no barriers to anyone being able to use the bus in the UK.

The NFBUK met with the civil servants within the Department for Transport (DfT) responsible for these schemes and with a senior Active Travel England officer. Both accepted there are “serious issues” with floating bus stops and shared use bus stop boarders and indeed have been aware of this issue for a long time.

However, it was clear from the meeting that there are no plans to update national guidance to remove the designs for floating bus stops (photo 1) or shared use bus stop boarders (photos 2 and 3) – the policy being to allow these discriminatory and dangerous designs to carry on. Photos 4 and 5 show that the pavement is also being turned into a cycle lane at bus stops with pedestrians not even being able to walk up the pavement where the bus stop is. This situation cannot be tolerated any longer, it is essential that bus stops can be accessed by all bus passengers – particularly by disabled people for whom cycling and driving are not options. No adjustments will make floating bus stops or shared use bus stop boarders accessible for blind people.

## The Petition.

### Appendix A

1: Direct access to and from the pavement to board and alight from the bus is protected for all bus passengers

2: No more bus stop by-passes or Copenhagen style bus stop / cycle track at bus border to be constructed in the UK

3: For all active travel schemes / street redesigns in planning process to be redesigned to ensure direct access from the pavement to the bus is protected.

4: References to using bus stop bypasses and Copenhagen style bus stops / cycle track at bus borders be removed from all

Guidance produced by the Department for Transport and by devolved parliaments in Scotland, Wales and Northern Ireland.

5: For all temporary bus stop bypasses and Copenhagen style bus stops / cycle track at bus borders added during COVID to be immediately removed to ensure direct access to and from the pavement for all bus passengers is restored

6: For all bus stops that have been changed to accommodate cycle lanes to be changed back to ensure direct access to and from the bus stop for all bus passengers

Supporting organisations for the petition so far:

- 1 Phoenix Talking Post, the trading name of Lewes and District Talking Newspapers
- 2 4 Sight Vision Sight, West Sussex
- 3 Action Disability Kensington and Chelsea (ADKC)
- 4 Action on Disability London
- 5 AGE CONCERN BANSTEAD
- 6 Age Concern Eastleigh
- 7 Age UK Barnet
- 8 Age UK Bexley
- 9 Age UK Bristol
- 10 Age UK Coventry & Warwickshire
- 11 Age UK Gateshead
- 12 Age UK Gloucestershire
- 13 Age UK Hammersmith and Fulham, London
- 14 Age UK Leicester Shire & Rutland
- 15 Age UK London
- 16 Age UK Manchester
- 17 Age UK Sunderland
- 18 Age UK Westminster
- 19 Angus Talking Newspaper Association
- 20 Antrim Lions
- 21 Association of British Commuters
- 22 Association of Talking Newspapers in Northern Ireland
- 23 Bardet-Biedl Syndrome UK

- 24 Barking and Dagenham Talking Newspaper.
- 25 Barnsley Blind and Partially Sighted Association
- 26 Bedfordshire NARPO Branch National Association of Retired Police Officers
- 27 Bexhill Talking Newspaper.
- 28 Beyond Sight Loss, London
- 29 Blackburn and District Blind Society
- 30 Blind Aid, London
- 31 Blind and Sight Impaired Society (BASIS)
- 32 Blind in Business
- 33 Blind in Greenwich
- 34 Blind Veterans UK
- 35 Bolton Newstalk.
- 36 Borders Older People's Forum, Scotland
- 37 Borders Talking Newspaper
- 38 Boston & South Holland Talking Newspaper
- 39 Bournemouth & Wessex Talking Newspaper
- 40 Bournemouth Blind Society
- 41 Bradbury Fields - A division of Catholic Blind Institute, Liverpool
- 42 Braille Chess Association
- 43 Brentwood and District Talking Newspaper
- 44 Bridgend Visually Impaired Society
- 45 Bristol and District Blind Bowls Club
- 46 Bristol Older people's Forum
- 47 Bromley Experts by Experience
- 48 Buckinghamshire Disability Service
- 49 Bucks Vision
- 50 Burnley and District Talking News
- 51 Cam Sight
- 52 Centre for Disability Studies, University of Leeds
- 53 Charnwood Talking News
- 54 Chatterbox, Norwich Talking Newspaper
- 55 Chelmsford Talking Newspaper
- 56 Chesham Visually Impaired Bowling Club
- 57 Children Living with Autism Parent Advocacy Network
- 58 Chippenham & District Talking Newspapers
- 59 Choice in Hackney
- 60 Chronic Illness Inclusion
- 61 Community Broadcasting Services (Coventry)
- 62 Cornwall Branch NARPO National Association of Retired Police Officers
- 63 Coventry Resource Centre for the Blind
- 64 Craigavon Area Talking Newspaper Association
- 65 Crawley Audio News
- 66 Crediton Talking Newspaper

