

From: [REDACTED]
To: [REDACTED]
Subject: Accepted: ATE/ WYCA Discussion on Bus Stop Boarders

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From: [REDACTED]
To: [REDACTED]
Subject: ATE/ WYCA Discussion on Bus Stop Boarders
Attachments: [Draft Formal Response to the Pausing of Bus Stop Boarders.docx](#)

Hi all,

I have attached a copy of the draft response that has been prepared by the Combined Authority. It outlines what we believe the definitions should be of each of the type of interactions between passengers and cyclists at bus stops, what the current response by DfT is, given as an update in the July Quality Board Meeting (15/07/2025), some questions which have been raised within the organisation, and what the proposed stance of the Combined Authority is on Bus Stop Boarders (this is still subject to internal review). We are keen to discuss this further in the meeting tomorrow.

Kind Regards,

[REDACTED]

Hi all,

Please accept this meeting to discuss the issue of Bus Stop Boarders, and how we as an organisation should be treating Bus Stop Boarders in schemes that are due to go into delivery imminently.

We would also like to discuss releasing a formal statement on this issue, as we are receiving a number of questions from accessibility groups and our districts on their current deployment, and also proposals for the introduction of new Bus Stop Boarders on schemes.

We would like to further clarify the definitions of each of the intervention types as we believe there has been confusion caused. Also, we would like to discuss the position of Shared Use Bus Stop Boarders, and whether or not this is something that we can continue to implement, as we think, while not ideal would be the best work-around, when there is insufficient space to provide a bus stop bypass, but still want to provide safer provision for cyclists, rather than getting them to rejoin the carriageway.

Kind Regards,

[REDACTED]

Microsoft Teams Need help? [REDACTED]

[Join the meeting now](#) [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dial in by phone

[REDACTED] United Kingdom, City of London

Find a local number [REDACTED]

Phone conference ID: [REDACTED]

[For organisers:](#) [REDACTED]
[REDACTED]
[REDACTED]

From: [Department for Transport](#)
To: [REDACTED]
Subject: Cancellation notice for ATE Webinar: Introduction to Floating Bus Stops Provision and Design - 2 March 2026

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[REDACTED]
Thank you for signing up to the Introduction to Floating Bus Stops Provision and Design - 2 March 2026 webinar.

This is a cancellation notice email in line with the Active Travel England webinar privacy notice - <https://na01.safelinks.protection.outlook.com/?url=https://www.gov.uk/government/publications/active-travel-england-webinar-privacy-notice> (05/03/2025) <Chloe.young@active-travel-england.gov.uk>
<<https://na01.safelinks.protection.outlook.com/?url=https://www.gov.uk/government/publications/active-travel-england-webinar-privacy-notice>>

If you have any questions, please email contact@activertravengland.gov.uk.

Thank you,
Active Travel England

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From: [REDACTED]
To: [REDACTED]
Subject: CONFIRMED: WYCA Thwaite Gate Bus Stop Boarders Discussion

Microsoft Teams Need help? [REDACTED] B>

Join the meeting now [REDACTED]
[REDACTED]

Meeting ID: [REDACTED]

Passcode: [REDACTED]

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Find a local number [REDACTED]

Phone conference ID: [REDACTED]

For organisers: [REDACTED]
[REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: HOLD: WYCA Thwaite Gate Bus Stop Boarders Discussion

Microsoft Teams Need help? [REDACTED]

Join the meeting now [REDACTED]
[REDACTED]
[REDACTED]

Meeting ID: [REDACTED]

Passcode: [REDACTED]

Dial in by phone

[REDACTED] United Kingdom, City of London

Find a local number [REDACTED]

Phone conference ID: [REDACTED]

For organisers: Meeting options [REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Request for help WY Bus Boarders
Date: 24 November 2025 10:31:04

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Shout when you need me. I am free up until 1pm today and most of tomorrow. Also any day after 4pm.

[REDACTED] Active Travel England
[REDACTED]

From: [REDACTED]
Sent: 21 November 2025 13:09
To: [REDACTED]
Cc: [REDACTED]
Subject: Request for help WY Bus Boarders

Hi [REDACTED]

We have another Leeds scheme (Thwaite Gate) that is including bus stop boarders and shared use bus boarders due to space constraints. Please could we arrange another chat with you as to how best to take this forward.

I have Cc'd [REDACTED] as he is working with the district on this scheme.

Thank you

[REDACTED]

[REDACTED]
West Yorkshire Combined Authority | Leeds City Region Enterprise Partnership (the LEP)

Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE

[REDACTED]
www.westyorks-ca.gov.uk | www.the-lep.com

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: WYCA: Draft Formal Response to the Pause on "Floating Bus Stops"
Date: 05 August 2025 15:28:56

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OFFICIAL

Afternoon [REDACTED]

[REDACTED] has suggested he have a call with you and other relevant WYCA persons to discuss the below and your '(Draft) Formal Response to the Pause of 'Floating' Bus Stops West Yorkshire Combined Authority Draft Position'

Please could you provide some timeslots that are suitable, and I'll liaise with [REDACTED]

Kind Regards

[REDACTED], Active Travel England
[REDACTED]

OFFICIAL

From: [REDACTED]
Sent: 15 July 2025 16:48
To: [REDACTED]
Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: WYCA: Draft Formal Response to the Pause on 'Floating Bus Stops'

Hi [REDACTED]

Many thanks for your coverage of the many questions that were fired in your direction this morning during the Quality Panel Board this morning.

Following an internal meeting this afternoon, we have pulled together, what the Combined Authority would consider the definitions of each of the respective bus stop interventions to deal with the interface with cyclists.

Within the document as well, we have outlined what the proposed Policy Position that has been recommended into Policy, and have amended this to reflect the correct terminology. Please note that this is not adopted, nor an official document yet – it is still being worked up and is considered embargoed, so this cannot be shared further at this time.

Based on the DfT response, which was circulated in Board this morning, we have raised a couple of questions, which we need an answer to, to provide a formal response. Any indication of timescales both from yourselves in terms of a response, and also a timescale from Government into the formalisation of the Pause would be greatly appreciated. We want to circulate a formal response ASAP so your help is greatly appreciated.

Please let me know if there are any questions or clarifications that are raised.

Kind Regards,

[REDACTED]

[REDACTED]

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[REDACTED]

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[REDACTED]

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Standard Working Hours: 07:30 – 17:30

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: WYCA: Draft Formal Response to the Pause on "Floating Bus Stops"
Date: 14 August 2025 15:02:24

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OFFICIAL

Thank you [REDACTED]

I've placed a hold [REDACTED] calendar for Tuesday 09:00 – 10:00, please allow me to confirm with him today and I'd be grateful if you could arrange a meeting with the relevant person including myself, [REDACTED]

Kind Regards

[REDACTED], Active Travel England
[REDACTED]

OFFICIAL

From: [REDACTED]
Sent: 13 August 2025 16:27
To: [REDACTED]
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: WYCA: Draft Formal Response to the Pause on 'Floating Bus Stops'

Hi [REDACTED]

Please see below our availability next week:

Tuesday 19: 9-10am; 3-5pm
Wednesday 20: 12-1:30pm

Thanks,

[REDACTED]

[REDACTED]
[REDACTED]
West Yorkshire Combined Authority
Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE
[REDACTED]
[REDACTED]

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Standard Working Hours: 07:30 – 17:30

From: [REDACTED]

Sent: 13 August 2025 15:19

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: WYCA: Draft Formal Response to the Pause on 'Floating Bus Stops'

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

OFFICIAL

Hi [REDACTED]

Yes, please could you send some availability for next week.

Kind Regards

[REDACTED], Active Travel England

OFFICIAL

From: [REDACTED]

Sent: 12 August 2025 16:15

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: WYCA: Draft Formal Response to the Pause on 'Floating Bus Stops'

Hi [REDACTED]

Are there any updates on when the meeting with [REDACTED] will be able to go ahead.

Please do let me know if you need our availability for the week after as well.

Kind Regards,

[REDACTED]

[REDACTED]

West Yorkshire Combined Authority

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[REDACTED]

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[REDACTED]

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Standard Working Hours: 07:30 – 17:30

From:

[REDACTED]

Sent: 05 August 2025 16:46

To:

[REDACTED]

Cc:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: WYCA: Draft Formal Response to the Pause on 'Floating Bus Stops'

Afternoon

[REDACTED]

Thanks for getting back to me on this, and we would be happy to arrange a meeting with [REDACTED] to discuss this matter further. Please see below our availability for next week. Unfortunately, there is not a time this week that would suit.

Tuesday 12 August: 12-1pm

Wednesday 13 August 2-3pm

Friday 15 August 9-12pm

Let me know if these times do not work and I can look at our availability for the week after.

Kind Regards,

[REDACTED]

[REDACTED]
[REDACTED]
West Yorkshire Combined Authority

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[REDACTED]

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[REDACTED]

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Standard Working Hours: 07:30 – 17:30

From: [REDACTED]

Sent: 05 August 2025 15:29

To: [REDACTED]

Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: WYCA: Draft Formal Response to the Pause on 'Floating Bus Stops'

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OFFICIAL

Afternoon [REDACTED]

[REDACTED] has suggested he have a call with you and other relevant WYCA persons to discuss the below and your '(Draft) Formal Response to the Pause of 'Floating' Bus Stops West Yorkshire Combined Authority Draft Position'

Please could you provide some timeslots that are suitable, and I'll liaise with [REDACTED]

Kind Regards

[REDACTED] Active Travel England
[REDACTED]

OFFICIAL

From: [REDACTED]

Sent: 15 July 2025 16:48

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: WYCA: Draft Formal Response to the Pause on 'Floating Bus Stops'

Hi [REDACTED]

Many thanks for your coverage of the many questions that were fired in your direction this morning during the Quality Panel Board this morning.

Following an internal meeting this afternoon, we have pulled together, what the Combined Authority would consider the definitions of each of the respective bus stop interventions to deal with the interface with cyclists.

Within the document as well, we have outlined what the proposed Policy Position that has been recommended into Policy, and have amended this to reflect the correct terminology. Please note that this is not adopted, nor an official document yet – it is still being worked up and is considered embargoed, so this cannot be shared further at this time.

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Please let me know if there are any questions or clarifications that are raised.

Kind Regards,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

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[REDACTED]
[REDACTED]

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From: [Department for Transport](#)
To: [REDACTED]
Subject: Registration request received for ATE Webinar: Introduction to Floating Bus Stops Provision and Design - 5 March 2026
Date: 25 February 2026 10:42:40

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Hi [REDACTED]

Thank you for your sign up request for the Introduction to Floating Bus Stops Provision and Design - 5 March 2026 webinar.

A member of the Active Travel England team will be in touch with more information soon.

If you have any questions, please email contact@activetravelengland.gov.uk.

Thank you,
Active Travel England

[View event](#)

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From: [ATEContact](#)
To: [ATEContact](#)
Subject: Webinar update: Introduction to Floating Bus Stops Provision and Design
Date: 25 February 2026 10:33:48

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OFFICIAL

Good morning,

Thank you for your interest in the upcoming Introduction to Floating Bus Stops Provision and Design webinar(s) on 2 and 5 March 2026.

In each webinar, the Department for Transport and Active Travel England will provide attendees with technical guidance on the policy context, design process and core design considerations of floating bus stops.

Due to demand, we are restricting access to this webinar to the following audience groups:

- council officials (for example, local and combined authority officers)
- technical professionals (for example, transport engineers and highway designers)

To facilitate this, you will receive a cancellation notice email from Active Travel England later today for your original chosen webinar. You will need to sign up again for your chosen webinar to access the new sessions.

You can sign up for the new meeting invites using the following links:

- Introduction to Floating Bus Stops Provision and Design - 2 March 2026. [Sign up here.](#)
- Introduction to Floating Bus Stops Provision and Design - 5 March 2026. [Sign up here.](#)

Your data will be managed in line with the [Active Travel England webinar privacy notice](#).

Thank you,
Active Travel England

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From: [Department for Transport](#)
To: [REDACTED]
Subject: Registration request received for ATE Webinar: Introduction to Floating Bus Stops Provision and Design - 5 March 2026
Date: 25 February 2026 10:42:40

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Thank you,
Active Travel England

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: ATE Meeting: Floating Bus Stops
Date: 05 December 2025 08:21:04

Hello all,

After the Active Travel Board yesterday I have been able to secure us a slot with Brian Deegan at ATE on Monday 15th December at 2pm. I will circulate an invite shortly to Active Travel Board attendees. If you feel others in your district would benefit from being on the call then please forward on to them.

We discussed yesterday two of the key things we would like to get from this call:

- Clarity on the definition of floating bus stops, bus stop boarder, bus stop bypasses and which are impacted by recent changes
- Some clear, workable, and quality alternatives to floating bus stops

Please can you let me know if there is anything else you would like to raise on the call? We will only have an hour and potentially quite a lot of people in the meeting so I want to ensure we make it as useful as possible with ATE prepared in advance to give us the most useful information.

Thank you

[REDACTED]

[REDACTED]

West Yorkshire Combined Authority

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[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: ATE Meeting: Floating Bus Stops
Date: 05 December 2025 08:21:04

Hello all,

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- Clarity on the definition of floating bus stops, bus stop boarder, bus stop bypasses and which are impacted by recent changes
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Please can you let me know if there is anything else you would like to raise on the call? We will only have an hour and potentially quite a lot of people in the meeting so I want to ensure we make it as useful as possible with ATE prepared in advance to give us the most useful information.

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[REDACTED]

[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: DfT Floating Bus Stops Survey
Date: 03 March 2026 09:19:19

Hello all,

I understand at the Active Travel Steering Group meeting last week there was a discussion on the Floating Bus stops survey issued out by DfT, and that some district officers had not received this.

I have contacted DfT and they have reopened the survey for us for a short period in order to collect our responses, the link is here:

<https://www.smartsurvey.co.uk/s/8006JC/>

Please can each district ensure a response is submitted via the link as soon as possible, and let me know when your district is complete. DfT have asked for me to then confirm when all our responses are included and they will close the survey again.

In order for us as a CA to better understand the regional picture, please could a copy of your response be sent to me when you confirm submission.

Any questions or issues please let me know.

Thank you

[REDACTED]

[REDACTED]
West Yorkshire Combined Authority

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[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: DfT Floating Bus Stops Survey
Date: 03 March 2026 09:19:19

Hello all,

I understand at the Active Travel Steering Group meeting last week there was a discussion on the Floating Bus stops survey issued out by DfT, and that some district officers had not received this.

I have contacted DfT and they have reopened the survey for us for a short period in order to collect our responses, the link is here:

<https://www.smartsurvey.co.uk/s/8006JC/>

Please can each district ensure a response is submitted via the link as soon as possible, and let me know when your district is complete. DfT have asked for me to then confirm when all our responses are included and they will close the survey again.

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(Draft) Formal Response to the Pause of ‘Floating’ Bus Stops West Yorkshire Combined Authority Draft Position

The West Yorkshire Combined Authority has not followed the definitions outlined within LTN 1/24 due to ambiguity with the definitions provided.

The term ‘floating’ is not to be considered an appropriate term when discussing bus stop infrastructure, as this may refer to multiple different elements and is therefore deemed confusing.

Bus Stop Bypass: a separate cycle track which is taken around the rear of a bus stop that allows cyclists to continue their journey without interruption. Bus stop bypasses can be designed with the cycle track at carriageway or footway levels, both requiring clear forms of demarcation to minimise potential conflict and severance for pedestrians. Access to and from the bus stop island will need careful consideration due to the need for pedestrians to cross the cycle track. Appropriate tactile paving at the crossing points and implied zebras will need to be provided at each location.

