

# Inclusive Streetspace Workshop

Cycling and bus stop design



# Inclusive Design

Inclusive Design Managers



# Transport inequality

**Places are designed around cars, not people.**

The way we travel, or are forced to travel, disproportionately affects the poorest and most vulnerable.

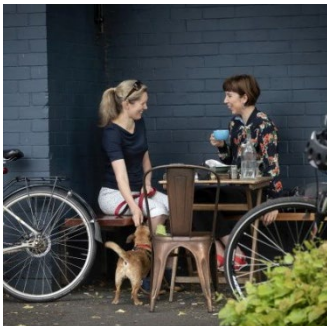


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# Liveable cities and towns for everyone

**1**

Has social connection at its heart



Has most of what you need just a short walk away

**2**

**3**

Has roots and celebrates its unique character



Is easy for everyone to move around healthily in

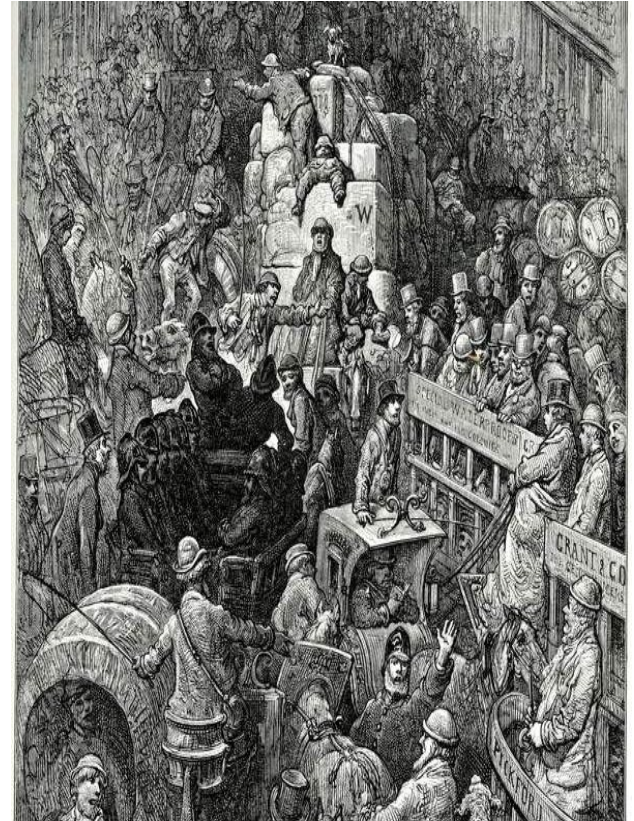
**4**

**5**

Has clean air and green space for all to live and play in



# Our changing streets





# Our changing streets



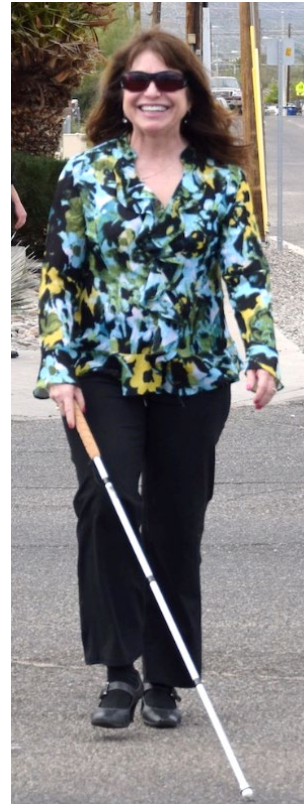








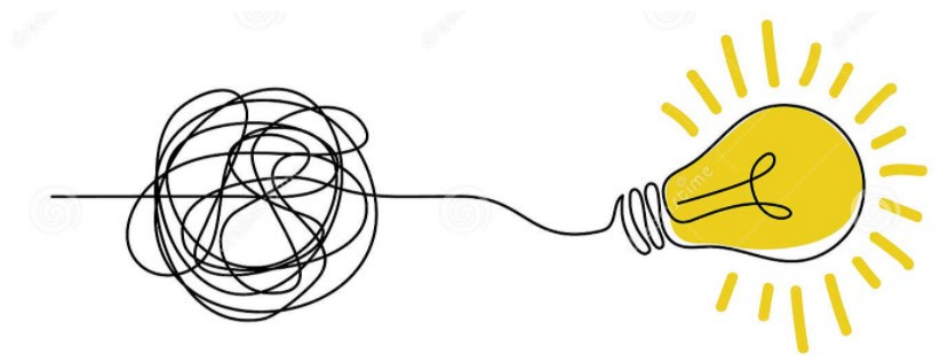




Designing together

# Designing together

- Challenging norms of street design
- Questioning ourselves
- Feeling uncomfortable !
- Testing ideas
- Finding common solutions



Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

[www.sustrans.org.uk](http://www.sustrans.org.uk)

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland)  
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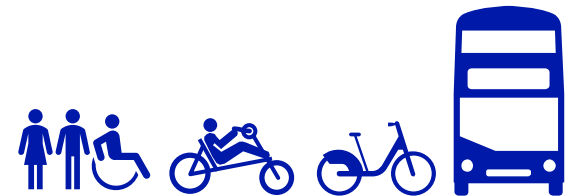




2<sup>ND</sup> DECEMBER 2020

# Inclusive Streetspace

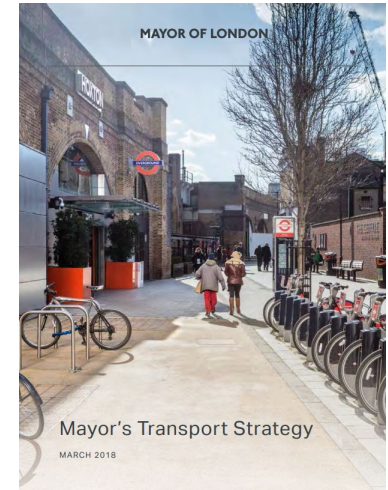
Context for today's conversation on bus stop layout considerations



EVERY JOURNEY MATTERS

## The Mayor's Transport Strategy (2018)

The central aim of the strategy is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. This will require comprehensive improvements to safety, accessibility and the environment, while putting health at the heart of planning the city.



## London Streetspace programme (2020)

As part of the coronavirus response, TfL has brought forward temporary and more permanent plans to encourage walking and cycling, in the context of reduced capacity on the public transport network and as an alternative to car use.

The aim is to support London's long term sustainable recovery – helping Londoners to adopt lower levels of car use and increased levels of walking, cycling and public transport use.