- 67 Crewe and Nantwich Talking Newspaper
- 68 Croydon Vision
- 69 CVI The Cerebral Visual Impairment Society
- 70 Dacorum Talking Newspaper
- 71 Darlington & District Talking Newspaper
- 72 Deafblind Enablement
- 73 Deafblind Scotland
- 74 Deafblind UK
- 75 Defiant Sports CIC, Defiant Sports Inclusion Hub, Eastbourne
- 76 Devon in Sight
- 77 Disability Action in Islington
- 78 Disability Advice Service Lambeth (DASL)
- 79 Disability Equality Scotland
- 80 Disability Rights UK
- 81 Disability Watford
- 82 Disabled Staff Network DSN University of Nottingham
- 83 Doncaster Talking Newspapers
- 84 Dorking & District Talking Newspaper
- 85 Dorset Blind Association
- 86 Dundee Blind & Partially Sighted Society
- 87 East Cheshire Eye Society
- 88 East Dunbartonshire Visually Impaired Peoples Forum, Scotland
- 89 East Shropshire Talking Newspaper
- 90 East Sussex Vision Support
- 91 Eastbourne Access Group
- 92 Eastbourne Blind Society
- 93 Ellesmere Port and Neston Talking Newspaper
- 94 Enfield Talking Newspaper
- 95 Enfield Vision, London
- 96 Epsom and Ewell Talking Newspaper
- 97 Esme's Umbrella
- 98 Essex Blind Charity
- 99 European Guide Dogs Federation
- 100 Eye Matter Empowering People With Visual Impairment
- 101 FATN Talking News Covering the Surrey and Hampshire borders
- 102 FENPROBE TALKING NEWS (ELY, CAMBRIDGESHIRE)
- 103 Fight for Sight
- 104 Five Valley Sounds - Stroud's Talking Newspaper
- 105 Focus Birmingham
- 106 FOREST TALK
- 107 Forth Valley Sensory Centre, Scotland
- 108 Galloways Society for the Blind
- 109 Glasgow Disability Alliance