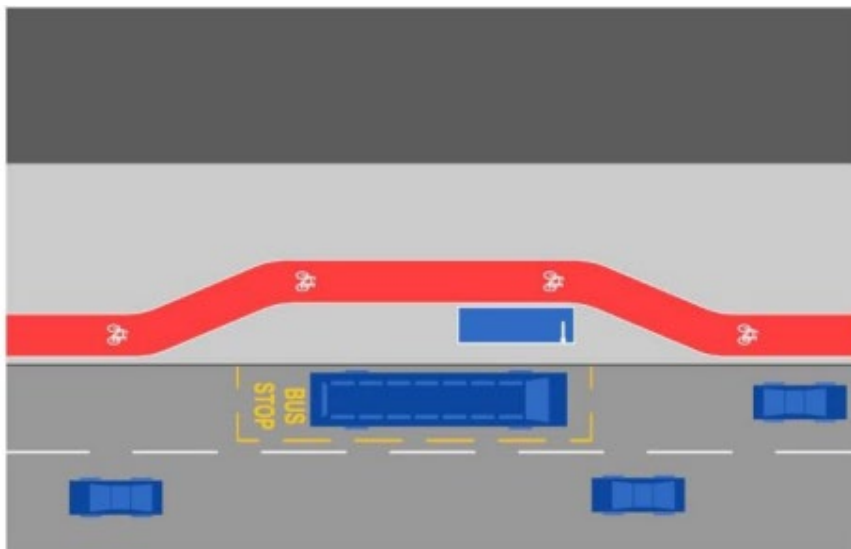


Figure 1: *Bus Stop Bypass*

Bus Stop Boarder: a facility where a footway-level cycle track is positioned between the footway and bus cage. This therefore means that boarding and alighting will take place into a demarcated cycle track, rather than into a shared-use surface. – This is the infrastructure that is proposed to be ‘paused’ by Government.¹

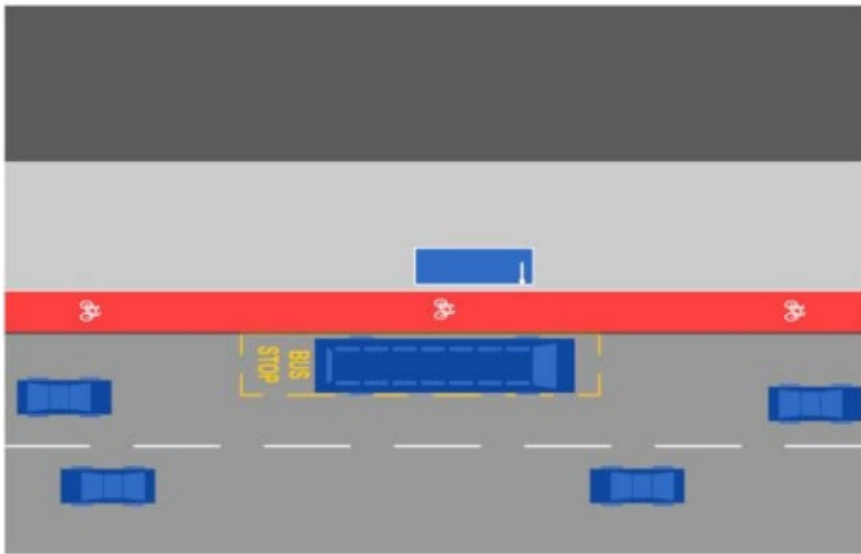


Figure 2: *Bus Stop Boarder*

¹ The definition provided within LTN 1/20 provides a level of confusion when outlining the differences between a bus stop boarder and a shared use bus stop boarder.

Shared Use Bus Stop Boarder: a facility where a cycle track, either at carriageway, stepped or, footway level is positioned between the footway and bus cage. Immediately before the bus clearway area, the cycle track is raised onto a platform beside that carriageway that looks neither like part of the cycle track nor the part of the pavement, demarcated the boarding and alighting area for the bus. There will be respective give way markings for cyclists to give way to pedestrians and appropriate tactile paving provided for those walking and wheeling.

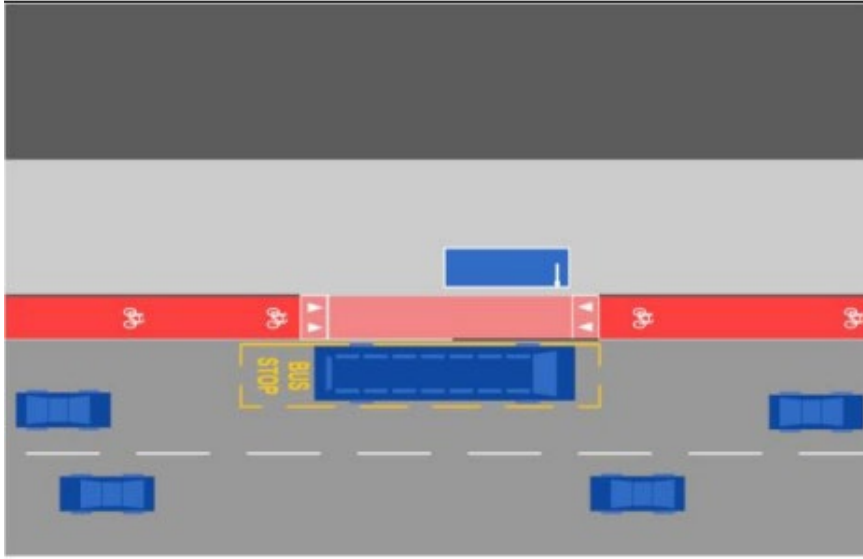


Figure 3: Shared Use Bus Stop Boarder

Reduced-width Bus Stop Bypass: a separate cycle track which is taken around the rear of a bus stop that allows cyclists to continue their journey without interruption. Bus stop bypasses can be designed with the cycle track at carriageway or footway levels, both requiring clear forms of demarcation to minimise potential conflict and severance for pedestrians. Access to and from the bus stop island will need careful consideration due to the need for pedestrians to cross the cycle track. Appropriate tactile paving at the crossing points and implied zebras will need to be provided at each location. In this instance, the bus stop island is not sufficient to provide a dedicated waiting area, such as a shelter, but boarding still occurs from the island.



Figure 4: Reduced-width Bus Stop Bypass

Shared Use Surface: a facility whereby a bus stop is located in an area which has shared use facility throughout, not just at the bus stop. This needs to be treated as a case-by-case basis to take into account the necessary constraints. The bus stop pole and flag will be placed at the edge of the kerb edge, to 'demarcate' the boarding/ alighting area. When shelters are to be considered, ideally at the front of the carriageway, a pavement width of 4.5m would be required to achieve this.

The Current Response Provided from DfT

"Once bus stop service bill passes through Parliament, the DfT will ask authorities to pause the implementation of shared use bus stop boarders where passengers board and alight directly into cycle track, also known as 'share use bus boarders.' The DfT is focusing on these floating bus stops as research has found these to be the most problematic, and we are required to consult and guide with the Disabled Persons Transport Committee and other relevant stakeholders. - DfT statement as of 15/07/2025."

Questions Raised:

In the DfT Statement what does 'Share(d) use bus stop boarders refer to? – There is a lack of cohesiveness provided in this statement, compared to documents published by DfT, namely LTN 1/24?

What does this latest position refer to? What does it mean and when will the pause be coming into effect?

What does this mean for upcoming schemes? Does a response need to be provided now that a pause 'will' be happening to ensure that problems do not arise further down the line?

Extract from Position Paper 2: Defining Bus Stop Infrastructure Requirements

(amended to reflect the confirmation of definitions above)

*~~In contrast, a [bus stop boarder] are likely to increase the potential risk of conflict between pedestrians and cyclists. This is due to the need for passengers to board and alight [within the demarcated cycle lane]. This potential area of conflict might be heightened further where bi-directional cycle lanes are present. It is the Combined Authority's view that this form of intervention **will not be used in developing schemes across West Yorkshire.** should be avoided where possible. This intervention should only be used where only secondary or community bus networks operate and where bus patronage is low.~~**

*The above information has not been adopted into Policy and is still in the process of being developed. This extract has been provided to showcase the current thinking of the CA.

*The information struck through is proposed to be removed from the Position.

(Draft) Formal Response to the Pause of ‘Floating’ Bus Stops West Yorkshire Combined Authority Draft Position

The West Yorkshire Combined Authority has not followed the definitions outlined within LTN 1/24 due to ambiguity with the definitions provided.

The term ‘floating’ is not to be considered an appropriate term when discussing bus stop infrastructure, as this may refer to multiple different elements and is therefore deemed confusing.

Bus Stop Bypass: a separate cycle track which is taken around the rear of a bus stop that allows cyclists to continue their journey without interruption. Bus stop bypasses can be designed with the cycle track at carriageway or footway levels, both requiring clear forms of demarcation to minimise potential conflict and severance for pedestrians. Access to and from the bus stop island will need careful consideration due to the need for pedestrians to cross the cycle track. Appropriate tactile paving at the crossing points and implied zebras will need to be provided at each location.

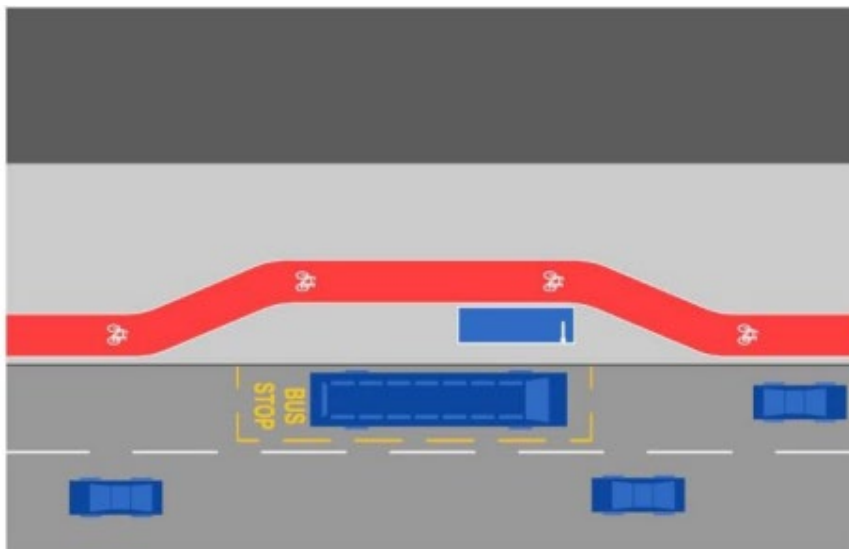


Figure 1: *Bus Stop Bypass*

Bus Stop Boarder: a facility where a footway-level cycle track is positioned between the footway and bus cage. This therefore means that boarding and alighting will take place into a demarcated cycle track, rather than into a shared-use surface. – This is the infrastructure that is proposed to be ‘paused’ by Government.¹

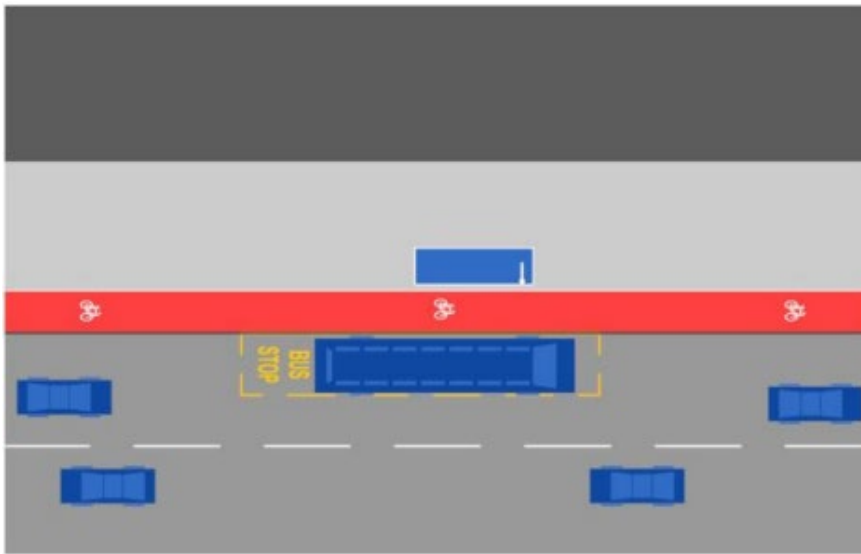


Figure 2: *Bus Stop Boarder*

¹ The definition provided within LTN 1/20 provides a level of confusion when outlining the differences between a bus stop boarder and a shared use bus stop boarder.

Shared Use Bus Stop Boarder: a facility where a cycle track, either at carriageway, stepped or, footway level is positioned between the footway and bus cage. Immediately before the bus clearway area, the cycle track is raised onto a platform beside that carriageway that looks neither like part of the cycle track nor the part of the pavement, demarcated the boarding and alighting area for the bus. There will be respective give way markings for cyclists to give way to pedestrians and appropriate tactile paving provided for those walking and wheeling.

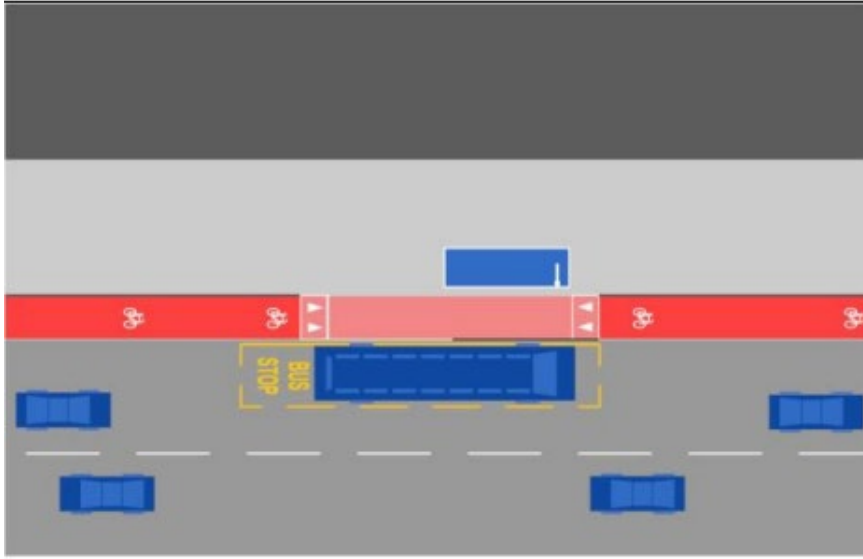


Figure 3: Shared Use Bus Stop Boarder

Reduced-width Bus Stop Bypass: a separate cycle track which is taken around the rear of a bus stop that allows cyclists to continue their journey without interruption. Bus stop bypasses can be designed with the cycle track at carriageway or footway levels, both requiring clear forms of demarcation to minimise potential conflict and severance for pedestrians. Access to and from the bus stop island will need careful consideration due to the need for pedestrians to cross the cycle track. Appropriate tactile paving at the crossing points and implied zebras will need to be provided at each location. In this instance, the bus stop island is not sufficient to provide a dedicated waiting area, such as a shelter, but boarding still occurs from the island.



Figure 4: *Reduced-width Bus Stop Bypass*

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From: [REDACTED]
To: [REDACTED]
Subject: Floating bus stops
Date: 21 July 2025 09:58:13

All

I presume people are aware that the Government has paused the rollout of floating bus stops where passengers are required to board or alight directly into a cycle lane?

[https://hansard.parliament.uk/commons/2025-07-03/debates/3b4bc03e-6efd-40d1-b5aa-bf1306c5c502/BusServices\(No2\)Bill\(Lords\)\(SixthSitting\)#contribution-2965BEDC-37FB-4611-A264-45083A7BA295](https://hansard.parliament.uk/commons/2025-07-03/debates/3b4bc03e-6efd-40d1-b5aa-bf1306c5c502/BusServices(No2)Bill(Lords)(SixthSitting)#contribution-2965BEDC-37FB-4611-A264-45083A7BA295)

This applies to any such infrastructure currently in the design or planning phases.

Please can we just check that there aren't any forthcoming schemes that will be affected?

Thanks

[REDACTED]

[REDACTED]

West Yorkshire Combined Authority

Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE

[REDACTED]

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Subject: FW: CORRECTION: BSIP Bulletin 10th July 2025 - Floating Bus Stops Pause.

