

NFBUK Engagement meeting minutes

Wed 1 May 2019

Palestra 13:00-14:00

Will Norman	Walking and cycling commissioner	GLA
John Fitcher	Lead Sponsor	TfL
Tom Lister	Inclusion advisor	TfL
Jennifer Treen	Senior Engineer	TfL
Gordon Webster	Walking and cycling technical specialist	TfL
Sophie Achillini	Engagement specialist	TfL
Andrew Hodgson	President	NFBUK
Yemi Dada	NFBUK	NFBUK
Karl Farrell	Treasurer	NFBUK
Sarah Gayton	Shared space coordinator	NFBUK
Sarah Burrall	Independent inclusion specialist	
Peter Monk	Planner / independent advisor	

NFBUK flagged up the inclusivity challenges and highlighted shared space as an issue that they focus on, while also noting that other design issues are out there that need to be discussed more widely.

NFBUK requested a pause on bus stop bypasses and bus stop boarders citing a range of issues for disabled people.

NFBUK would like to collaborate to give everyone safe, equal access.

A video of bus stop bypasses at Whitechapel and near Vauxhall station were shown to highlight issues including:

- Cyclists not giving way at Zebra crossings
- People waiting for a bus on either side of the cycle track as it is a very busy bus stop
- Several near miss incidents
- Cyclists coming across the footway and joining the track at the Zebra crossing

NFBUK and the independent advisor expressed concerns relating to TfL's interpretation of the TRL Bus Stop Bypass study published in July 2018 and highlighted that the TRL report suggests the findings are not conclusive. It was noted that the methodology for classifying levels of interaction are subjective and open to interpretation. It was suggested that the TfL conclusions from that study do not consider remaining concerns satisfactorily for continued installation of bus stop bypasses.

Concerns were expressed that they would avoid crossing a bus stop bypass and that they felt excluded from using bus services with this arrangement. It was suggested that they represent only a moderate mobility impairment and that there are other people who may find bus stop bypasses even more intimidating.

It was noted that it is important to take every independent account seriously.

GLA / TfL suggested that we need a collaborative solution to create better environments that promote active travel for everyone, acknowledging constraints on space and that ideas would be welcomed on what needs to change given the goals that we are trying to address.

The independent advisor suggested considering signal controlled crossings at bus stop bypasses, including a dedicated cycle signal.

GLA / TfL asked whether the issue extended to all Zebra crossings.

The independent advisor noted this has been talked about for years and NFBUK note that on trunk roads in Scotland, Zebra crossings are not permitted. NFBUK cited concerns that potentially even with a signal controlled facility at bus stop bypasses, cycle compliance may be low. It was reiterated that there is a need to pause bus stop bypasses and review further options.

The independent advisor met Sustrans Scotland to discuss options for a new concept to trial cycle friendly signal design at bus stops that avoids the need for a bus stop bypass or shared use bus boarder. This would involve a cycle signal that stops cyclists on a dedicated track from overtaking a stationary bus. The signal turns red if a bus is at the stop or coming to the stop, with the bus triggering the light.

GLA / TfL agreed that they would talk to Sustrans Scotland regarding this concept.

NFBUK noted that implementation of BS Bs and SUBBs creates a new barrier for users and noted that in Holland and Denmark, there was no specific legislation protecting disabled people in relation to the design of external environments at the time that these concepts were introduced. NFBUK noted there are real problems in Holland with blind people being intimidated.

GLA noted that the legislation item will be raised as part of a forthcoming visit to the Netherlands.

GLA suggested anything new is a challenge and we will continue to monitor bus stop bypass sites.

The independent advisor reinforced the point that BS Bs are a design treatment that excludes users and questioned whether the Public Sector Equality Duty had been duly considered. It

was noted to consult the right people at the right time in the design process and NFBUK offered services as a design consultant.

TfL highlighted that we have an inclusion specialist now working with us and Tom Lister is currently reviewing all cycle schemes and highlighting impacts on all users.

NFBUK member noted vision and age as a difficulty now when going out and is losing confidence when going out alone as a result of infrastructure that has too much focus on different colours. Countdown crossings were also noted as not being visible.

GLA / TfL note that an audible signal design is being developed for the countdown timer and temporary lights are being looked at. It was suggested towards the end of the meeting that the issue of colour is an area where DfT need to be engaged as well.

NFBUK suggested they will share San Diego design advice with TfL.

NFBUK noted cycling is important but skewed currently. Plans where cyclists are not included as part of controlled crossings were referenced and it was noted that this refers to borough schemes only, e.g. Waltham Forest, but TfL appreciate the issue and will investigate.

NFBUK cited problems of cyclists not complying with designs.

GLA noted c2500 fines were given out to cyclists last year for dangerous cycling and ideas are welcome on how to encourage considerate behaviour.

GLA / TfL suggested that better infrastructure tends to encourage better cycling behaviours. There is an added challenge that TfL does not control all roads in London but will look at the layouts where a controlled crossing is not provided.

The independent advisor suggested London should be leading the way on best practice. It was noted that the London Plan does not include reference to shared space.

TfL clarified that the Mayor's Transport Strategy would not be the place for shared space but that a daughter document is being developed – draft title: Access and Inclusion Strategy which has been identified as covering this and TfL can involve NFBUK as part of the development process through the Accessibility Forum where it will be discussed.

TfL highlighted the role of the Accessibility Forum for discussing related subjects and encouraged the NFBUK to actively participate in that forum.

TfL will be looking at revising the London Cycling Design Standards over the summer with the intention to include the current design guidance note for Zebra crossings at bus stop bypasses to replace uncontrolled crossings.

NFBUK to send concerns to TfL in relation to the TRL research report findings.

Research work on Shared Use Bus Boarders is ongoing and this can be shared with NFBUK.

GLA / TfL welcome the spirit of collaboration and together we need to change London for the better by reducing congestion and improving air quality. It was noted there will always be

tension in achieving positive change but the organisation is open to hearing solutions for how to influence positive behaviour change, and not just through infrastructure design.