- 110 Gloucester Talking Newspaper.
- 111 Gloucestershire Deaf Association
- 112 Goalball UK
- 113 Greenwich Talking Newspaper Association.
- 114 Grenestede Talking Newspaper ( East Grinstead)
- 115 Hackney Disability BackUp, London
- 116 Halifax Society for the Blind
- 117 Harrow Association of Disabled People
- 118 Hastings and St Leonards Seniors' Forum
- 119 Hearing Loss Cornwall
- 120 Henshaws, Manchester
- 121 Hereford Vision Links
- 122 Hornsey Pensioners Action Group
- 123 Illuminate Freedom Health and Well-Being CIC
- 124 Inclusion London
- 125 Independent Disability Council Leeds
- 126 Insight Gloucestershire
- 127 Keighley and District Talking Newspaper
- 128 Kent Association for the Blind
- 129 Keynsham Talking Newspaper
- 130 Kings Lynn Talking Newspaper association
- 131 Kingston Association for the Blind, London
- 132 Knutsford & District Talking News
- 133 Lambeth Pensioners Action Group (LAMPAG), London
- 134 Langbaugh Talking Newspaper (Redcar and Cleveland)
- 135 Leeds Society for Deaf and Blind People
- 136 Lincoln & Lindsey Blind Society
- 137 Liverpool Talking Newspaper for the Blind.
- 138 London Sports Club for the Blind
- 139 Macular Society
- 140 Maidenhead & District Talking Newspaper Association
- 141 Marlow - Maidenhead Passengers' Association
- 142 Merlin MS Centre, Nr St. Austell
- 143 Merton Centre for Independent Living, London
- 144 Merton Vision, London
- 145 Mid Essex Talking News
- 146 Middlesex Association for the Blind
- 147 Moorvision Devon and Cornwall
- 148 My Sight Nottinghamshire
- 149 MyVision Oxfordshire
- 150 N-Vision, Blackpool, Flyde & Wyre Society for the Blind
- 151 National Association of Disabled Staff Networks (NADSN)
- 152 National Federation of the Blind of the UK Leeds Branch

- 153 National Pensioners Convention
- 154 New Milton Talking Newspaper
- 155 Newcastle Vision Support
- 156 North Down Talking News
- 157 North East Sensory Services, Scotland
- 158 Nuneaton & Bedworth Talking Newspaper
- 159 Nystagmus Network
- 160 Older Peoples' Network in Croydon
- 161 OneChiswick, London
- 162 Open Sight, Eastleigh, Hampshire
- 163 Open Wings Adult Learning, Nottingham
- 164 Otley & District Talking Newspaper
- 165 Outlookers - The Local Sight Loss Charity
- 166 Oxtalk, the Oxford & District Talking Newspaper for the Blind
- 167 Pershore Talking Newspaper
- 168 PHAB
- 169 Pocklington Lodge Tenants' Association, London
- 170 Pontefract and Castleford Talking Newspaper.
- 171 PrioritEyes Ltd
- 172 Radlett Elstree Borehamwood And Shenley Talking Newspaper
- 173 Reading's Talking News.
- 174 Redbridge Talking Newspaper
- 175 Redditch and Bromsgrove Talking Newspaper
- 176 Redditch Association for the blind
- 177 Redditch Older Peoples Forum
- 178 Retina UK
- 179 Richmond Talking News
- 180 Rochdale Talking Newspaper
- 181 Rockvale rebound talking newspaper
- 182 ROUNDABOUT TALKING NEWS
- 183 Rugby Talking Newspaper
- 184 Ruils-Independent Living, London
- 185 Sandwell Talking News
- 186 Sandwell Visually Impaired
- 187 Selby District Talking News
- 188 Sense
- 189 Sheffield Royal Society for the Blind
- 190 Sheffield Talking News
- 191 Sight Action Havering
- 192 Sight Action, Inverness, Scotland
- 193 Sight Concern Worcestershire
- 194 Sight for Surrey
- 195 Sight Loss Councils
- 196 Sight Loss Shropshire