Not sure who receives these emails (or why I do!) but FYI



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Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE



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www.westyorks-ca.gov.uk

From: BSIP <BSIP@dft.gov.uk>

Sent: 03 October 2025 18:07

Subject: CORRECTION: BSIP Bulletin 10th July 2025 - Floating Bus Stops Pause.

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OFFICIAL

Good day,

In the BSIP Bulletin dated 10th July 2025, we mistakenly stated the following:

“Transport Minister [REDACTED] Announces Immediate Pause to Rollout of
“Floating” Bus Stops”

We would like to clarify that the ban is not “Immediate”.

Correction: During the passage of the Bus Services (No.2) Bill, Ministers agreed to ask LAs to pause the installation of shared use bus boarders (SUBBs). **The pause will be implemented by a letter to local authorities once the Bill has received Royal Assent; this is likely to be at the end of October/beginning of November.**

If you have any further queries, please contact the BSIP inbox.

We apologise for this error and concerns it may have caused.

Kind regards,

■



3rd Floor, One Priory Square, Hastings, TN34 1EA

BSIP@dft.gov.uk

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Incoming and outgoing e-mail messages are routinely monitored for compliance with our policy on the use of electronic communications and for other lawful purposes.

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From: [REDACTED]
To: [REDACTED]
Subject: Fw: Floating Bus Stop Audit - ATE response
Date: 04 December 2025 09:40:22
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.jpg](#)

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OFFICIAL

FYI

OFFICIAL

From: [REDACTED]
Sent: Wednesday, December 3, 2025 13:51
To: [REDACTED]
[REDACTED]
Cc: [REDACTED]
[REDACTED]
Subject: RE: Floating Bus Stop Audit - ATE response

OFFICIAL

Hello [REDACTED]

It is all fine. I am concentrating on advising authorities about new designs so that they can avoid the pause conditions and be in line with emerging guidance. My reading of this correspondence is that it relates to the specifications for existing floating bus stops and what categories in the survey they fall under. So please feel free to continue the conversation.

The pause covers instances where bus passengers' step directly into the separated cycle track. Any island or buffer in place would therefore not be covered by the pause. We say buffer rather than island as sometimes authorities may paint a buffer rather than construct a dedicated island when it is narrow. Therefore, for the definitions, the terms are interchangeable.

For the survey definitions it is useful to think of the island/buffer width as the main determinant (although it is not an exact science) :

- Bus stop bypass (island 1.5 and above)
- Shared-use boarder (no island or buffer with separated cycle track through the bus stop area as per appendix to pause letter)

Shared-use boarder with buffer (island width below 1.5m)

- Full width shared-use cycle track (no island or buffer with shared use through the bus stop area)
- Other: Any configuration not listed above where cyclists do not remain on the carriageway past the bus stop (such as a backless bus stop bypass)

In the emerging guidance we will attempt to simplify these definitions and just talk about the widths of the footway, cycle track and island/buffer in different contexts and not give separate names for variations. However, we felt that we should refer to them by their more commonly used names until we get the guidance out. Apologies for how confusing this all is. Tom is on hand to help you through and by all means call on me for design policy information in this area.

Regards,

[REDACTED] Active Travel England

From: [REDACTED]

Sent: 03 December 2025 12:29

To: [REDACTED]

[REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: RE: Floating Bus Stop Audit - ATE response

OFFICIAL

Hi [REDACTED]

Apologies if I have caused any confusion.

At this point I will refer you to [REDACTED] which is what I should have done to begin with.

[REDACTED] – please can you review the below email chain and reply to [REDACTED] latest email? I don't think I have said anything incorrect but if I have, please can you correct that for mine and [REDACTED] understanding too? And apologies that I didn't refer these to you earlier – [REDACTED] emailed very quickly after the pause was announced and I wanted to get back to him quickly – this was before we had the internal memo to refer all these sorts of queries to you.

Kind regards,

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To: [REDACTED]

Cc: [REDACTED]

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Apols for digging this up again as I make my way through the sites. You gave an example in your initial email of [Bus Boarder with an island](#) - this doesn't seem to be quite the same as the DfT category of 'Shared-use boarder with buffer' as your example would be a cycle track passing a bus stop with a boarder/island, and the DfT category would be a [shared use cycle track with a buffer](#) for which we have a few examples in Bradford. For my sanity I will be listing them separately unless there is a real distinction?

Particularly on older examples of shared use cycle track, the shared use repeaters



are not always present - are there any definitions you use to consistently identify what is and isn't shared use?

Kind regards,

[REDACTED]

Infrastructure & Local Plan Implementation

[REDACTED]

**City of Bradford Metropolitan District Council
Department of Growth**



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#CityOfCulture2025 | #Bradford2025 | bradford2025.co.uk

From: [REDACTED]

Sent: Friday, November 28, 2025 12:46

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Floating Bus Stop Audit - ATE response

OFFICIAL

You're welcome [REDACTED] and the answer is yes to your assumption on the fourth category.

[REDACTED] Active Travel England

From: [REDACTED]

Sent: 28 November 2025 12:20

To: [REDACTED]

Cc: [REDACTED]

Subject: Re: Floating Bus Stop Audit - ATE response

OFFICIAL

Thank you [REDACTED] this is indeed very helpful. For that fourth category I assume this includes arrangements where the shared use area extends beyond just the bus stop vicinity?

Kind regards,

[REDACTED]

Infrastructure & Local Plan Implementation

[REDACTED]

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From: [REDACTED]

Sent: 28 November 2025 11:56

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Floating Bus Stop Audit - ATE response

You don't often get email from [REDACTED] [Learn why this is important](#)

OFFICIAL

Hi [REDACTED]

Thanks for sharing – those first three categories match the three I mentioned in my email to you, except that I used the word ‘island’ while the DfT have used the word ‘buffer’. I hope that makes sense.

With regard to the shared use, my understanding is that legally speaking, there is no separate legal definition for shared use. If processes have been followed correctly then what we refer to as ‘shared use’ should technically legally be classified as cycle tracks. Pedantically, I tend to avoid the term ‘shared use footway’ and prefer the term ‘shared use cycle track’, for this reason. For more information on this, you can refer to Appendix C of LTN 1/20, specifically page 188 – this comes from the Cycle Tracks Act 1984 so is slightly more recent than the 1980 Highways Act which you referred to.

My understanding of that fourth category “full width shared use cycle track” is that it is this style of bus stop treatment:



I hope that’s helpful and I’m sorry if that increases the size of the task at hand.

Kind regards,

[REDACTED] Active Travel England

From: [REDACTED]

Sent: 28 November 2025 11:27

To: [REDACTED]

Cc: [REDACTED]

Subject: Re: Floating Bus Stop Audit - ATE response

OFFICIAL

Hi [REDACTED]

Thanks very much for getting back to me. We have just received the survey link from DfT.

The categories are as follows:

- Bus stop bypass
- Shared-use boarder
- Shared-use boarder with buffer
- Full width shared-use cycle track
- Other: Any configuration not listed above where cyclists do not remain on the carriageway past the bus stop

The inclusion of full-width shared use was not anticipated, this likely doubles or trebles the number of stops in scope. This is confusing because shared-use doesn't meet the definition of cycle track in the Highways Act 1980? Could you clarify if I am misinterpreting?

Kind regards,

[REDACTED]

[REDACTED]

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From: [REDACTED]

Sent: 28 November 2025 09:28

To: [REDACTED]

Cc: [REDACTED]

Subject: Floating Bus Stop Audit - ATE response

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Hi [REDACTED]

I have been passed a query from you regarding your email 'Floating Bus Stop Audit' sent on Wednesday.

I will paste your email text in below and then follow up with the reply.

Dear ATE,

I have been asked to conduct the review of existing bus stop sites within Bradford district in line with the letter from Simon Lightwood MP of 20th November 2025. Around 40-60 sites exist within our boundaries. Please could you supply the following to assist with the review:

- A list of criteria to which the bus stops that would fall within the scope of the review should adhere,
- How these sites are 'classified', referring to the language used in the above letter.

Kind regards,

[REDACTED]

The bus stops that fall within the scope of the review (i.e. the data gathering exercise) are any 'Floating Bus Stops'. 'Floating Bus Stops' is now being used as a catch-all term for any bus stop which has a protected cycle track that passes it – so it includes both bus stop bypasses and bus boarders as referred to in LTN1/20.

It's important to note however that the pause is only for the bus boarder category – or even more specifically the type of bus boarders where bus users are expected to alight directly into or board directly from, a cycle track. I'll include some examples below.

Here are some examples of floating bus stops, showing which would be affected by the pause and which wouldn't:

- Would be affected by the pause:
 - [Bus Boarder with no island](#)
- Would **not** be affected by the pause
 - [Bus Boarder with an island](#)

- [Bus Stop Bypass](#)

Does that help your understanding? I'm very happy to answer any follow-up questions you may have.

Kind regards,



[Redacted] Active Travel England

[Redacted]
[Redacted]

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My understanding of that fourth category “full width shared use cycle track” is that it is this style of bus stop treatment:



I hope that’s helpful and I’m sorry if that increases the size of the task at hand.

Kind regards,

[REDACTED] Active Travel England

From: [REDACTED]

Sent: 28 November 2025 11:27

To: [REDACTED]

Cc: [REDACTED]

Subject: Re: Floating Bus Stop Audit - ATE response

OFFICIAL

Hi [REDACTED]

Thanks very much for getting back to me. We have just received the survey link from DfT.

The categories are as follows:

- Bus stop bypass
- Shared-use boarder
- Shared-use boarder with buffer
- Full width shared-use cycle track
- Other: Any configuration not listed above where cyclists do not remain on the carriageway past the bus stop

The inclusion of full-width shared use was not anticipated, this likely doubles or trebles the number of stops in scope. This is confusing because shared-use doesn't meet the definition of cycle track in the Highways Act 1980? Could you clarify if I am misinterpreting?

Kind regards,

[REDACTED]

[REDACTED]

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OFFICIAL

From: [REDACTED]
Sent: 28 November 2025 09:28
To: [REDACTED]
Cc: [REDACTED]

Subject: Floating Bus Stop Audit - ATE response

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OFFICIAL

Hi [REDACTED]

I have been passed a query from you regarding your email 'Floating Bus Stop Audit' sent on Wednesday.

I will paste your email text in below and then follow up with the reply.

Dear ATE,

I have been asked to conduct the review of existing bus stop sites within Bradford district in line with the letter from Simon Lightwood MP of 20th November 2025. Around 40-60 sites exist within our boundaries. Please could you supply the following to assist with the review:

- A list of criteria to which the bus stops that would fall within the scope of the review should adhere,
- How these sites are 'classified', referring to the language used in the above letter.

Kind regards,

[REDACTED]

The bus stops that fall within the scope of the review (i.e. the data gathering exercise) are any 'Floating Bus Stops'. 'Floating Bus Stops' is now being used as a catch-all term for any bus stop which has a protected cycle track that passes it – so it includes both bus stop bypasses and bus boarders as referred to in LTN1/20.

It's important to note however that the pause is only for the bus boarder category – or even more specifically the type of bus boarders where bus users are expected to alight directly into or board directly from, a cycle track. I'll include some examples below.

Here are some examples of floating bus stops, showing which would be affected by the pause and which wouldn't:

- Would be affected by the pause:
 - [Bus Boarder with no island](#)
- Would **not** be affected by the pause
 - [Bus Boarder with an island](#)

- [Bus Stop Bypass](#)

Does that help your understanding? I'm very happy to answer any follow-up questions you may have.

Kind regards,



[Redacted] Active Travel England

[Redacted]
[Redacted]

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From: [REDACTED]
To: [REDACTED]
Subject: Fw: Floating Bus Stop Audit - ATE response
Date: 04 December 2025 09:41:16
Attachments: [image002.png](#)
[image005.png](#)
[image006.png](#)
[image007.jpg](#)

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FYI

OFFICIAL

From: [REDACTED]
Sent: Wednesday, December 3, 2025 14:42
To: [REDACTED]
[REDACTED]
Cc: [REDACTED]
[REDACTED]
Subject: RE: Floating Bus Stop Audit - ATE response

OFFICIAL

Hello [REDACTED]

I couldn't agree with you more. TfL came up with that term, and they have the most of them. I used to call them constrained bypasses. Like I say we have an opportunity to sort out the definitions.

Regards,

[REDACTED] Active Travel England

From: [REDACTED]
Sent: 03 December 2025 14:39
To: [REDACTED]
[REDACTED]
Cc: [REDACTED]
[REDACTED]
Subject: Re: Floating Bus Stop Audit - ATE response

OFFICIAL

Hi [REDACTED]

Many thanks for your email - the buffer widths and presence or not of footway to the back of the bus stop weren't things I had yet considered.

[REDACTED] I would be grateful if we could set up a call between us, Janet and Emma to discuss next week once I've had a first pass at classification. I still struggle with the shared-use boarder with buffer definition. I know what this is meant to look like, but why is it called a shared-use boarder if there is a buffer and the cycle track is separate? We have a couple instances of full-width shared use with a buffer which is confusing my interpretation here.

Kind regards,

[REDACTED]

[REDACTED]

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From: [REDACTED]
Sent: 03 December 2025 13:51
To: [REDACTED]
[REDACTED]
Cc: [REDACTED]
[REDACTED]
Subject: RE: Floating Bus Stop Audit - ATE response

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Hello [REDACTED]

It is all fine. I am concentrating on advising authorities about new designs so that they can avoid the pause conditions and be in line with emerging guidance. My reading of this correspondence is that it relates to the specifications for existing floating bus stops and what categories in the survey they fall under. So please feel free to continue the conversation.

The pause covers instances where bus passengers' step directly into the separated cycle track. Any island or buffer in place would therefore not be covered by the pause. We say buffer rather than island as sometimes authorities may paint a buffer rather than construct a dedicated island when it is narrow. Therefore, for the definitions, the terms are interchangeable.

For the survey definitions it is useful to think of the island/buffer width as the main determinant (although it is not an exact science) :

- Bus stop bypass (island 1.5 and above)
- Shared-use boarder (no island or buffer with separated cycle track through the bus stop area as per appendix to pause letter)
- Shared-use boarder with buffer (island width below 1.5m)
- Full width shared-use cycle track (no island or buffer with shared use through the bus stop area)
- Other: Any configuration not listed above where cyclists do not remain on the carriageway past the bus stop (such as a backless bus stop bypass)

In the emerging guidance we will attempt to simplify these definitions and just talk about the widths of the footway, cycle track and island/buffer in different contexts and not give separate names for variations. However, we felt that we should refer to them by their more commonly used names until we get the guidance out. Apologies for how confusing this all is. [REDACTED] is on hand to help you through and by all means call on me for design policy information in this area.

Regards,

[REDACTED], Active Travel England

From: [REDACTED]

Sent: 03 December 2025 12:29

To: [REDACTED]

[REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: RE: Floating Bus Stop Audit - ATE response

OFFICIAL

Hi [REDACTED]

Apologies if I have caused any confusion.

At this point I will refer you to [REDACTED] which is what I should have done to begin with.

[REDACTED] – please can you review the below email chain and reply to [REDACTED] latest email? I don't think I have said anything incorrect but if I have, please can you correct that for mine and [REDACTED] understanding too? And apologies that I didn't refer these to you earlier – [REDACTED] emailed very quickly after the pause was announced and I wanted to get back to him quickly – this was before we had the internal memo to refer all these sorts of queries to you.

Kind regards,

[REDACTED] Active Travel England

From: [REDACTED]

Sent: 03 December 2025 11:54

To: [REDACTED]

Cc: [REDACTED]

Subject: Re: Floating Bus Stop Audit - ATE response

OFFICIAL

Hi [REDACTED]

Apols for digging this up again as I make my way through the sites. You gave an example in your initial email of [Bus Boarder with an island](#) - this doesn't seem to be quite the same as the DfT category of 'Shared-use boarder with buffer' as your example would be a cycle track passing a bus stop with a boarder/island, and the DfT category would be a [shared use cycle track with a buffer](#) for which we have a few examples in Bradford. For my sanity I will be listing them separately unless there is a real distinction?