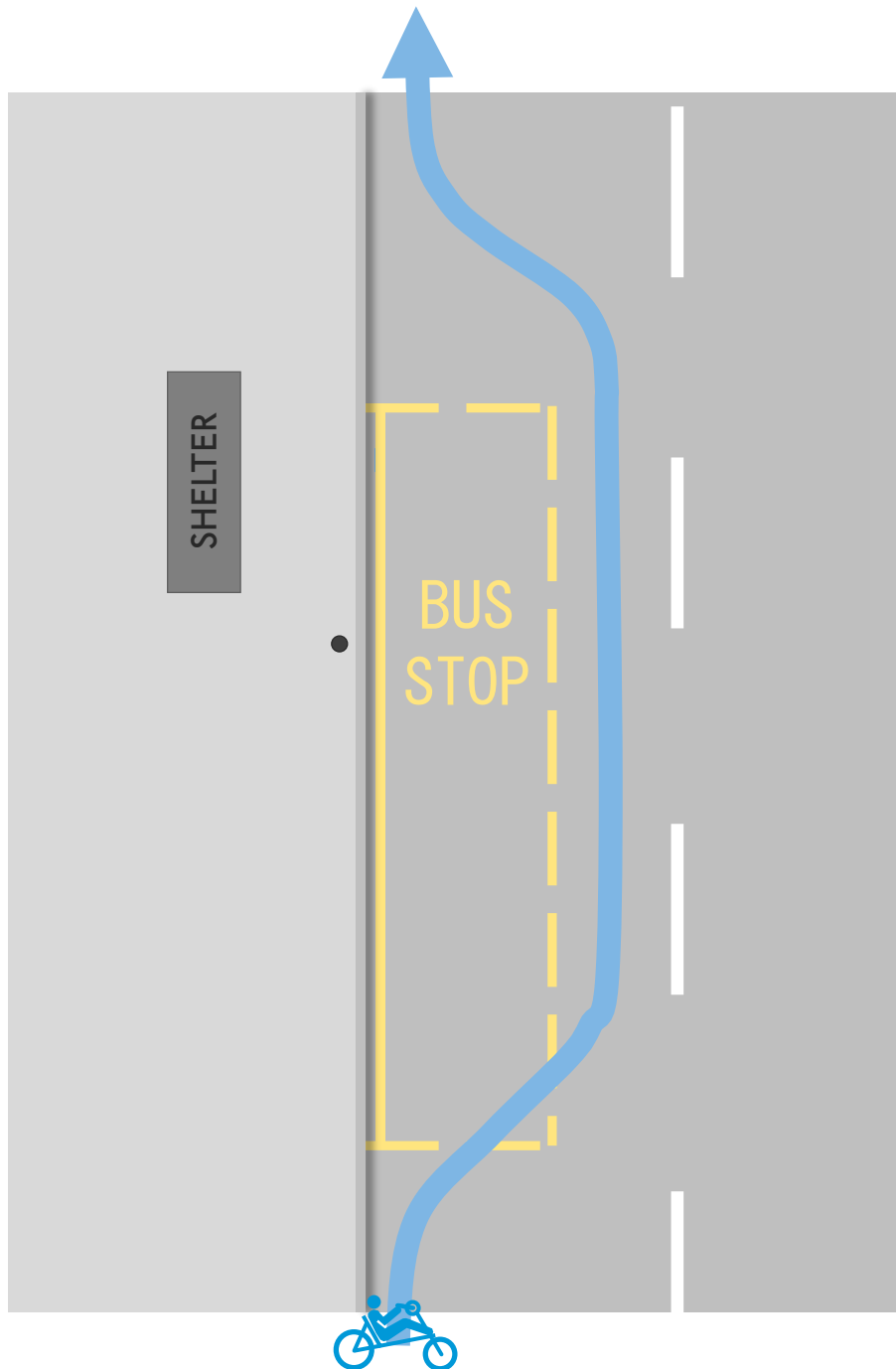
## Existing design guidance

The Accessible Bus Stop Design Guidance sets out requirements and guidance for the design of accessible bus stop environments. It ensures bus stops are accessible to all, particularly disabled passengers.

The London Cycling Design Standards sets out requirements and guidance for the design of cycle-friendly streets and spaces, as well as wider considerations for people using other transport modes.