- 197 Sight Scotland and Sight Scotland Veterans
- 198 Sight Support Derbyshire
- 199 Sight Support Hull & East Yorkshire
- 200 Sight Support Worthing
- 201 Sightloss Councils
- 202 Sightseekers, Chorley
- 203 Solihull Borough Talking Newspaper
- 204 Solway Sound, Talking Newspaper for Dumfries and Galloway
- 205 South London Resource Centre. For Visually Impaired People
- 206 Southampton Area Talking Echo
- 207 Southampton Sight
- 208 Southend in Sight
- 209 Southwark Irish Pensioners Project
- 210 Spinal Injuries Scotland
- 211 St Albans & District Talking Newspaper
- 212 St Edmundsbury Newstalk - West Suffolk Talking Newspaper
- 213 Staffordshire Sight Loss Association
- 214 Stonehaven & District Talking Newspaper
- 215 Sudbury Newstalk, Sudbury Suffolk
- 216 Sutton Seniors Forum
- 217 Sutton Vision
- 218 Swindon Bats Sports & Social Club
- 219 Swindon Blind Association
- 220 Talk Lochaber TNF member
- 221 Talking Newspaper for Todmorden
- 222 Talking Newspaper Islington
- 223 Tamworth and Lichfield Brain Injury Support Group
- 224 Tandridge Lions Talking Newspaper
- 225 The Access Committee for Leeds
- 226 The Cotswold Listener
- 227 The North Norfolk Talking Newspaper - The Mardler
- 228 The Partially Sighted Society
- 229 The Ringwood & Fordingbridge Talking News
- 230 The Scottish Centre for Personal Safety
- 231 The Stevenage & North Herts Talking News
- 232 The Talking News Federation
- 233 The Tandridge Club for the Visually Impaired
- 234 Thomas Pocklington Trust
- 235 Three Rivers Talking Newspaper
- 236 Tonbridge & Malling Seniors Forum
- 237 Torch Trust
- 238 Trowbridge Talking News
- 239 UK Keratoconus Self-Help and Support Association
- 240 Uttoxeter & Burton Talking News



241	Vale Royal Talking News
242	VI Talk
243	VICTA
244	Visibility Scotland
245	Vision Norfolk
246	Vision North Somerset
247	Vision PK, Scotland
248	Vision Support Barrow & District
249	Vision Support Harrogate District
250	Vision Support, Chester
251	Visionary
252	Visual Impairment Merthyr Tydfil, Wales
253	Visually Impaired in Camden, London
254	Visually Impaired Society of Richmond (VISOR) London
255	Wakefield District Sight Aid
256	Wakefield Talking Newspaper
257	Wales Council for Deaf People
258	Wales Council of the Blind
259	Wallingford & District Talking Newspaper
260	Walsall Society for the Blind
261	Walsall Talking News
262	Waltham Forest Blind Association
263	Waltham Forest Disability Resource Centre
264	Warminster and Westbury Talking Newspaper, Wiltshire.
265	Warrington Talking Newspaper
266	Warwickshire Vision Support
267	Watford Talking Newspaper
268	Waveney Words
269	Wealden Talking News
270	Welwyn Hatfield Talking Newspaper Association
271	West London Residents Association
272	West Suffolk Talking Newspaper
273	Western Enfield Residents Association, London
274	Whitefield Blind Aid Committee
275	Wilberforce Trust, York
276	Wilmslow Talking Newspaper
277	Windsor Talking Newspaper
278	Winter Hill Insight, Bolton
279	Wirral Society of the Blind and Partially Sighted
280	Woking Talking Newspaper (1988) Association
281	Worcester Talking News
282	Yews Talking News of Mid-Sussex (Talking Newspaper)
283	York Talking News

285 Manchester & District Branch of Narpo National Association of Retired Police Officers

## Appendix B

Lord Holmes of Richmond, recently made a recommendation in the debate on Transport in the House of Lords on the 25th April 2024 for a moratorium on floating bus stops. Lord Holmes, clearly articulated the dangers of floating bus stops. This is how it was recorded in [Hansard](#) at 12.51pm:

**So called floating bus stops are those where there is a cycle lane between the pavement, the bus stop and the carriage-way where the bus pulls up.**

How are disabled people supposed to board and alight from those bus services safely and effectively? What equality impact assessment has been done around floating bus stops? It must be clear that buses have to be able to pull up, pick up and drop off at the kerbside, rather than the passenger getting on and off the bus in the middle of nowhere, which is what a floating bus stop feels like.

Does my noble friend the Minister agree that it is time for a moratorium on floating bus stops so that a full impact assessment can be undertaken? Will he convene a meeting with the Secretary of State and interested parties to come up with accessible, inclusive solutions—which floating bus stops certainly are not?'