Particularly on older examples of shared use cycle track, the shared use repeaters



are not always present - are there any definitions you use to consistently identify what is and isn't shared use?

Kind regards,

[REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

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From: [REDACTED]
Sent: Friday, November 28, 2025 12:46
To: [REDACTED]
Cc: [REDACTED]
[REDACTED]
Subject: RE: Floating Bus Stop Audit - ATE response

OFFICIAL

You're welcome [REDACTED] and the answer is yes to your assumption on the fourth category.

[REDACTED] Active Travel England

From: [REDACTED]
Sent: 28 November 2025 12:20
To: [REDACTED]
Cc: [REDACTED]
[REDACTED]
Subject: Re: Floating Bus Stop Audit - ATE response

OFFICIAL

Thank you [REDACTED] this is indeed very helpful. For that fourth category I assume this includes arrangements where the shared use area extends beyond just the bus stop vicinity?

Kind regards,

[REDACTED]

[REDACTED]

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OFFICIAL

From: [REDACTED]

Sent: 28 November 2025 11:56

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Floating Bus Stop Audit - ATE response

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I hope that's helpful and I'm sorry if that increases the size of the task at hand.

Kind regards,

[REDACTED] Active Travel England

From: [REDACTED]

Sent: 28 November 2025 11:27

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: Re: Floating Bus Stop Audit - ATE response

OFFICIAL

Hi [REDACTED]

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[REDACTED]

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Department of Growth**



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OFFICIAL

From: [REDACTED]
Sent: 28 November 2025 09:28
To: [REDACTED]
Cc: [REDACTED]
[REDACTED]

Subject: Floating Bus Stop Audit - ATE response

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OFFICIAL

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Kind regards,

[Redacted]

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Does that help your understanding? I'm very happy to answer any follow-up questions you may have.

Kind regards,



[Redacted signature block]

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From: [REDACTED]
To: [REDACTED]
Subject: [REDACTED] on Floating Bus Stops letter
Date: 19 February 2026 11:27:52
Attachments: [\[REDACTED\] on Floating Bus Stops letter.pdf](#)
[Letter to Street Transport.pdf](#)

The discussion in the Action Travel app-meet last week reminded me there is this small, which hasn't had a response

and if I was responding but I told her I haven't been involved but though had

I wonder if [REDACTED] will chase it up at some point - would be good to get Policy on to monitoring the returns

Thanks

West Yorkshire Combined Authority
Wellington House | 40-50 Wellington Street | Leeds | LS1 2DG

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<https://arxiv.org/abs/1905.09262>

I work flexibly and you may get emails from me outside normal working hours. I respect your working pattern and do not expect you to respond outside it

-----Original Message-----

From [REDACTED]
Sent to [REDACTED] on [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

10.48

See attached guidance received today from Government

Do we have an understanding of the scale of the problem and likely remediation requirements in WY yet?

References

—Original Manuscript—

From: Mayoral Enquiries <Mayoral.Enquiries@westyorka.ca.gov.uk>

Sent: 27 January 2026 13:37

To: [REDACTED]
Cc: [REDACTED]

Subject FW Q

Conclusions

Please see attached letter (and previous letter from November)

What's new

Figure 1

Yordana Combed Author

House | 40-50 Wallington Street | Leeds | LS1 2JL

E

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[illegible]

Global Manager

From: DFT Minister <DFT.Minister@dft.gov.uk>

Sent: 27 January 2026 12:03
To: Manuel Escobar <Manuel.Escobar@univie.ac.at>>; cc: meCc: DFT Minister <DFT.Minister@dfi.gov.uk>

Subject: DFT: Guidance on Floating Point letter

CAUTION To

Good

Flange

Experiment

The statutory definition of 'floating bus stop' is an umbrella term to include all design types where a cycle track and bus stop intersect and where bus passengers, pedestrians and cyclists may interact.

Considerable **safety concerns** were raised for 'floating bus stop' design, in particular for blind/partially sighted/disabled users. As a result the DfT, Living Streets, University College London (UCL) etc carried out research which found that 'Past poor design and a failure to treat concerns seriously sets a context for current fears' around floating bus stops. The research identified poor cyclist behaviour as a factor including cyclists failing to:

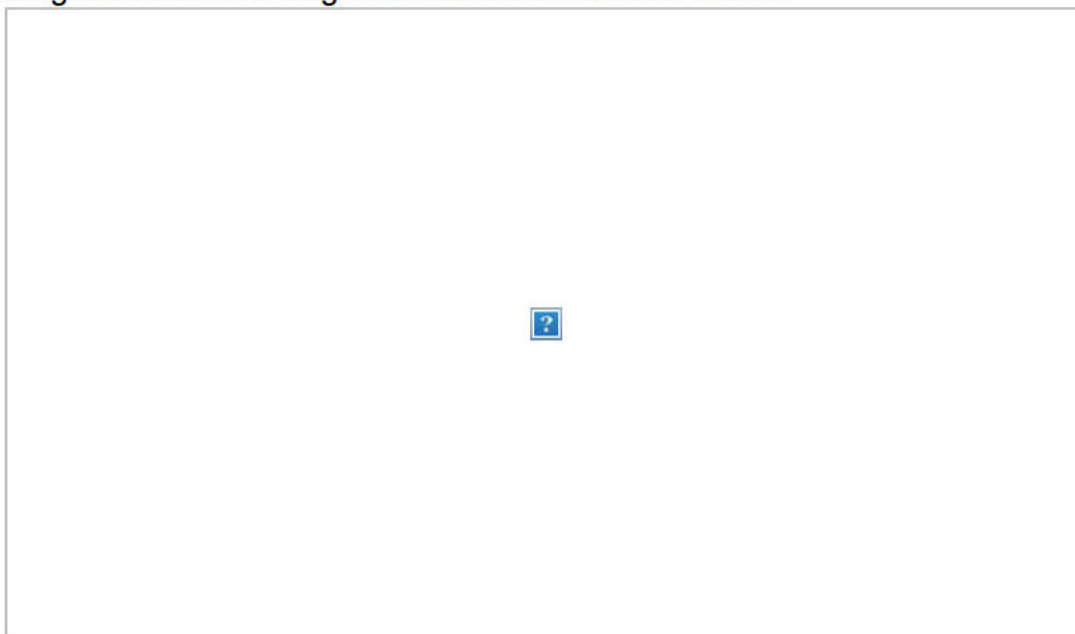
- slow down on the approaches,
- observe the legal requirement to give way to people on zebra or other formal crossings.

On 20 November 2025 the **DfT imposed moratorium** on the installation of floating bus stops which require passengers to board or alight directly from or into a cycle track. This pause is still in place. This guidance can be used to adjust proposed designs which would fall within the pause. Where these designs are already installed, this guidance can be used to make adjustments to them.

What is in it?

1. This guidance presents **safer design for 'floating bus stop's** and also replaces the guidance on bus stop bypasses and shared use bus boarders set out in Local Transport Note (LTN) 1/20, in particular section 6.6.
2. **Existing installations** of this type, whether proposed or in place, **may be adapted in light of this guidance**. Assessment processes should be used to review existing sites to establish what changes should be made. A review may conclude that no changes are needed - but decisions must be clearly documented.
3. The guidance stresses on **meaningful and impactful consultation**. It advises on how to gain input from groups representing disabled people and bus passengers, as well as local walking and cycling groups at an early stage of scheme development. Bus operators, network planners and bus stop infrastructure managers should also be invited to give their input. Please use the Active Travel England [guidance](#) on consultation.
4. It also stresses that **designers should undergo training** in the accessibility requirements of disabled people and inclusive design **to ensure that they have the skills necessary to produce accessible designs**.
5. The guidance highlights the importance on **consistency in layout design** across all sites. If there is a need to diverge from this, it should be highlighted during engagement with local user groups and the decision and reasoning should be documented.

6. Floating bus stops should only be considered on streets with bus routes where protected infrastructure has been identified as necessary, as set out in LTN 1/20. No bus passenger should be expected to board or alight a bus directly into a cycle track.
7. Where a crossing area is considered necessary, it should always be highlighted on the cycle track and **efforts made to slow cyclists** on the approach. Signal control or zebra crossing should be used with this purpose as well as well designed signage and road markings.
8. Designers should gather data on a list of matrices to be used in assessment and design process. Examples include (but not limited to) carriageway and footway widths, forward visibility for cyclists on approach to stop, collision records, pedestrian/cyclist/passenger numbers, cyclist speed etc.
9. Several design parameters (with absolute minimum) have been given alongside indicative diagrams like the one shown below.



Best regards

[Redacted signature]

[Redacted name]

West Yorkshire Combined Authority |

Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE

[Redacted contact information]

www.westyorks-ca.gov.uk

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From: [REDACTED]

Sent: 16 October 2025 11:41

To: [REDACTED]

[REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: DfT Carbon Guidance and Recent TAG Updates

Hi,

Following on from my last email on QCG, please take note of recent DfT update on carbon quantification and TAG. Please pass it on to whoever may benefit from being aware of these.

Quantifiable Carbon Guidance (QCG)

Please find attached slide decks from DfT's recent workshop on QCG. The recordings of the webinar can be viewed in Youtube in [here](#).

Please ensure the guidance is used to develop quantified (and monetised) carbon impact – both for strategies (e.g. like Local Transport Plan) and business cases.

Vehicle Emissions Carbon Tool (VECAT)

Today DfT has released newly developed vehicle emissions carbon tool (VECAT), which has been designed to assess road user carbon (rail, maritime, aviation is not included). Road user carbon is a significant contributor to whole-life carbon and is routinely appraised in business cases due to the government commitment to achieve net zero targets.

While there are existing tools that can be used (e.g. DfT's TUBA used in transport appraisal), there are known issues associated with matrix based assessments. DfT has long time been advocating DEFRA's link based assessment (e.g. DEFRA's Emissions Factors Toolkit) being a more robust assessment. And finally today DfT has released its own link based tool.

DfT expects that VECAT to be used in all business case stages. As well as being used with transport models, VECAT can be used in absence of transport models as long as users are able to provide the required input data (e.g. flow, speed etc). VECAT has TAG databook built in and also can work with Common Analytical Scenarios, which are great features.

The tool and guidance are attached with this email.

Common Analytical Scenario (CAS)

In five of the scenarios, dataset has been updated to reflect more recent population, household, employment and GDP data from the Office for National Statistics (ONS) and Office for Budgetary Responsibility (OBR).

But more importantly for business case work, updated TAG Unit M4 Forecasting and Uncertainty includes the following text:

“Rather than use of the common analytical scenarios (CAS) being mandatory, the use of scenarios analysis will be mandatory – if users do not have their own scenarios, they will be expected to use the CAS as recommended in the guidance.”

It means that, some uncertainty scenarios will still be a requirement. However, **uncertainty scenarios do not necessarily need to be based on CAS.** Promoters may use relevant policy based scenarios if it is deemed more appropriate for a project. Please when an Appraisal Specification Reports or Notes will be developed, get in touch with SPO (of the WYCA) to determine what scenarios could be used for business case work.

TAG Databook

The most recent version of the Databook will be released soon. Updated TUBA, WITA, AMAT with new dataset will be available in due course. The **new Databook is expected to become definitive in December 2025.**

Key changes:

- i. Income banded Values of Time (VoT) used in Variable Demand Model has been corrected, resulted in considerable change (40 to 70% decreases) for public transport users on work purpose.
- ii. Latest economic and demographic data from the ONS and OBR will be used to develop GDP deflator and other data series.
- iii. Cost inflation tables will be updated with outturn estimates of the construction output prices index (COPI) covering the 12 months to March 2025.
- iv. Change in ONS population projection to reflect more recent trends. It shows a 2.4 million (3%) decrease in total population by the end of the OBR's forecast period (2073).

Best regards

[REDACTED]

[REDACTED]

West Yorkshire Combined Authority |

Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE

[REDACTED]

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From: [REDACTED]

Sent: 29 August 2025 16:45

To: [REDACTED]

[REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: Local Transport Quantifiable Carbon Guidance

Hi,

Yesterday the DfT has published a new guidance, **Quantifiable Carbon Guidance (QCG)**, on – you guessed it right - quantification of carbon. QCG covers two distinct areas – advice **for strategies** (e.g. for LTPs) and advice **for schemes** (for business cases).

QCG does not replace or supersede any existing guidance. It complements existing carbon management, assessment and business case guidance such as PAS2080:2023 and TAG Unit A3 (Environmental Impact Appraisal).

Guidance on the use of methodologies is not prescriptive, and authorities have the flexibility to use data, methods and tools that may be suitable to their situation. However, in some instances, this guidance encourages that specific datasets or assumptions are used as a minimum standard to enable consistent comparison of

results between authorities.

QCG appears to advise that LTPs should present baseline for carbon for its geographic coverage and forecast carbon emission in Business As Usual (BAU) and policy based Do-Something (DS) scenarios.

Looking at the Combined Authority's draft LTP in conjunction with QCG's advice for strategies/LTPs, it appears that our LTP may benefit from accounting for few QCG advice, some examples in below:

1. **Assessment period** used in the analysis should, in all cases, cover at least up to 2050 (the UK's Net Zero target). Our LTP is not clear on it but appears to present one figure showing ambition for reduction covering up to 2040.
2. A transport strategy evidence base should seek to quantify all emissions resulting from transport activities occurring within the geographic boundary of the authority – for **Whole Life Carbon (WLC)**. This should reflect how variables such as demand, speed and vehicle types influence local emissions. WLC includes:
 - **User carbon** (direct emissions like tail pipe emissions).
 - **Infrastructure Carbon**. This includes Capital Carbon like construction, maintenance and end-of-life etc as well as Operational Carbon like energy consumption during operation.
3. On quantification for different modes QCG states that:
 - As a minimum, emissions associated with **cars**, light good vehicles (**LGVs**) and heavy goods vehicles (**HGVs**) should be quantified.
 - Assessment of current and future **bus** emissions is encouraged. The carbon impacts of any bus intervention put forward in a transport strategy (for example a bus priority measure or zero emission buses) should be considered as part of analysis.
 - The carbon impacts of any **rail** intervention put forward in a transport strategy should be considered as part of analysis.
 - Quantification of **aviation and shipping** emissions are not expected. Emissions associated with surface transport to and from airports and ports should however be included.
 - Clear justification where sources of emissions are excluded.
4. The **maintenance and replacement** of highway infrastructure assets and elements includes those typically captured in an authority's Asset Management Strategy, such as highways (e.g. bridges carriageways, footways, cycleways), structures (e.g. bridges), drainage, street lighting and highway verges and trees. As a minimum, it is suggested that any quantification of infrastructure carbon at an area-wide level considers highway resurfacing, owing to the significant quantities of materials such as asphalt involved.

5. A suitable **base year** of the emissions can be determined reviewing the available traffic models and selecting the latest base year available. It should be noted that the base year of the emissions calculation should be no later than the last published set of Government statistics, such as DfT Road Traffic Statistics and DESNZ GHG inventory estimates.
6. **Forecasting** for scenarios and sensitivity testing to inform planning for uncertainty. BAU scenario that uses current DfT/TAG datasets and recognised growth forecasts such as the National Transport Model (NTM) / National Road Traffic Projections (NRTP). Fleet assumptions for a BAU scenario should be based on the latest version of the TAG Data Book.
7. Additional scenario tests that could be considered to inform planning for uncertainty include running one or multiple Common Analytical Scenarios (CAS) in full.
8. The Climate Change Committee (CCC's) carbon budget advice and associated sector-level decarbonisation pathways provides one possible source that can be considered for this scenario analysis.

Thank you and have a great weekend all.

Best regards

[Redacted]

[Redacted]

West Yorkshire Combined Authority |

Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE

[Redacted]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: IMPORTANT - New Statutory Guidance for "Floating Bus Stops"
Date: 27 January 2026 12:28:00
Attachments: [image003.png](#)

Hi [REDACTED]

Thanks for including me – forwarding on to highways and active travel policy colleagues plus transport planning colleagues involved in the Quality process.