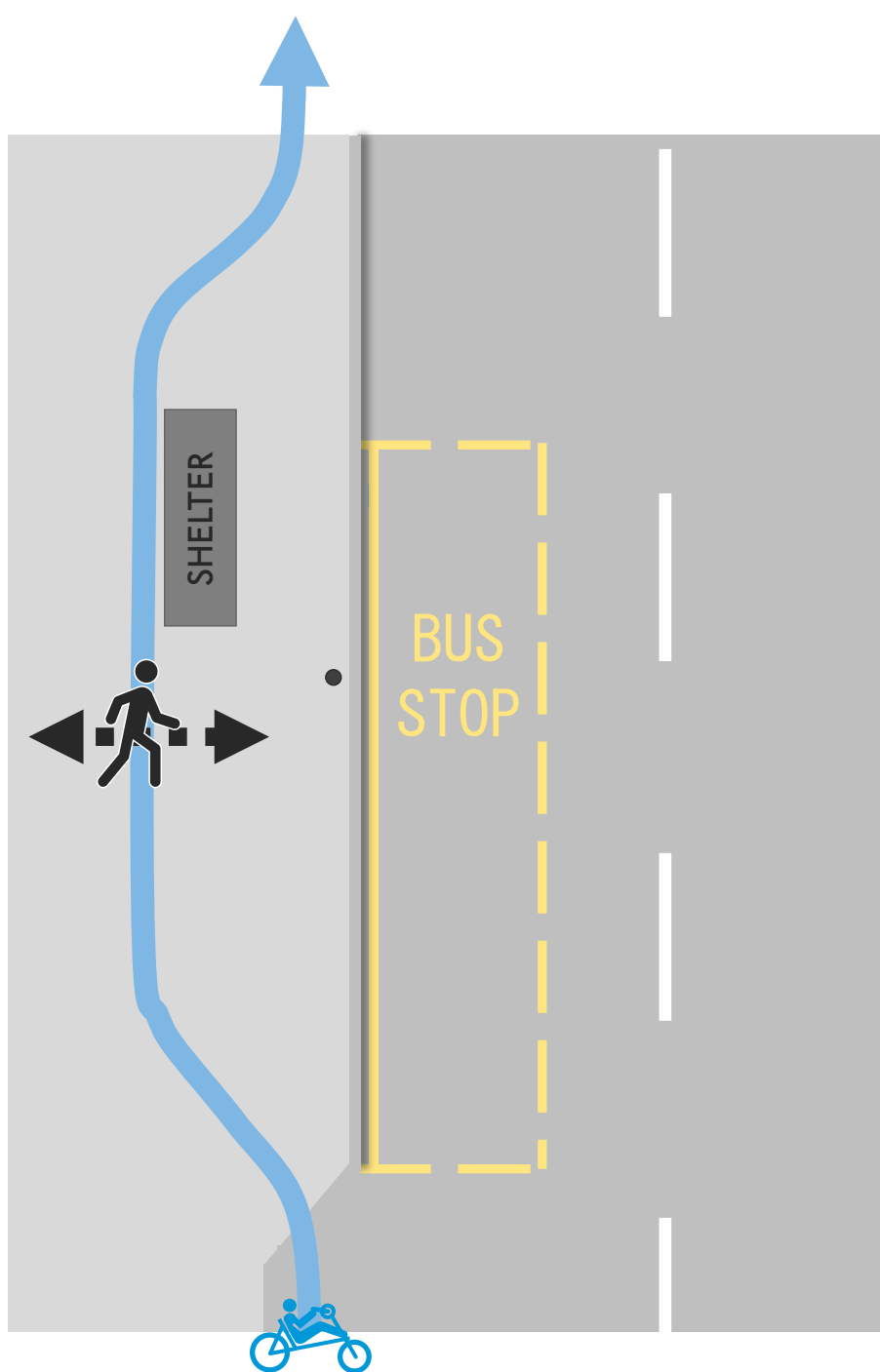




## LAYOUT CONCEPT 1: Designing for cycling with general traffic around bus stops



Advisory cycle lane terminates at the bus stop, shown with and without a bus at the same stop



## LAYOUT CONCEPT 2: BUS STOP BYPASS

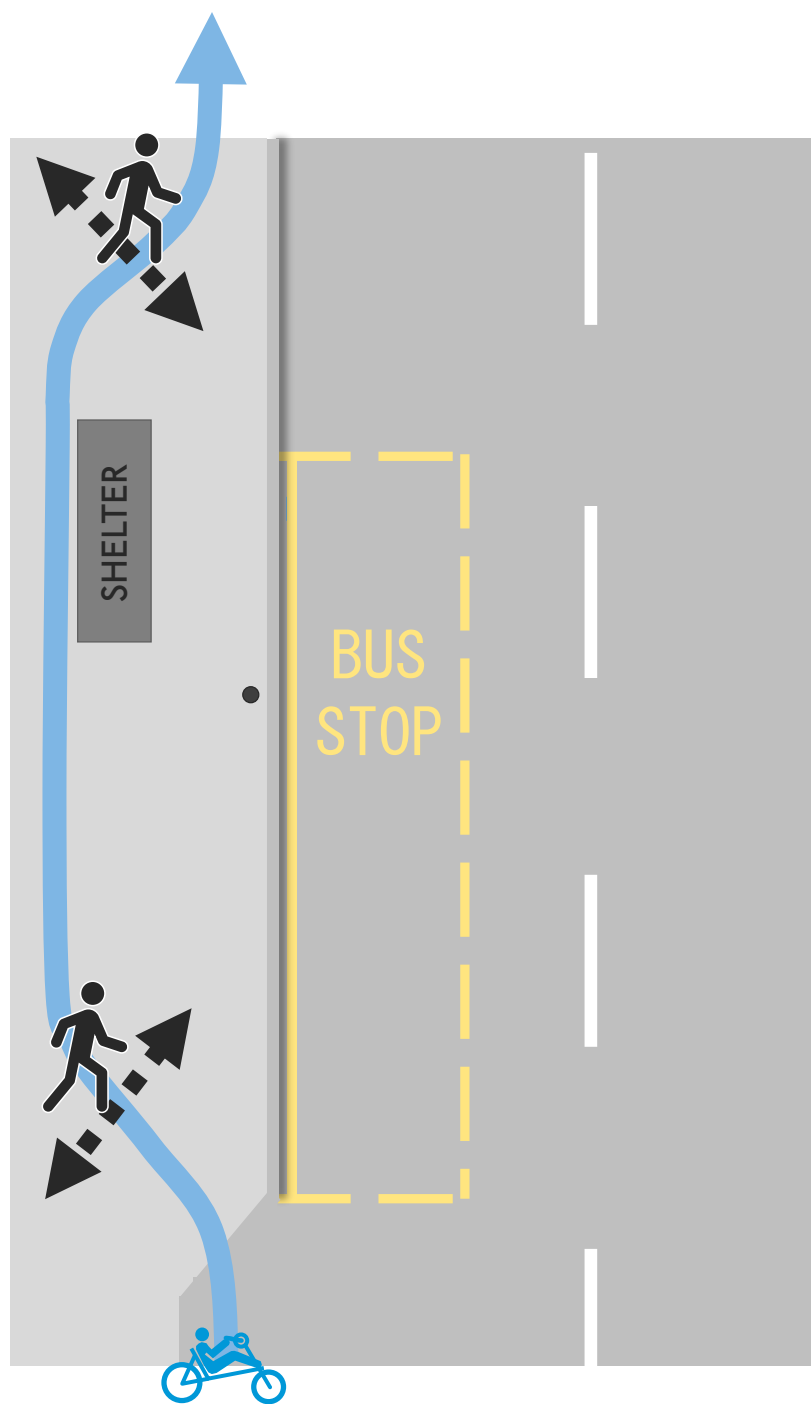
Designing for segregated cycling around bus stops where space is relatively unconstrained



