# Campaigners demand halt to TfL’s floating bus stops over safety fears for blind passengers



Campaigners and disability advocates have escalated their outrage over the ongoing rollout of "floating" bus stops across London, warning that these installations pose a grave safety hazard for blind and visually impaired passengers. Far from being the progressive safety measure touted by Transport for London (TfL), these stops—characterized by cycle lanes running between the pavement and the bus stop—are increasingly seen as reckless engineering that prioritizes cycle infrastructure at the expense of vulnerable pedestrians.

A recent social media video vividly exposes the chaos at these stops. It shows a floating bus stop on Farringdon Street where elderly pedestrians are forced to navigate an active cycle lane, weaving dangerously around cyclists ignoring zebra crossings. The footage, which quickly went viral, underscores the unacceptable risks these designs create—yet TfL continues to push ahead with their implementation despite mounting opposition.

Disability organizations, including the National Federation of the Blind UK (NFBUK), have issued stern warnings. Campaigner Andrew Hodgson described the peril: “These stops make us completely dependent on luck. The unpredictable behaviour of cyclists and the dangerous environment mean blind people just can’t use them safely.” He condemned the policy, demanding that no further floating bus stops be installed and that existing ones be removed—an urgent call for a government that actually listens to its most vulnerable citizens instead of bowing to misguided cycling lobbyists.

Other advocates, like Sarah Gayton, pointed out the unfair targeting of blind pedestrians. “They’re not the ones causing traffic chaos, yet they’re bearing the brunt of these ill-conceived designs,” she said. With fewer tactile features and poor demarcation, these stops have become a trap rather than a safe access point.

Transport for London’s own data reveals disturbing flaws: two-thirds of these stops lack adequate tactile paving and zebra crossings, directly contravening safety standards. TfL’s investigations into incidents between 2020 and 2022 confirm that four pedestrians, including disabled individuals, have been struck by cyclists in these zones. Despite acknowledging the faults, the authority insists that floating stops enhance cycling infrastructure—yet the evidence suggests otherwise. Critics argue it’s a misguided priority that endangers public safety and exemplifies the government’s neglect of residents who rely on accessible public transport.

Official statements claiming that the stops do not reduce ridership among the elderly and disabled ring hollow. Campaigners and experts have dismissed such reassurances, emphasizing that these infrastructural changes are a concession to cycling ideologues that disregards the fundamental need for accessible, safe transport options. The Royal National Institute of Blind People (RNIB) and other groups are calling for an immediate ban on new floating stops, retrofitting existing ones to better protect users. Guide dogs, often the first alert for the visually impaired, refuse to approach these stops, highlighting their dangers from the perspective of those most at risk.

Local councils have come under fire as well. In Waltham Forest, NFBUK described the cycle lanes surrounding these bus stops as “extremely dangerous,” with poorly marked demarcation forcing pedestrians into perilous proximity with speeding cyclists.

The growing backlash has sparked a petition—supported by over 270 organizations—urging Parliament to amend legislation and clamp down on dangerous bus stop designs. Meanwhile, the current government’s failure to act reflects their broader neglect of core issues of accessibility and public safety, favouring political dogma over common sense.

This controversy exemplifies a government that has abandoned residents with disabilities, valuing the agenda of cycling advocates more than the safety and independence of those who cannot navigate London's roads alone. Given the evidence and the mounting public outrage, it’s clear that urgent changes are needed. Meanwhile, the push for cycling infrastructure continues to come at the expense of common sense and basic safety standards—an approach fundamentally at odds with the principles of fair and inclusive urban transport policy.

Source: [Noah Wire Services](https://www.noahwire.com)

## Bibliography

1. <https://highways-news.com/call-for-immediate-halt-on-floating-bus-stops-as-video-shows-cyclists-ignore-crossing/> - Please view link - unable to able to access data
2. <https://www.standard.co.uk/news/london/floating-bus-stops-cyclists-petition-video-pedestrian-crossings-campaign-blind-b1157853.html> - A report by Transport for London (TfL) found that two-thirds of London's 'floating' bus stops have design issues, with four pedestrians struck by cyclists between 2020 and 2022. The design flaws include missing zebra crossings and inadequate tactile paving, raising safety concerns for blind and visually impaired passengers. TfL plans to update non-compliant bus stop bypasses and collaborate with boroughs to improve safety measures. Despite these efforts, the National Federation of the Blind UK (NFBUK) continues to advocate for a halt to new floating bus stops due to ongoing safety concerns.
3. <https://www.bbc.co.uk/news/uk-england-london-69001698> - Campaigners have called for a ban on 'floating' bus stops in London, citing safety concerns for blind and partially sighted individuals. These bus stops, which have a cycle lane between the stop and the pavement, are intended to allow bus passengers to board and alight safely while cyclists can keep moving. However, the National Federation of the Blind UK (NFB) has produced a petition signed by more than 270 organisations, highlighting the dangers posed by these designs and urging for their urgent halt.
4. <https://www.transport-network.co.uk/Campaigners-accuse-floating-bus-stops-of-excluding-blind-people/17728> - Campaigners have called for a rethink on 'floating bus stops', which require passengers to cross cycle lanes to board buses, highlighting the danger they pose to visually impaired people. The National Federation of the Blind UK (NFBUK) presented evidence showing that cyclists often fail to stop at zebra crossings linking the footway with a bus stop, leading to potential collisions. They argue that direct access to and from the bus from the footway is needed to ensure safety for all passengers.
5. <https://www.bbc.com/news/articles/cn0v02wxgrwo> - Blind and visually impaired groups have called for a rethink on Cambridge's 'dangerous' floating bus stops. The bus stops, which have a cycle lane between the stop and the rest of the pavement, are intended to allow passengers to get on and off safely while cyclists can keep moving. However, the Royal National Institute of Blind People (RNIB) and the city's CamSight charity fear visually impaired people risk stepping into the path of cyclists. They support a ban on forthcoming floating bus stops and suggest adapting existing ones to benefit both the visually impaired and the general public.
6. <https://walthamforestecho.co.uk/2023/04/06/charity-for-blind-slams-boroughs-extremely-dangerous-bus-stops/> - The National Federation for the Blind UK (NFBUK) has criticised Waltham Forest Council for installing 'extremely dangerous' bus stops that force people to walk through cycle lanes. In one video filmed at a bus stop in Markhouse Road, Andrew Hodgson, chair of NFBUK, stepped off the bus and immediately onto a cycle lane. He described the demarcation between the pavement and the cycle lane as 'pathetic' and 'extremely dangerous'. NFBUK argues that bus stops where cycle lanes pass between the shelter and the road should be scrapped completely as they 'ignore' the needs of pedestrians and disabled people.
7. <https://www.standard.co.uk/news/london/guide-dogs-blind-london-floating-bus-stops-tfl-sadiq-khan-b1170536.html> - Guide dogs avoid London's 'floating' bus stops because they see them as unsafe, according to new research. The Guide Dogs for the Blind Association commissioned a study to assess how these stops, where a cycle lane separates the bus stop from the pavement, affect blind and partially sighted individuals. The research revealed that guide dogs 'put their paws up' because they refuse to go near the stops, indicating they are trained to look for the safest place. Previously, more than 270 groups signed a petition, created by the National Federation of the Blind UK (NFB), over the stops, calling for their redesign to ensure safety for partially sighted people.