Many thanks,

[REDACTED]

From: [REDACTED]
Sent: 27 January 2026 12:11

To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: FW: IMPORTANT - New Statutory Guidance for 'Floating Bus Stops'

FYI

Best regards

[REDACTED]

[REDACTED]
West Yorkshire Combined Authority |
Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE
[REDACTED]
www.westyorks-ca.gov.uk

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From: [REDACTED]
Sent: 27 January 2026 12:10

To: [REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

Cc: [REDACTED]

Subject: IMPORTANT - New Statutory Guidance for 'Floating Bus Stops'

Hi All,

A new statutory guidance on design of 'floating bus stop' has been issued by the Department for Transport (DfT). This concerns **both new and existing such bus stops**. It is very important that all staffs and our partners who are working on active mode and bus projects are aware of this new statutory guidance. Please share with them as necessary.

Details can be found here [Floating bus stops provision and design - GOV.UK](#).

Context

The statutory definition of 'floating bus stop' is an umbrella term to include all design types where a cycle track and bus stop intersect and where bus passengers, pedestrians and cyclists may interact.

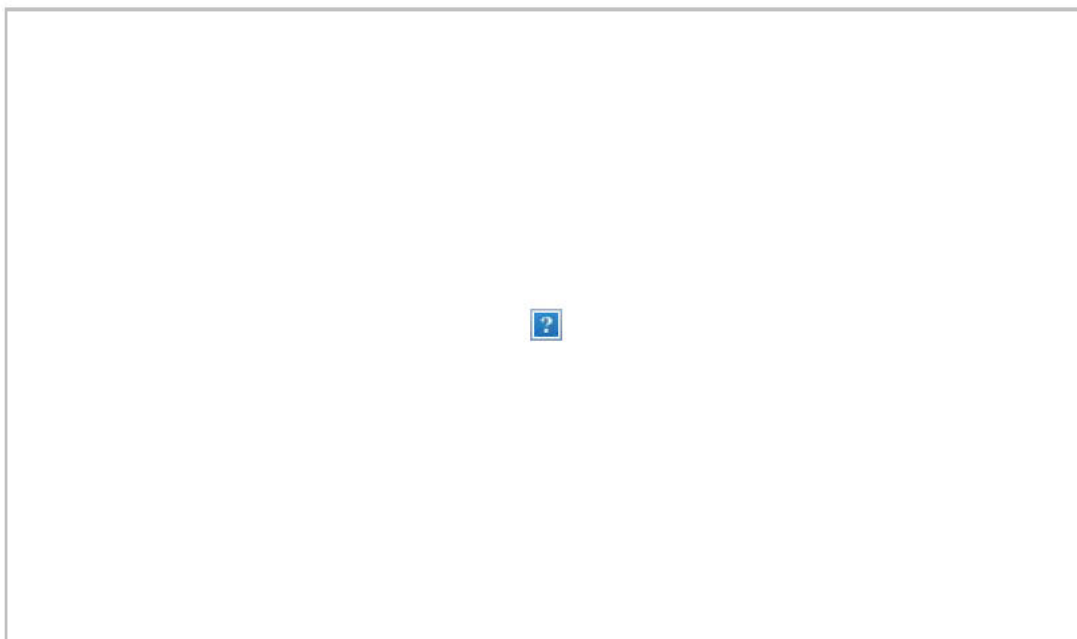
Considerable **safety concerns** were raised for 'floating bus stop' design, in particular for blind/partially sighted/disabled users. As a result the DfT, Living Streets, University College London (UCL) etc carried out research which found that 'Past poor design and a failure to treat concerns seriously sets a context for current fears' around floating bus stops. The research identified poor cyclist behaviour as a factor including cyclists failing to:

- slow down on the approaches,
- observe the legal requirement to give way to people on zebra or other formal crossings.

On 20 November 2025 the **DfT imposed moratorium** on the installation of floating bus stops which require passengers to board or alight directly from or into a cycle track. This pause is still in place. This guidance can be used to adjust proposed designs which would fall within the pause. Where these designs are already installed, this guidance can be used to make adjustments to them.

What is in it?

1. This guidance presents **safer design for 'floating bus stop's** and also replaces the guidance on bus stop bypasses and shared use bus boarders set out in Local Transport Note (LTN) 1/20, in particular section 6.6.
2. **Existing installations** of this type, whether proposed or in place, **may be adapted in light of this guidance**. Assessment processes should be used to review existing sites to establish what changes should be made. A review may conclude that no changes are needed - but decisions must be clearly documented.
3. The guidance stresses on **meaningful and impactful consultation**. It advises on how to gain input from groups representing disabled people and bus passengers, as well as local walking and cycling groups at an early stage of scheme development. Bus operators, network planners and bus stop infrastructure managers should also be invited to give their input. Please use the Active Travel England [guidance](#) on consultation.
4. It also stresses that **designers should undergo training** in the accessibility requirements of disabled people and inclusive design **to ensure that they have the skills necessary to produce accessible designs**.
5. The guidance highlights the importance on **consistency in layout design** across all sites. If there is a need to diverge from this, it should be highlighted during engagement with local user groups and the decision and reasoning should be documented.
6. Floating bus stops should only be considered on streets with bus routes where protected infrastructure has been identified as necessary, as set out in LTN 1/20. No bus passenger should be expected to board or alight a bus directly into a cycle track.
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8. Designers should gather data on a list of matrices to be used in assessment and design process. Examples include (but not limited to) carriageway and footway widths, forward visibility for cyclists on approach to stop, collision records, pedestrian/cyclist/passenger numbers, cyclist speed etc.
9. Several design parameters (with absolute minimum) have been given alongside indicative diagrams like the one shown below.



Best regards

[Redacted]

[Redacted]

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From: [Redacted]

Sent: 16 October 2025 11:41

To: [Redacted]

[Redacted]

Cc: [Redacted]

[REDACTED]
[REDACTED]
Subject: DfT Carbon Guidance and Recent TAG Updates

Hi,

Following on from my last email on QCG, please take note of recent DfT update on carbon quantification and TAG. Please pass it on to whoever may benefit from being aware of these.

Quantifiable Carbon Guidance (QCG)

Please find attached slide decks from DfT's recent workshop on QCG. The recordings of the webinar can be viewed in Youtube in [here](#).

Please ensure the guidance is used to develop quantified (and monetised) carbon impact – both for strategies (e.g. like Local Transport Plan) and business cases.

Vehicle Emissions Carbon Tool (VECAT)

Today DfT has released newly developed vehicle emissions carbon tool (VECAT), which has been designed to assess road user carbon (rail, maritime, aviation is not included). Road user carbon is a significant contributor to whole-life carbon and is routinely appraised in business cases due to the government commitment to achieve net zero targets.

While there are existing tools that can be used (e.g. DfT's TUBA used in transport appraisal), there are known issues associated with matrix based assessments. DfT has long time been advocating DEFRA's link based assessment (e.g. DEFRA's Emissions Factors Toolkit) being a more robust assessment. And finally today DfT has released its own link based tool.

DfT expects that VECAT to be used in all business case stages. As well as being used with transport models, VECAT can be used in absence of transport models as long as users are able to provide the required input data (e.g. flow, speed etc). VECAT has TAG databook built in and also can work with Common Analytical Scenarios, which are great features.

The tool and guidance are attached with this email.

Common Analytical Scenario (CAS)

In five of the scenarios, dataset has been updated to reflect more recent population, household, employment and GDP data from the Office for National Statistics (ONS) and Office for Budgetary Responsibility (OBR).

But more importantly for business case work, updated TAG Unit M4 Forecasting and Uncertainty includes the following text:

“Rather than use of the common analytical scenarios (CAS) being mandatory, the

use of scenarios analysis will be mandatory – if users do not have their own scenarios, they will be expected to use the CAS as recommended in the guidance.”

It means that, some uncertainty scenarios will still be a requirement. However, **uncertainty scenarios do not necessarily need to be based on CAS.**

Promoters may use relevant policy based scenarios if it is deemed more appropriate for a project. Please when an Appraisal Specification Reports or Notes will be developed, get in touch with SPO (of the WYCA) to determine what scenarios could be used for business case work.

TAG Databook

The most recent version of the Databook will be released soon. Updated TUBA, WITA, AMAT with new dataset will be available in due course. The **new Databook is expected to become definitive in December 2025.**

Key changes:

- i. Income banded Values of Time (VoT) used in Variable Demand Model has been corrected, resulted in considerable change (40 to 70% decreases) for public transport users on work purpose.
- ii. Latest economic and demographic data from the ONS and OBR will be used to develop GDP defator and other data series.
- iii. Cost inflation tables will be updated with outturn estimates of the construction output prices index (COP1) covering the 12 months to March 2025.
- iv. Change in ONS population projection to reflect more recent trends. It shows a 2.4 million (3%) decrease in total population by the end of the OBR's forecast period (2073).

Best regards

[Redacted]

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From: [Redacted]

Sent: 29 August 2025 16:45

To: [Redacted]

[REDACTED]

Cc: [REDACTED]

Subject: Local Transport Quantifiable Carbon Guidance

Hi,

Yesterday the DfT has published a new guidance, **Quantifiable Carbon Guidance (QCG)**, on – you guessed it right - quantification of carbon. QCG covers two distinct areas – advice **for strategies** (e.g. for LTPs) and advice **for schemes** (for business cases).

QCG does not replace or supersede any existing guidance. It complements existing carbon management, assessment and business case guidance such as PAS2080:2023 and TAG Unit A3 (Environmental Impact Appraisal).

Guidance on the use of methodologies is not prescriptive, and authorities have the flexibility to use data, methods and tools that may be suitable to their situation. However, in some instances, this guidance encourages that specific datasets or assumptions are used as a minimum standard to enable consistent comparison of results between authorities.

QCG appears to advise that LTPs should present baseline for carbon for its geographic coverage and forecast carbon emission in Business As Usual (BAU) and policy based Do-Something (DS) scenarios.

Looking at the Combined Authority's draft LTP in conjunction with QCG's advice for strategies/LTPs, it appears that our LTP may benefit from accounting for few QCG advice, some examples in below:

1. **Assessment period** used in the analysis should, in all cases, cover at least up to 2050 (the UK's Net Zero target). Our LTP is not clear on it but appears to present one figure showing ambition for reduction covering up to 2040.
2. A transport strategy evidence base should seek to quantify all emissions resulting from transport activities occurring within the geographic boundary of the authority – for **Whole Life Carbon (WLC)**. This should reflect how

variables such as demand, speed and vehicle types influence local emissions. WLC includes:

- **User carbon** (direct emissions like tail pipe emissions).
- **Infrastructure Carbon**. This includes Capital Carbon like construction, maintenance and end-of-life etc as well as Operational Carbon like energy consumption during operation.

3. On quantification for different modes QCG states that:

- As a minimum, emissions associated with **cars**, light good vehicles (**LGVs**) and heavy goods vehicles (**HGVs**) should be quantified.
- Assessment of current and future **bus** emissions is encouraged. The carbon impacts of any bus intervention put forward in a transport strategy (for example a bus priority measure or zero emission buses) should be considered as part of analysis.
- The carbon impacts of any **rail** intervention put forward in a transport strategy should be considered as part of analysis.
- Quantification of **aviation and shipping** emissions are not expected. Emissions associated with surface transport to and from airports and ports should however be included.
- Clear justification where sources of emissions are excluded.

4. The **maintenance and replacement** of highway infrastructure assets and elements includes those typically captured in an authority's Asset Management Strategy, such as highways (e.g. bridges carriageways, footways, cycleways), structures (e.g. bridges), drainage, street lighting and highway verges and trees. As a minimum, it is suggested that any quantification of infrastructure carbon at an area-wide level considers highway resurfacing, owing to the significant quantities of materials such as asphalt involved.

5. A suitable **base year** of the emissions can be determined reviewing the available traffic models and selecting the latest base year available. It should be noted that the base year of the emissions calculation should be no later than the last published set of Government statistics, such as DfT Road Traffic Statistics and DESNZ GHG inventory estimates.

6. **Forecasting** for scenarios and sensitivity testing to inform planning for uncertainty. BAU scenario that uses current DfT/TAG datasets and recognised growth forecasts such as the National Transport Model (NTM) / National Road Traffic Projections (NRTTP). Fleet assumptions for a BAU scenario should be based on the latest version of the TAG Data Book.

7. Additional scenario tests that could be considered to inform planning for uncertainty include running one or multiple Common Analytical Scenarios (CAS) in full.

8. The Climate Change Committee (CCC's) carbon budget advice and associated sector-level decarbonisation pathways provides one possible source that can be considered for this scenario analysis.

Thank you and have a great weekend all.

Best regards

[Redacted]

[Redacted]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Local authority audit of floating bus stops in England: please respond by 16 January
Date: 28 November 2025 08:18:48
Attachments: [image.png](#)
[Min Lightwood Letter to Local Authorities floating bus stops.pdf](#)

[REDACTED]

Thanks for your earlier response on this – please see below, in case you’ve not received directly.

Will you and [REDACTED] be coordinating our response to this? Not sure if this has gone to the Districts directly too. Probably worth checking to avoid doubling up.

Regards

[REDACTED]

From: TRAFFIC SIGNS <TRAFFIC.SIGNS@dft.gov.uk>
Sent: 27 November 2025 17:12
Subject: Local authority audit of floating bus stops in England: please respond by 16 January

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

OFFICIAL-FOR PUBLIC RELEASE

Hello,

As you may have seen, the Minister for Roads and Buses, Simon Lightwood MP, wrote to the leaders of all local traffic authorities in England on 20 November, setting out the terms of a request to put on hold any new floating bus stop schemes which require people to board or alight directly from or into a cycle track. A copy of this letter is attached for reference.

The letter also set out that the Department would be asking local authorities to carry out an audit of floating bus stops on their networks, through a survey. This email provides more details of this survey and how you can respond.

The survey can be accessed via this link: <https://www.smartsurvey.co.uk/s/8OO6JC/>

It is a short survey, and asks for location information, bus stop type, and for any information you may have about safety concerns or collisions at these sites.

If you do not have any floating bus stops on your network, please still take a moment to respond to that effect – the survey has been structured to make this as quick as

possible. This information is still helpful to us in establishing an accurate national picture of where floating bus stops are.

Please respond by **16 January 2026**.

The responses will be analysed by Active Travel England and may be used as part of their forthcoming research into floating bus stops.

If you have any questions, please contact traffic.signs@dft.gov.uk

Many thanks,

Traffic Signs and Street Design Team
Traffic and Technology Division



OFFICIAL-FOR PUBLIC RELEASE



Department
for Transport

Mayor [REDACTED]
West Yorkshire Combined Authority

From the Parliamentary
Under Secretary of State
[REDACTED]

Great Minster House
33 Horseferry Road
London
SW1P 4DR

[REDACTED]
Web site: www.gov.uk/dft

27 January 2026

Dear [REDACTED]

Floating bus stop guidance

I wrote to you in November 2025 to announce the pause on floating bus stop designs which require passengers to board or alight directly from or into a cycle track. This pause remains in place. I also said that I would write again, with further details, when the first version of the guidance on floating bus stops was published.

I am pleased to confirm that the guidance has now been published and is available at: [Floating bus stops provision and design - GOV.UK](#).

This guidance delivers the commitment under section 31 of the Bus Services Act 2025 for the Department to publish statutory guidance on the provision and design of floating bus stops.

The guidance provides advice to local authorities on how to provide safe cycling facilities that also meet the needs of bus passengers. This government wants walking, wheeling and cycling to be a safe, easy and accessible option for everyone and high quality cycling infrastructure is a key part of achieving this. We are also committed to creating a transport network that puts passengers at its heart by removing barriers, promoting opportunity and supporting economic growth. Buses are the most frequently used form of public transport for disabled people, and it is therefore important that bus stops are accessible to all. Well-designed floating bus stops can be a means of addressing both these aims.