## Appendix C

The NFBUK has recently been to Greater Manchester to visit two of the active travel cycle schemes in the Bee Network in Castleton and in Chortlon. Both schemes have used floating bus stop and shared use bus boarder designs, even though concerns about these designs were given to Chris Boardman, his colleagues and to Transport for Greater Manchester in a number of meetings since 2018. The NFBUK were also recently lost for words, when recently we learnt other blind and visually impaired people have been campaigning on this for the past 9 years in Manchester with still no safe solution found

- The 'hidden dangers' of a controversial Greater Manchester cycle lane to three in a hundred of us. The cycle lane through Castleton has drawn huge controversy since its inception. <https://www.manchestereveningnews.co.uk/news/hidden-dangers-controversial-greater-manchester-29025079>
- 'It's been a problem for nine years.. they still haven't learned their lesson'. Cycle lanes have become a problem for the visually impaired, and now they want change <https://www.manchestereveningnews.co.uk/news/greater-manchester-news/its-been-problem-nine-years-29138271>

## Appendix D

NFBUK evidence submitted to the Transport Select Committee - Accessible Transport: Legal Obligations Inquiry which had the following title 'Evidence of the Systematic Failure To Protect

## Appendix E

This report published by Transport Research Laboratory on the 18/12/24 'Off-street trials of a Bus Stop Bypass 'An assessment of user perceptions, safety, capacity and accessibility' by York I and Tong S [https://trl.co.uk/Uploads/TRL/Documents/TfL%20Cycling%20trials/ppr730\\_bus\\_stop\\_bypass\\_main\\_report\\_v1.pdf](https://trl.co.uk/Uploads/TRL/Documents/TfL%20Cycling%20trials/ppr730_bus_stop_bypass_main_report_v1.pdf) prepared for Transport for London clearly stated the impact these new designs would have on blind and visually impaired people's ability to independently use the bus if they were introduced on page 73. 'There was a general feeling of being wary of using the bus stop bypass facility. Also, the majority of blind and partially sighted participants stated that they would be deterred from using buses on routes where there were bus stops with a cycle bypass track'. (Appendix C). It has now been nearly 10 years since this report was published and blind and visually impaired people like the ones that are handing the petition in are not catching the bus independently anymore and / or are terrified more are being planned in their local communities. It is clear the designs are not safe and are working for blind and visually impaired bus passengers. No more trials, no more designs and no more research are needed to find out what was already known 10 years ago that blind people would stay away from such bus stops and not be able to use them independently.

## Appendix F

Many people point to Denmark to say these bus stops work there, we have provided evidence previously on the significant increased number of crashes between cyclist and pedestrians when shared use bus boarders were introduced (went from 5 to 73)

[https://www.researchgate.net/publication/237524182\\_Bicycle\\_Tracks\\_and\\_Lanes\\_a\\_Before-After\\_Study](https://www.researchgate.net/publication/237524182_Bicycle_Tracks_and_Lanes_a_Before-After_Study).

We were recently very shocked to learn from research published online (28 April 2023) on 'How does the public transportation of Copenhagen consider the rights for disabled persons and the declaration of Barcelona?' <https://www.scienceopen.com/hosted-document?doi=10.14293/PR2199.000087.v1>. This research clearly shows that spontaneous travel for disabled people by bus is not very accessible for example wheelchair users are expected to deploy the ramp to get on and off the bus themselves! The report also clearly highlighted the problems for blind and visually impaired people with the bus stops and cycle tracks and recommends that the two should not clash and highlights the problems for blind people who cannot hear cyclists.

## Appendix G

The NFBUK went to Canada last year to learn more about this case and film what we found there and people who took the legal case. The videos can be listened to on this twitter thread and it will be part of the longer film shown at the meeting.