The guidance applies in England, to new schemes and existing sites, and

authorities must have regard to it when implementing floating bus stops on their road networks.

Section 32 of the Bus Services Act gives powers to the Secretary of State to request information from local authorities on how they have complied with the requirement in section 31 to have regard to the guidance. The guidance contains examples of the information that might be requested from local authorities by the Secretary of State.

This is the first version of the guidance. It will be updated as new evidence, research, and other guidance is produced. ATE is undertaking further research on floating bus stops to improve our knowledge and evidence base. This research will be completed in 2027.

Section 30 of the Bus Services Act 2025 gives the Secretary of State powers to issue guidance on the safety and accessibility of bus stops generally. This will be a separate piece of guidance and will look at a wider range of issues than this guidance, which is specifically focussed on floating bus stops.

Funding for remediation work

Existing funding streams for this financial year can be used to support remediation work that might be required in some circumstances, for example the Consolidated Active Travel Fund (CATF). Additional ATE funding will be available in 2026/27 for authorities that cannot fund remediation through other funding allocations. Further details of this funding will be made available in due course.

Local authorities can submit schemes for funding via the CATF smart survey portal, or list floating bus stop remediation projects within MTF/ITF delivery plans; for the latter, outline plans are due on 20 March 2026, with final plans due on 18 September 2026.

ATE are available to provide help with design issues and can be contacted at atecontact@dft.gov.uk.

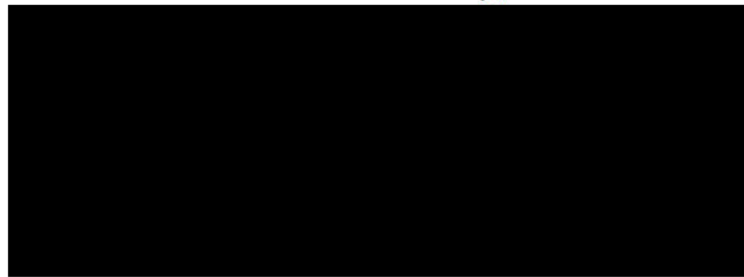
Accessible Travel Charter

Accessible transport is a key priority for the Government. A vital part of delivering this is enabling disabled passengers to make the journeys they want and need – doing so with ease, confidence, and dignity. As part of this work, we are designing an Accessible Travel Charter. Working with disabled people, operators, and regulators, this will set clear expectations to

implement accessibility best practice and commitments for accessible, barrier-free transport, that every passenger-focused operator and authority should meet so that our transport system delivers for the disabled passengers. The charter will be delivered in stages, launching in 2026.

I am copying this letter to the leaders of all local traffic authorities in England. I am confident that the guidance on floating bus stops, alongside the other measures I have outlined, will help local authorities to improve existing floating bus stop installations. It should also ensure future installations, whilst protecting cyclists from motor traffic, are as accessible as possible.

Yours sincerely,



MINISTER FOR ROADS & BUSES

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: IMPORTANT - New Statutory Guidance for "Floating Bus Stops"
Date: 27 January 2026 12:10:06
Attachments: [image003.png](#)

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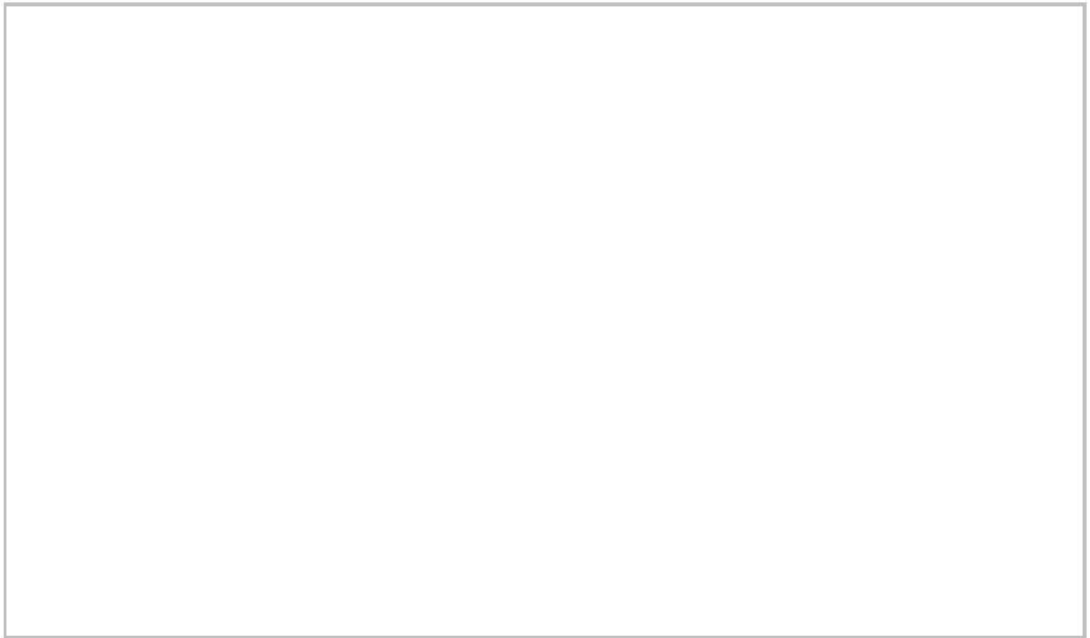
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From: [Redacted]

Sent: 16 October 2025 11:41

To: [Redacted]

[Redacted]

Cc: [Redacted]

Subject: DfT Carbon Guidance and Recent TAG Updates

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From: [Redacted]

Sent: 29 August 2025 16:45

To: [Redacted]

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4. The **maintenance and replacement** of highway infrastructure assets and elements includes those typically captured in an authority's Asset Management Strategy, such as highways (e.g. bridges carriageways, footways, cycleways), structures (e.g. bridges), drainage, street lighting and highway verges and trees. As a minimum, it is suggested that any quantification of infrastructure carbon at an area-wide level considers highway resurfacing, owing to the significant quantities of materials such as asphalt involved.

5. A suitable **base year** of the emissions can be determined reviewing the available traffic models and selecting the latest base year available. It should be noted that the base year of the emissions calculation should be no later than the last published set of Government statistics, such as DfT Road Traffic Statistics and DESNZ GHG inventory estimates.

6. **Forecasting** for scenarios and sensitivity testing to inform planning for uncertainty. BAU scenario that uses current DfT/TAG datasets and recognised growth forecasts such as the National Transport Model (NTM) / National Road Traffic Projections (NRTP). Fleet assumptions for a BAU scenario should be based on the latest version of the TAG Data Book.

7. Additional scenario tests that could be considered to inform planning for uncertainty include running one or multiple Common Analytical Scenarios (CAS) in full.

8. The Climate Change Committee (CCC's) carbon budget advice and associated sector-level decarbonisation pathways provides one possible source that can be considered for this scenario analysis.

Thank you and have a great weekend all.

Best regards

[Redacted]

[Redacted]

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[Redacted]

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Department
for Transport

West Yorkshire Combined Authority

From the Parliamentary
Under Secretary of State

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel:
E-Mail:
Web site: www.gov.uk/dft

20 November 2025

Dear

Floating bus stops

You may have seen that the Bus Services Act 2025, which includes a range of measures designed to improve accessibility to buses for everyone, received Royal Assent on 27 October 2025. The Government wants disabled people to be able to travel easily, confidently, and with dignity and we understand the importance of accessible bus services in supporting people to live their lives the way they want to.

The Government is also committed to enabling more people to walk and cycle, and recognises that good-quality, segregated infrastructure is vital to making cycling safer. We need to ensure this is delivered in a way that keeps the public realm accessible for everyone.

During the Commons Committee stage of the Act's passage, I said that we would ask local authorities to pause the installation of floating bus stop designs which require passengers to board or alight directly from or into a cycle track, and that more information would be provided in due course. This letter sets out the terms of this pause and what other activities the department is undertaking on floating bus stops.

Floating bus stops were introduced to reduce the risk of conflict at bus stops between cyclists and buses, and as a way to maintain segregated cycle facilities through bus stops. A floating bus stop is an area in the immediate vicinity of a bus stop, designed for use by people accessing the bus stop, and incorporating a cycle track.

It has become clear through feedback from stakeholders that some floating bus stop layouts, if poorly designed and delivered, can cause problems for some people, particularly those with visual impairments. This can lead to problems in navigating the layout and feeling safe, and therefore confident, to make journeys independently. This is an issue primarily about equality and accessibility, but also about safety, including the safety of cyclists.

Pause on designs which require passengers to board or alight directly from or into a cycle track

From today, local traffic authorities in England, including London, should put on hold the installation of designs which require passengers to board or alight directly from or into a cycle track - see **Annex A** for an illustrative example.

We expect local authorities to comply with this request. It applies only to proposed schemes at the design stage, not schemes under construction, contractually committed, or at the pre-contract stage with grant funding agreed. We recognise that local authorities with schemes at these stages would incur financial penalties in changing those designs and it would be unrealistic to halt projects already under construction.

We are committed to improving the design of floating bus stops and Active Travel England (ATE) is carrying out further research on solutions to improve accessibility, including their impacts on people with a range of impairments. The pause will be reviewed after one year but will not be lifted before the research has concluded.

Local authority audit of existing sites

While the pause applies to any new sites, it is important that we consider how to improve the accessibility of floating bus stops that are already in place, particularly those that require passengers to board or alight directly from or into a cycle track.

In line with the commitment made during Committee stage, my officials will therefore contact your officers shortly with a link asking them to submit data on the floating bus stops in your area, including location, type of floating bus stop, and collision data (if available). This will help us build a national picture of floating bus stop provision and will also help you start to identify sites that may require remedial work, following publication of the statutory guidance.

Please also provide a return even if you have no floating bus stops on your network. This information is still helpful to us in building an accurate national picture. We will ask you to respond by the middle of December 2025; my officials stand ready to discuss any concerns you might have about data availability or timescales.

I anticipate that you will already hold much of the information requested and I am sure that you will recognise the importance of this audit in assessing any accessibility issues that may exist.

We appreciate that this work will not have been anticipated in local investment plans. Existing funding streams for this financial year can be used to support audit and remediation work, for example the consolidated active travel fund. Remediation activities will also be in scope of the new consolidated local transport settlements for 2026/27 onwards. Additional ATE funding will be available in 2026/27 for authorities in England outside London that cannot fund remediation through their consolidated funding allocation.

Other measures

The Act also requires the Department to publish new statutory guidance on floating bus stop design no later than three months after Royal Assent. The Act requires us to consult on the guidance with the Disabled Persons Transport Advisory Committee and other relevant stakeholders before publication, and work on drafting the guidance and this engagement process is underway. I will write to you again, with further details, when the guidance is published.

Transport for London is carrying out a campaign to raise awareness of the Highway Code, with a particular focus on the rules designed to protect people walking, cycling, and motorcycling. The campaign highlights five key rules, which protect at-risk road users and where there is poor compliance and understanding of the rules, including some of the rules which were updated in 2022. This includes materials designed to remind road users, particularly cyclists, to give way at crossings at bus stops.

ATE and the Department have been involved in this work with the intention of sharing materials with local authorities outside London in due course.

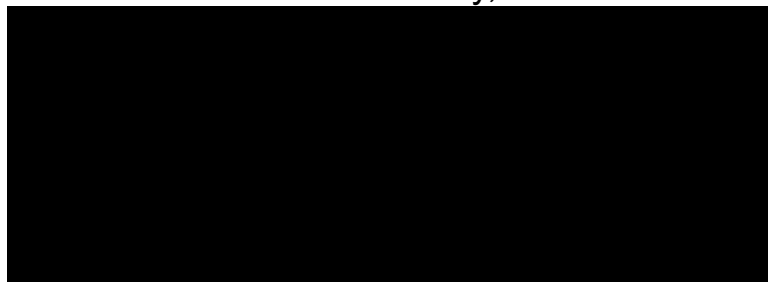
Local authorities with schemes that are already underway can request design assurance from ATE for government-funded projects at:

<https://www.gov.uk/guidance/request-design-assurance-for-an-active-travel->

[scheme](#). Should you require any further advice on design issues please contact atecontact@dft.gov.uk.

I am copying this letter to the leaders of all local traffic authorities in England. I am sure that you will want to join me in helping ensure bus services, including floating bus stops, are accessible to everyone.

Yours sincerely,



MINISTER FOR ROADS & BUSES

ANNEX A: Design within scope

- The pause will apply to proposed installations, at the design stage.
- Any scheme which is contractually or financially committed, under construction, or already in place, is not in scope.
- The pause will apply to sites with a designated cycle track between the kerb and the shelter where passengers board or alight the bus directly from or into the cycle track.
- The pause does not include sites where there is no designated cycle track.
- Note that this example is not definitive and local authorities should consider these criteria carefully in relation to their own designs. The design below is for illustrative purposes only.



From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: A letter from the Minister for Roads and Buses Simon Lightwood on Floating Bus Stops
Date: 25 November 2025 13:04:02
Attachments: [image001.png](#)

Hi all,

Just to let you know we have been aware of this for some time, several of us have been working to find solutions to this, lead by [REDACTED] team. We have been actively engaging with ATE on this who are developing the new national guidance, due to be issued in the new year.

It is important to note that currently this only affects bus boarders where there is a segregated cycle track running between the footway and carriageway where bus passengers decant directly on to the cycle track. [REDACTED] has done a fantastic piece of work pulling together all the different types of bus stops and the infrastructure around the different types. We have also had workshops with ATE around solutions for schemes currently in delivery and almost at delivery to make suitable cost affective changes to the designs prior to construction.

We do not have the exact number of this type of stop currently across WY. I do know that this is a question we have already asked, in our internal meetings as we need to understand the quantity that we may need to retrofit in the future. In the first instance we were told that there would be some funding for this nationally. However, we have now been informed that this is not the case, and we will need to fund this work.

Thank you

[REDACTED]

[REDACTED]
West Yorkshire Combined Authority | Leeds City Region Enterprise Partnership (the LEP)

Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE

[REDACTED]
www.westyorks-ca.gov.uk | www.the-lep.com

From: [REDACTED]

Sent: 25 November 2025 11:12

To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: A letter from the Minister for Roads and Buses [REDACTED] on Floating Bus Stops

Hi all,

I will speak to [REDACTED] about this, I know [REDACTED] has been speaking to districts about existing and planned bus stop bypasses so we may have some of this information already.

If not, we have our Active Travel board next Thursday so can raise this there and work with district colleagues to pull together the information ask in advance of it formally coming through to us.

To [REDACTED] point, I can ask assets but I doubt they will have a record of the type of bus stop installed as I don't think that will impact on their delivery.

Thanks

[REDACTED]

[REDACTED]

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[REDACTED]

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From: [REDACTED]

Sent: 24 November 2025 14:14

To: [REDACTED]

[REDACTED]

Cc: [REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: A letter from the Minister for Roads and Buses [REDACTED] on Floating Bus Stops

Hi,

I give some thought to the best way to approach with the districts – would the asset's team have a record on their inventory of how many we currently have?

Early last year following consultation with the Royal National Institute of Blind People, Wakefield stopped all installation of proposed floating bus stops on new schemes.

Thanks

[REDACTED]

From: [REDACTED]

Sent: 24 November 2025 13:12

To: [REDACTED]
[REDACTED]

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: FW: A letter from the Minister for Roads and Buses [REDACTED] on Floating Bus Stops

[REDACTED]

Please see attached letter from Minister for Roads and Buses.

Do we have any instances of floating bus stops in schemes currently in development – both ATE funded schemes and other funding mechanisms?

Seemingly we're going to be asked to provide information on floating bus stops currently on the network (including those under construction). Can we think about how we will collate that information with District partners?

Regards

[REDACTED]

From: Mayoral.Enquiries <Mayoral.Enquiries@westyorks-ca.gov.uk>

Sent: 20 November 2025 11:22

To: [REDACTED]
[REDACTED]
[REDACTED]

Cc: Mayoral.Enquiries <Mayoral.Enquiries@westyorks-ca.gov.uk>

Subject: FW: A letter from the Minister for Roads and Buses [REDACTED] on Floating Bus Stops

Good morning,

Please see attached letter from DfT.

Kind regards,

[REDACTED]

West Yorkshire Combined Authority

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[REDACTED]

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From: TRAFFIC SIGNS <TRAFFIC.SIGNS@dft.gov.uk>

Sent: 20 November 2025 07:35

To: Mayoral.Enquiries <Mayoral.Enquiries@westyorks-ca.gov.uk>

Subject: A letter from the Minister for Roads and Buses [REDACTED] on Floating Bus Stops

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OFFICIAL

Good morning,

Please see the attached.

Many thanks,

Traffic Signs and Street Design Team
Traffic and Technology Division



OFFICIAL

Logo



From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Floating Bus Stops: West Yorks
Date: 04 December 2025 17:36:13

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Hi [REDACTED]

Sure thing, we'd be happy to help.

How about 2pm on Monday 15th December?

If that time works for you and district partners, please could you set it up with desired attendees from your side and [REDACTED] and me from our side? [REDACTED] email is [REDACTED] and he's going to be the main person answering any questions as best he can under the circumstances, ahead of the guidance coming out.

If that time doesn't work, let me know and I can explore some alternatives.

Kind regards,

[REDACTED], Active Travel England

OFFICIAL

From: [REDACTED]
Sent: 04 December 2025 13:48
To: [REDACTED]
Subject: Floating Bus Stops: West Yorks

Hi [REDACTED]

We had our Active Travel Board earlier today and the recent communications about floating bus stops were discussed.

I know you are speaking to Bradford next week on this but I wondered if it would be possible to book in something that all 5 of our district partners would have the opportunity to attend.

What we are looking for is clarity on the definitions being discussed, and also some suggested alternatives.

Would a meeting be possible? I realise we're fast approaching the Christmas break but something before then would be great.

Thanks

[REDACTED]

[REDACTED]

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[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Subject: RE: Pause on Floating Bus Stops
Date: 26 November 2025 10:56:11
Attachments: [image001.png](#)

Hi [REDACTED]

Yes I'll work in a slot for [REDACTED] think it would be useful for him to come and discuss this, and also for us to mention the letter from Minister [REDACTED] that states DfT will be asking for bus stop boarder information soon so we need to be ready for that.

I'll get in touch with Luke and highlight the below.

Thanks
[REDACTED]

[REDACTED]
West Yorkshire Combined Authority
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[REDACTED]

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From: [REDACTED]
Sent: 26 November 2025 08:12
To: [REDACTED]
Subject: FW: Pause on Floating Bus Stops

Hi [REDACTED]

[REDACTED] mentions about coming to the AT board, which might be worth a slot on the agenda?

If he does come, could it include an example of what is covered by this and what isn't? a picture of the type of stop which is and which isn't !?

Also whilst we don't have a complete list, a couple of examples of site locations where one has gone in recently, and ones in development stage like [REDACTED] says below eg Woodhouse Lane...?

Thanks

[REDACTED]
West Yorkshire Combined Authority Wellington House | 40-50 Wellington

Street | Leeds | LS1 2DE

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From: [REDACTED]

Sent: 25 November 2025 18:22

To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Pause on Floating Bus Stops

Hi all,

Just to provide some further comments on this:

[REDACTED] and I have written a Position Paper on behalf of the Combined Authority, that we have nearly finalised – we are awaiting the guidance from ATE to be published to ensure that we are aligned with it before we published our respective guidance documents.

The pause to Bus Stop Boarders, including Shared Use Bus Boarders, only applies to schemes that are still in the development stages, and it is unclear at this stage as to whether schemes that have already been committed, currently in delivery or have been delivered will be required to retrofit stops which include Bus Stop Boarders. There are questions around how these changes will be funded if this needs to be undertaken.

To mitigate this through the Quality Panel Process, I am keen for all schemes to remove Bus Stop Boarders to avoid having to then remove them later. We are in a weird interim period at the minute as we are still awaiting the ATE Guidance to be published, and there are several potential alternatives which could be used instead of Bus Stop Boarders – I believe there are a total of 11 different types which could be employed.

With the Woodhouse Lane Gateway scheme, given the space constraints that there were for the two stops in question, a reduced width bus stop bypass has been included within the scheme to mitigate this.

We hope to be able to advise more clearly in the new year on what these designs will look like, combining both the ATE guidance and the research that [REDACTED] and I have put together. I unfortunately, do not have a date for this at the minute.

If needs be, I can look to attend the Active Travel Board on the 4 December to discuss further.

Any further questions or comments, please do let me know.

Kind Regards,

[REDACTED]

[REDACTED]

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[REDACTED]

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[REDACTED]

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[REDACTED]

From: [REDACTED]

Sent: 24 November 2025 09:37

To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Pause on Floating Bus Stops

Hi [REDACTED]

Thanks for both of your emails on this – I think it would be worth flagging at next Active Travel Board on 4 Dec [REDACTED]. Looping [REDACTED] into the conversation too as she has had some discussions with ATE about this recently.

Thanks

[REDACTED]

[REDACTED]
[REDACTED]
West Yorkshire Combined Authority

Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE

[REDACTED]
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From: [REDACTED]

Sent: 24 November 2025 09:28

To: [REDACTED]
[REDACTED]
[REDACTED]

Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Pause on Floating Bus Stops

Hi [REDACTED]

Thanks for getting in touch. I'm aware of the challenges which this current pause on Bus Borders is causing for schemes in development.

I'm unclear of the full implications of the pause, however the Quality Panel at WYCA is taking a strong stance and is not endorsing any schemes which are coming through the panel which include Bus Borders as part of their scheme.

I am also concerned that in some instances the alternatives to Bus Borders may be worse due to space constraints.

The Quality Panel has asked for further guidance from Brian Deegan at AtE on Bus Borders and the way forward and we are hoping to have a meeting in the next couple of weeks.

I'm aware Bus Borders are included as part of the A639 Thwaite Gate scheme with an FBC scheduled for March 27 and I think Woodhouse Gateway might have Bus Borders too (I need to confirm this). Do we have a list of current schemes which currently include Bus Borders in Leeds as this would be useful to understand the magnitude of the current challenge.

Regards

[REDACTED]

[REDACTED]
[REDACTED]

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From: [Redacted]

Sent: 21 November 2025 15:19

To: [Redacted]

[Redacted]

[Redacted]

Cc: [Redacted]

[Redacted]

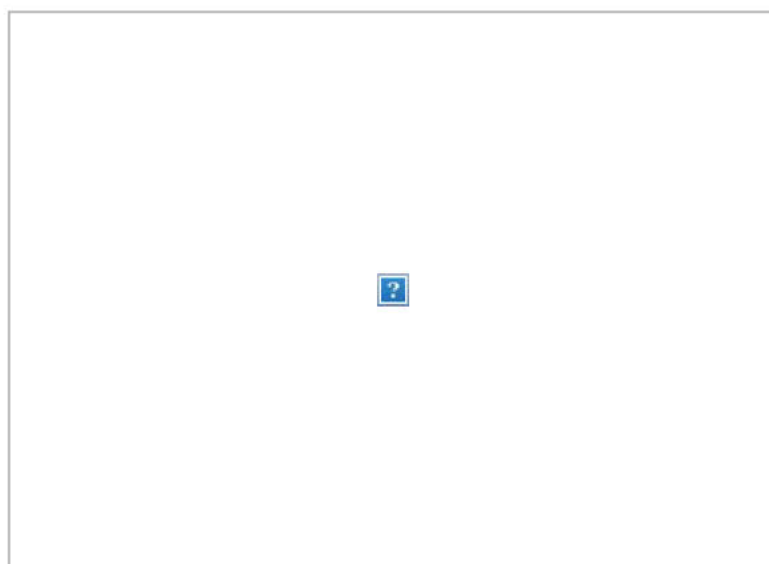
Subject: Pause on Floating Bus Stops

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Hi All,

Sorry for the blanket email, I wasn't sure who is best placed to answer this.

You may have seen that the Bus Services Act 2025, which includes a range of measures designed to improve accessibility to buses for everyone, received Royal Assent on 27 October 2025. As a result, local authorities have been instructed to put on hold the installation of designs which require passengers to board or alight directly from or into a cycle track. See illustrative example below;



My understanding is that this pause only applies to proposed schemes at the design stage, not schemes under construction, contractually committed, or at the pre-contract stage with grant funding agreed.

This pause has been on everyone's radar for a while, and now that it's official, we've been developing some ideas of our own. One concern we have is that, without clear and consistent alternatives, designers might feel pushed toward shared space solutions which in my view are worse. Have officers within WYCA, such as the Quality Panel, explored any other options for schemes where space is particularly constrained? If so, it would be great to share ideas and thoughts with partners and see how that work could help shape our collective approach.

[REDACTED] – is this worth flagging at the next Active Travel Programme Board for discussion?

Kind regards,

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: WYCA: Draft Formal Response to the Pause on "Floating Bus Stops"
Date: 14 August 2025 15:05:09

Thanks [REDACTED]

Happy to arrange the meeting when you have received confirmation. Please could you also send across his email address as I do not think I have it.

Thanks,
[REDACTED]

[REDACTED]

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[REDACTED]

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[REDACTED]

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[REDACTED]

From: [REDACTED]

Sent: 14 August 2025 15:02

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: WYCA: Draft Formal Response to the Pause on 'Floating Bus Stops'

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Thank you [REDACTED]

I've placed a hold in [REDACTED] calendar for Tuesday 09:00 – 10:00, please allow me to confirm with him today and I'd be grateful if you could arrange a meeting with the relevant person including myself, [REDACTED]

Kind Regards

[REDACTED] Active Travel England

OFFICIAL

From: [REDACTED]

Sent: 13 August 2025 16:27

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: WYCA: Draft Formal Response to the Pause on 'Floating Bus Stops'

Hi [REDACTED]

Please see below our availability next week:

Tuesday 19: 9-10am; 3-5pm

Wednesday 20: 12-1:30pm

Thanks,

[REDACTED]

[REDACTED]

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[REDACTED]

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[REDACTED]

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[REDACTED]

From: [REDACTED]

Sent: 13 August 2025 15:19

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: WYCA: Draft Formal Response to the Pause on 'Floating Bus Stops'

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OFFICIAL

Hi [REDACTED]

Yes, please could you send some availability for next week.

Kind Regards

[REDACTED] Active Travel England

OFFICIAL

From: [REDACTED]

Sent: 12 August 2025 16:15

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: WYCA: Draft Formal Response to the Pause on 'Floating Bus Stops'

Hi [REDACTED]

Are there any updates on when the meeting with [REDACTED] will be able to go ahead.
Please do let me know if you need our availability for the week after as well.

Kind Regards,

[REDACTED]

[REDACTED]

West Yorkshire Combined Authority

[REDACTED]

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[REDACTED]

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[REDACTED]

From: [REDACTED]

Sent: 05 August 2025 16:46

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: WYCA: Draft Formal Response to the Pause on 'Floating Bus Stops'

Afternoon [REDACTED]

Thanks for getting back to me on this, and we would be happy to arrange a meeting with [REDACTED] to discuss this matter further. Please see below our availability for next week. Unfortunately, there is not a time this week that would suit.

Tuesday 12 August: 12-1pm

Wednesday 13 August 2-3pm

Friday 15 August 9-12pm

Let me know if these times do not work and I can look at our availability for the week after.

Kind Regards,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED] [Tool - Race Equality Matters](#)

Transport Planner | Transport Partnerships

West Yorkshire Combined Authority

Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE

[REDACTED]
[REDACTED]

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[REDACTED]

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[REDACTED]

From: [REDACTED]

Sent: 05 August 2025 15:29

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: WYCA: Draft Formal Response to the Pause on 'Floating Bus Stops'

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OFFICIAL

Afternoon [REDACTED]

[REDACTED] has suggested he have a call with you and other relevant WYCA persons to discuss the below and your '(Draft) Formal Response to the Pause of 'Floating' Bus Stops West Yorkshire Combined Authority Draft Position'

Please could you provide some timeslots that are suitable, and I'll liaise with [REDACTED]

Kind Regards

[REDACTED], Active Travel England

OFFICIAL

From: [REDACTED]

Sent: 15 July 2025 16:48

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: WYCA: Draft Formal Response to the Pause on 'Floating Bus Stops'

Hi [REDACTED]

Many thanks for your coverage of the many questions that were fired in your direction this morning during the Quality Panel Board this morning.

Following an internal meeting this afternoon, we have pulled together, what the Combined Authority would consider the definitions of each of the respective bus stop interventions to deal with the interface with cyclists.

Within the document as well, we have outlined what the proposed Policy Position that has been recommended into Policy, and have amended this to reflect the correct terminology. Please note that this is not adopted, nor an official document yet – it is still being worked up and is considered embargoed, so this cannot be shared further at this time.

Based on the DfT response, which was circulated in Board this morning, we have raised a couple of questions, which we need an answer to, to provide a formal response. Any indication of timescales both from yourselves in terms of a response, and also a timescale from Government into the formalisation of the Pause would be greatly appreciated. We want to circulate a formal response ASAP so your help is greatly appreciated.

Please let me know if there are any questions or clarifications that are raised.

Kind Regards,

[Redacted]

[Redacted]

West Yorkshire Combined Authority

Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE

[Redacted]

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[Redacted]

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[Redacted]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: WY/ATE Floating Bus Stops Discussion Notes
Date: 13 January 2026 12:08:09
Attachments: [WY ATE Floating Bus Stops Discussion Minutes.pdf](#)

Good afternoon,

Please see attached a copy of the notes taken during last months WY/ATE Floating Bus Stops discussion.

Any issues please get in touch.

Thanks,

[REDACTED]

[REDACTED]

West Yorkshire Combined Authority

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[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: WYCA: Draft Formal Response to the Pause on "Floating Bus Stops"
Date: 15 July 2025 16:48:51
Attachments: [Draft Formal Response to the Pausing of Bus Stop Boarders.docx](#)

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WYCA Quality Panel Board

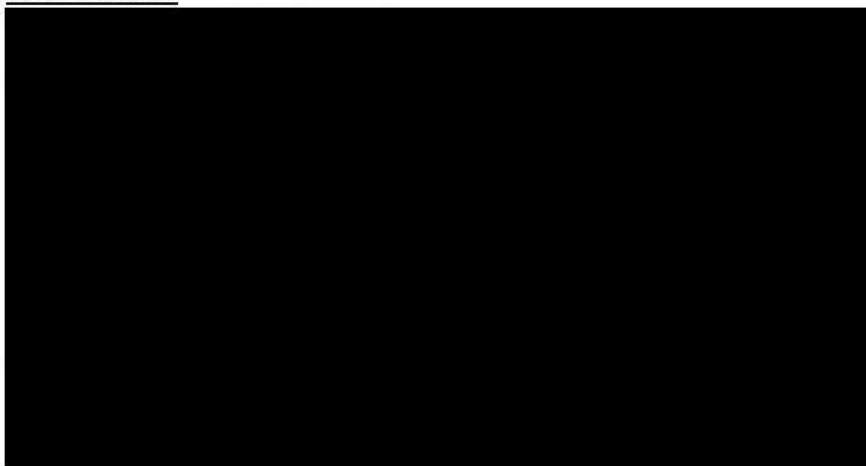
Date: 15th July 2025

Items

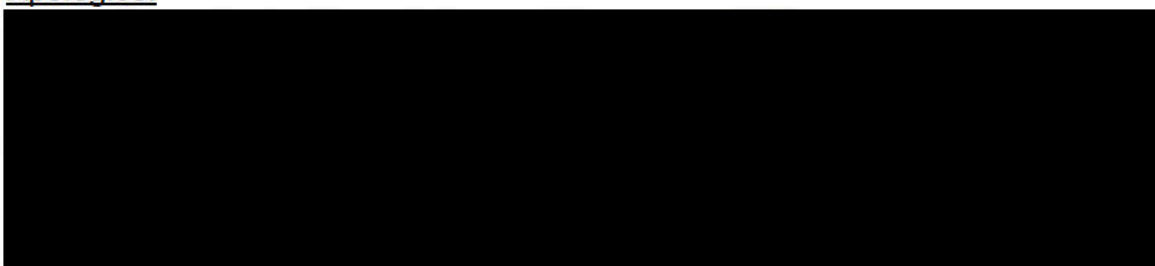
1a

Attendance and Apologies

Attendance:



Apologies:



1b

Minutes and Action Log

- 108 – Update came as part of item later in the meeting. Meeting to take place with [REDACTED] from Policy.