- The Canadian Federation of the Blind in British Columbia who have won a human rights tribunals against the use of floating bus stops. A blind person also from Canada won her case against shared use bus boarders in a cycle lane. <https://www.cbc.ca/news/canada/british-columbia/bc-floating-bus-stops-human-rights-tribunal-1.5811152>
- A blind person also from Canada won her case against shared use bus boarders in a cycle lane. <https://www.cbc.ca/news/canada/british-columbia/b-c-woman-celebrates-human-rights-win-after-city-ordered-to-make-intersection-bus-stop-more-accessible-1.7006438>

## Appendix H

Newspaper article from the Islington Tribune explains about the removal of a shared use bus boarder due to the negative impact on blind and visually impaired bus passengers. Dated 4th March 2016.

## Appendix I

How to Make London an Accessible City For All 13 February 2023 published by the Disability Policy Centre which calls for floating bus stops to be halted on Page 13 recommendation 6. . The document can be downloaded at this link <https://thedisabilitypolicycentre.org/how-to-make-london-an-accessible-city-for-all>

## Appendix J

Professor Anna Lawson gave the following oral evidence on the 15th October 2023 to the Transport Select Committee

- Accessible Transport: legal obligations Inquiry with reference to floating bus stops - Q291 (download link

- <https://committees.parliament.uk/oralevidence/13735/pdf/>): "Professor Lawson: Thank you; it is a great question. I would just add a couple of things to what others have said. I think disability does get overlooked, disregarded or regarded as important than it should be. That is really evident when it comes into potential conflict with other agendas like the green agenda or increasing cyclist travel. Floating bus stops are a massive concern for a lot of disabled people, but they are going in all over the place. These bus stops-there is another word for them-or bus stop bypasses are where you have to cross over a cycle lane to get to the bus stop. You cannot often stop the bikes, so you have to take your life into your hands to get to the bus".

## Appendix K

### The 7 principals of Universal Design

- **Equitable Use.** The design is useful and marketable to people with diverse abilities.
- **Flexibility in Use.** The design accommodates a wide range of individual preferences and abilities.
- **Simple and Intuitive Use.** Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.
- **Perceptible Information.** The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.
- **Tolerance for Error.** The design minimizes hazards and the adverse consequences of accidental or unintended actions.
- **Low Physical Effort.** The design can be used efficiently and comfortably and with a minimum of fatigue.
- **Size and Space for Approach and Use.** Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

## Appendix L

The NFBUK would also like to highlight the following research published by the Journal of Visual Impairment and Blindness in 2019

'Professionals' Implicit Attitudes about the Competence of People Who Are Blind (Appendix I), which may explain why the concerns of blind and visually impaired people have been systemically ignored by professionals involved in this work. This cannot carry on and our concerns need to be acted upon please.

**Photo 1** Example of Floating Bus Stop, Whitechapel in London This shows a cycle lane running behind of the floating bus stop at Whitechapel in London. There is a zebra crossing present, however, there is a lady in red who is jumping back because the cycle rider is riding directly at her at speed. This design is not safe or accessible and should not be in use in the UK.





**Photo 2** Example of Copenhagen Style Bus Stop Sarah Leadbetter and her Guide Dog Nellie are seen standing in the middle of a cycle lane in Birmingham on a zebra crossing at the bus stop. There is not a bus pulled in at the time of the photo. It is very dangerous to get on the bus by standing in a cycle lane and also getting off the bus directly into a cycle lane.

This design is simply not safe or accessible and should not be in use in the UK.



**Photo 3** Sarah Leadbetter and her Guide Dog Nellie standing in front of a shared use bus boarder in Leamington, where the pavement has extended to include a two way cycle lane which has been designated a shared space where you get on an off the bus. Bus users are supposed to step off into a life cycle lane. Sarah is holding a sign which reads: holding a sign which reads - 'This is a bus stop. not a



**Photo 4** Sarah Leadbetter and her Guide Dog Nellie standing in front of a backless bus stop, where the pavement has been removed and a cycle lane put in its place. There is a zebra crossing at an angle to cross the cycle lane with red blister paving either side of the crossing, with a man on the crossing. There is a bus shelter on the bus waiting boarder area. Sarah is holding a sign which reads 'This is a bus stop. not a cycle lane'. This is in London close to Kew Bridge and is new scheme.