2

Schemes for Quality Panel – Part B

TCF – Manchester Road Targeted Bus Improvements

See update slide.



XX asked to clarify if the outstanding critical issues are existing and haven't been created by the designs, which the project team confirmed. XX asked if the gully had been reported officially or mentioned as if there is a formal report a time frame is added. XX stated he doesn't believe this has been reported officially and will check with the district promoter. XX stated that the time frame could be anywhere from 48 hours to 21 days.

ATF – Calderdale Access to Schools

XX updated that following a sense check of the previously completed Proforma for all 5 schools, there was no 'Not Endorsed' or 'Review Complete' elements for the two schools (Bowling Green and Trinity Academy) in Tranche 2. The only outstanding concern was the narrow footway width after the crossing point to access the northbound bus stop. There is a constraint here of the building, which limits the footway width. Since the previous review, the width has been able to be improved from 1.15 to 1.27m, which still falls below the desirable minimum for footway widths, but represents an improvement from the previous design and it is still above the absolute minimum (1000mm), as outlined in Inclusive Mobility, and is for a distance of less than 6m, thereby satisfying this requirement. It is expected that have very low usage. The non-standard 'Road Closed' signs which are existing and were proposed at Trinity Academy have now been removed from the designs, following feedback from ATE.

XX raised that child friendly versions of inspectors reports have been done so would be worth sharing with Calderdale.

ACTION – XX to share link to child friendly reports with XX

Endorsements are recommended to Board:

Tranche 1: **Review Complete** (as was previously)

Tranche 2: **Endorsed with Advisory Notes**

ATF – Broadstone Way

XX updated that the scheme initially entered into the Quality Panel Review Process in June 2024, prior to AtP submission with an initial score of Review Complete due to an outstanding critical issue relating to cyclists cycling on the carriageway within the critical range. This issue was resolved and therefore, the scheme progressed through XX with the overall endorsement of Endorsed with Advisory Notes. This was based off a light touch review which was completed previously, utilising the feedback that had been received from the ATE Design Review Report.

The scheme has since returned to the process as there have been some amendments to the zebra crossings. Within the scheme extents there are 12 locations which are receiving improvement works, of which 4 of them are zebra crossings. The scheme is now providing the zebra crossings on raised plateaus and providing build

	outs where necessary. Bradford is aware that placing the zebra crossings on a raised table, ATE have confirmed that this won't require DfT Dispensation. The updated designs have been reviewed and the critical issue, which was previously highlighted remains removed from the scheme, ensuring that the carriageway lane width, for cyclists in the carriageway, does not exceed the critical range of 3.25m-3.9m. This is ensured in some areas where there is an introduction of a central hatched area. The standard drawings for the raised plateaus have been reviewed, and there is no further commentary to be provided as these are not scheme specific. The associated road markings appear correct for the zebra crossings which are being provided – including the zig zag markings and the studs. Confirmation of the presence of the globes at either side of the crossing will need to be provided. While pedestrian flows have not been provided, there is a AADT Manual Count Point Location (931213) located within the scheme extents. While the data is somewhat old with the last manual count in 2009, this does reflect the type of road and suggests that it is a mainly residential route, with lower traffic volumes (circa 4000 vpd), and therefore raised zebra crossings would be suitable, as this will help to further reduce vehicle speeds too. Recommended that the scheme continue with the endorsement rating of Endorsed with Advisory Notes, based on the above information. XX asked about globes and XX stated that they are checking the globes are included as they haven't been provided on the drawings.
3	Bus Strategy Toolkit Update XX stated that XX and XX were originally asked to update in July 2024 but there have been a number of stumbling blocks but are now to a point where the second position paper on bus stop infrastructure is being finalised so thought they could put together a bus strategy toolkit. This new toolkit now has 100 questions (an increase from 17 in the interim strategy) but there are lots that are only relevant to certain schemes and approximately 75% of the questions are yes or no questions. The ask is that members of the QP Board review the toolkit which will be shared with the minutes of the meeting. XX asked if the 100 questions are proportionate as it seems to be a lot of work. XX assured that schemes will typically only answer 20 or so questions and the majority are yes or no questions and if relevant questions are answered “no” then sections will be blocked out. XX asked when we'd expect to ask these questions and XX stated that it would be OBC stage and even if they're not fully detailed, an indication is still useful. XX also

	mentioned that bus stop infrastructure guidance should be ready to go alongside the toolkit to help them make decisions. XX asked if the toolkit is part of the QP process and if so, asked if it will replace the bus infrastructure tab on the proforma. XX stated that it would as it was noticed that some of the questions were outdated and needed to be updated. XX suggested to ask districts to do an audit of their bus stops as part of early scheme development to have a look at the existing situation and what can be improved within scheme delivery XX stated that we don't work in a perfect world and we there are conflicting priorities so suggested looking at where we might expect challenges so we can advise districts accordingly. XX stated that the toolkit has been based on generic information so will be treated the same as the national bus strategy and interim bus strategy toolkit have been used. The toolkit has been developed with LTP4 and Streets for Everyone in mind.									
4	Discussion on Pause of Floating Bus Stop Implementation XX started the discussion on the government's blanket ban on floating bus stops which the CA refers to as bus stop borders. This is slightly different to a bus stop bypass where the cycle lane goes behind the bus stop where as the floating bus stops are where boarding and alighting is within the cycle lane itself. The CA have been strongly discouraging the use of bus stop boarders. XX stated that any pause won't come into effect until the bill has been passed in parliament. It is likely that the pause will happen and will affect bus stops where passengers are alighting and boarding directly into a cycle lane. The pause will allow the department to review of the infrastructure. Bus stop bypasses won't be affected; it will only affect infrastructure where passengers board and alight directly into the cycle lane. XX stated that this wasn't a huge surprise as ATE have recommended avoiding shared use wherever possible by flagging instances as policy conflicts. XX advised that schemes should consider acting cautiously now, anticipating future enforcement given that the announcement is now public Summary table of questions and discussion: <table><tr><th>Who?</th><th>Question/Ask</th><th>Response/Outcome</th></tr><tr><td>XX</td><td>Asked for clarity on what types of infrastructure are paused and whether it affects shared use or bypasses.</td><td>XX stated the pause applies specifically to shared use bus stop borders (boarding/alighting into a cycle lane). Bypasses are not included. Noted by group that government language is still ambiguous.</td></tr><tr><td>XX</td><td>Highlighted that some public statements suggest a broader</td><td>Group acknowledged the inconsistency in language used across documents. Action</td></tr></table>	Who?	Question/Ask	Response/Outcome	XX	Asked for clarity on what types of infrastructure are paused and whether it affects shared use or bypasses.	XX stated the pause applies specifically to shared use bus stop borders (boarding/alighting into a cycle lane). Bypasses are not included. Noted by group that government language is still ambiguous.	XX	Highlighted that some public statements suggest a broader	Group acknowledged the inconsistency in language used across documents. Action
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	definition, potentially including floating bus stops.	noted for meeting on establishing clear definitions
XX	How do we manage schemes currently in assurance, especially where design constraints exist?	XX emphasised it's case by case. If a location is constrained but the overall route is strategic, that may justify proceeding with limited use of affected infrastructure.
XX	Are there any indicative legislative timescales?	XX reported that the bill is at reporting stage. Timeline unclear — possibly weeks to a couple of months. Parliamentary processes and summer recess may affect this.
XX	Highlighted that even compliant infrastructure (e.g. CYCLOPS junctions, bypasses) faces resistance from specific user groups (e.g. visually impaired users).	This was acknowledged as an ongoing accessibility and stakeholder challenge.
XX	Discussed the complexity of wording in Hansard/excerpts suggesting that even onward movement from stops may fall under review.	XX stated that as far as review goes, only direct boarding and alighting into a cycle lane will be paused. Bypasses are out of scope.
XX	Suggested the safest message right now is: "We're urgently seeking clarification and will respond once we know more."	Group agreed something like that is most defensible position to external queries.
XX	Suggested using the West Yorkshire position paper as a base for response, and emphasised the need to standardise definitions across teams and documents.	Supported by others. Terminology inconsistencies are creating confusion and miscommunication.
XX	Pointed to Living Streets Inclusive Design Bus Stop Guidance as a helpful reference for definitions and types.	Shared the document in the chat. Confirmed it's aligned with upcoming work by colleague on national guidance. XX confirmed that the position paper drew on the same guidance
ACTION – XX and XX to meet and discuss definitions of infrastructure prior to next QP Board to agree before going to district partners.		
XX read aloud verbatim the confirmed statement from DfT relating to this:		



	<i>“Once bus stop service bill passes through Parliament, the DfT will ask authorities to pause the implementation of shared use bus stop boarders where passengers board and alight directly into cycle track, also known as 'share use bus boarders.' The DfT is focusing on these floating bus stops as research has found these to be the most problematic, and we are required to consult and guide with the Disabled Persons Transport Committee and other relevant stakeholders”</i>
5	Forward Plan See slide pack
6	AOB
Next meeting: 19 th August 2025, 10:30-12:00	

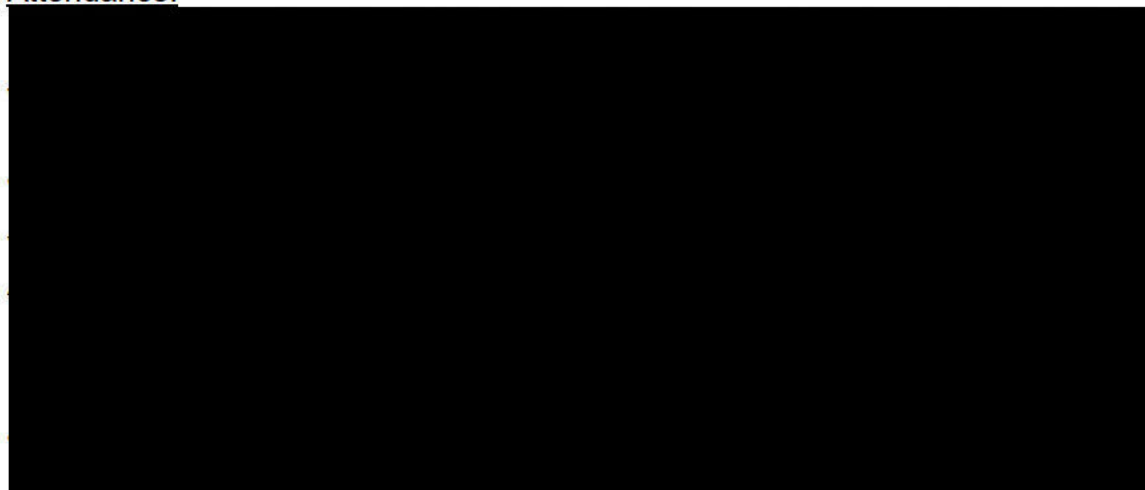
WYCA Quality Panel Board

Date: 24th June 2025

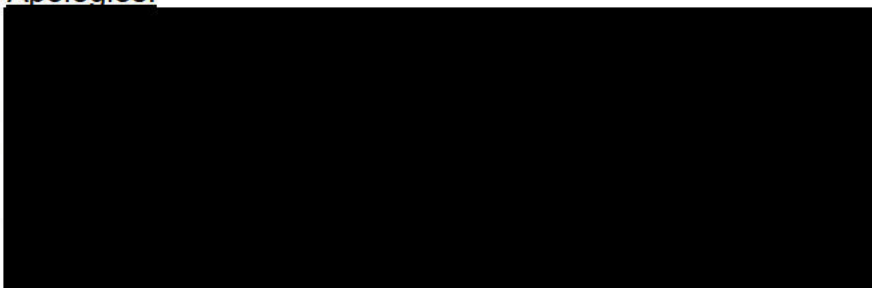
Items

1a Attendance and Apologies

Attendance:



Apologies:



1b Minutes and Action Log

- 108 – Significant progress of bus strategy toolkit off the back of second position paper. Currently running a benefit and risk analysis of bus stop infrastructure
- 117 – update included in Terms of Reference which will be shared with the minutes.



	• 127 – XX to lead
2	Schemes for Quality Panel – Part A <u>CRSTS – Wakefield Road</u> Summary of review on slides. <u>Discussion</u> XX noted that we will endorse the scheme as review complete and appreciates there are things we need to continue to be involved in. QP Endorsement – Review Complete (some safety issues not resolved) <u>ATF – Rochdale Weir Canals</u> Summary of review on slides. <u>Discussion</u> CFC stated that we're happy to endorse but want to double check elements due to working on old infrastructure (clarifications below). XX agreed that it will be a big improvement but a few extra points were to have a defined side for cyclists and peds and also to splay the parapets. Low level lights and solar stuffs would be beneficial to include even if isn't delivering high contrast. XX noted that handlebar height is being raised for 1.1m to 1.4m to be LTN 1/20 compliant. CRT decided that no lighting is being introduced as there is no lighting anywhere else along the towpath. XX raised that non-slip surfacing was discussed at Design Surgery such as cobbles being turned and also queried bypass dimensions. XX stated that the cobble bypass was not assessed as part of the Review, but this had been raised during the design surgery. As a topo survey is not being completed for the scheme, the condition of the cobbles will be investigated at time of SoS, to which there are four options for their treatment QP Endorsement – Review Complete <u>ATF – City Centre Hall Ings</u> Summary of review on slides. <u>Discussion</u> XX raised that guardrailing was included in the wider designs but due to it not being in the route check at the time it didn't flag up. If it were included in this scheme, it would flag as a critical issue. XX also stated that the feeder lane should be protected. There is an opportunity to include a mini zebra to indicate where pedestrians would cross. XX stated that the designs XX were looking at were old and would share updated drawings. XX confirmed that guardrailing is not currently located within the scheme extents and no guardrailing has been proposed on the scheme ACTION – XX/XX to share updated drawings for Hall Ings to XX.



	QP Endorsement – Endorsed with Advisory Notes
3	Schemes for Quality Panel – Part B <u>CRSTS – Woodhouse Lane</u> See update slides. The scheme is still at preliminary design stage. There are serious concerns still though such as shared use bus stops at Leeds University stops F&G and cyclists will remain in the critical range. There are significant numbers of alighting and boarding, so it would be a serious concern. Meeting with Leeds recently where it was decided that this will go ahead due to the lack of other options. This will be looked at again at detailed design stage. XX asked for ATE's views but at the current stage, there isn't enough detail at this stage to give a well informed decision. XX suggested bringing the scheme to a design surgery which was agreed by XX and ATE. Currently scheme has been rated as Not Endorsed twice. <u>WYTF – A638 Doncaster Road</u> Scheme due to return in September with detailed designs, following previous Quality Panel Endorsement, consultation and development of detailed designs. Condition to be added to endorsement that scheme returns in September to confirm that changes have removed critical issues in Component A and B. The updated designs have not been able to be reviewed as they are currently in a design freeze. <u>WYTF – Thornton Road</u> See update slide. XX raised an informal point that southbound cyclists have limited access to what is a very good provision across the junction, so suggested that access could match the same opportunity on the northern arm for southbound cyclists. XX stated that the team would take the point away.
	Forward Plan See slide pack
4	AOB XX reported that some bus operators have confirmed that they won't be using Whitehall Road and noted the installation of the cycle path as one of the reasons for doing so. XX is aware. XX informed the board of the imminent restructure and that Quality Panel will be moving to Policy directorate.
<i>Next meeting: 15th July 2025, 10:30-12:00</i>	