Before – on-carriageway cycle lane



After - Temporary Streetspace bus stop bypass



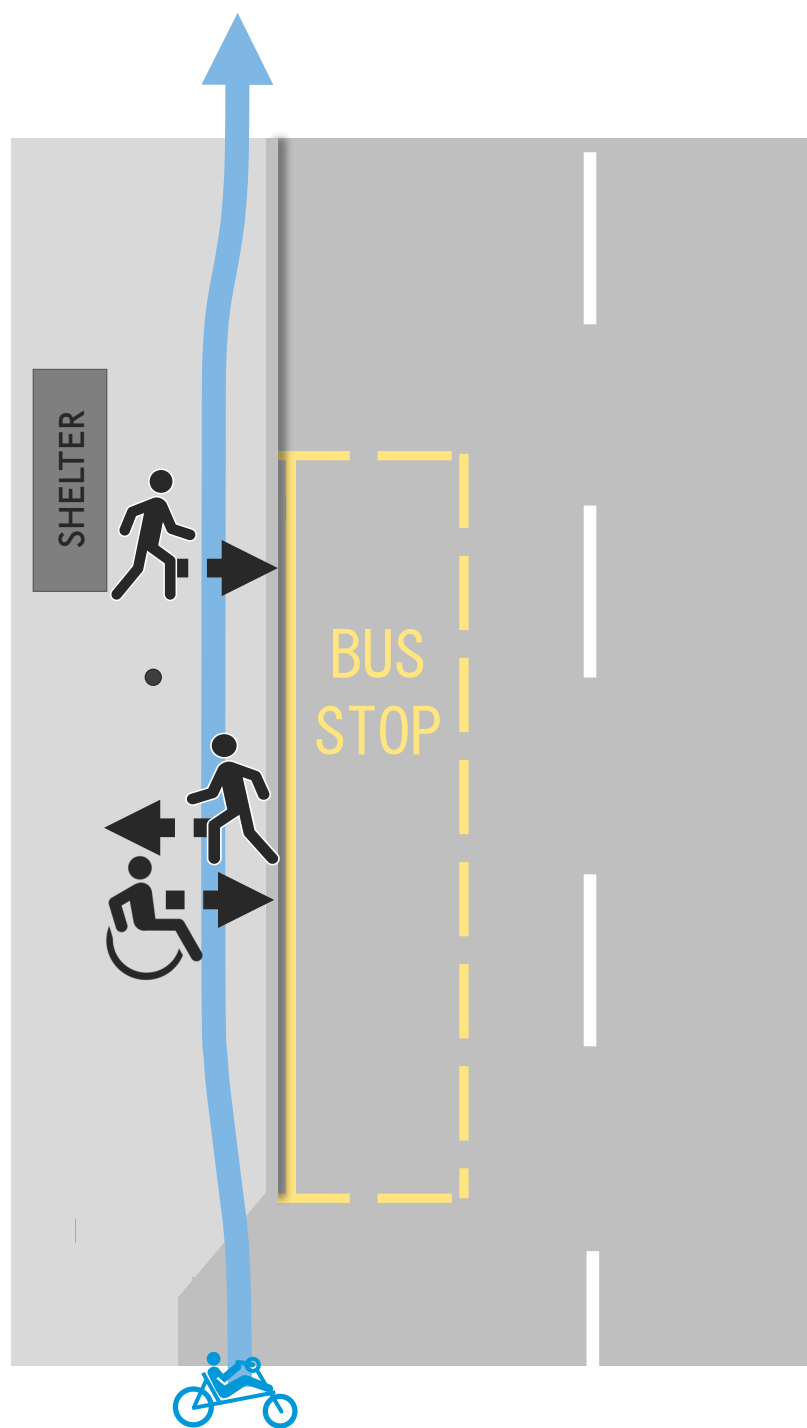
### LAYOUT CONCEPT 3: 'BACKLESS' BUS STOP BYPASS

Designing for segregated cycling around bus stops where space is more constrained



Permanent 'backless' bus stop bypass





#### LAYOUT CONCEPT 4: SHARED USE BUS BOARDER

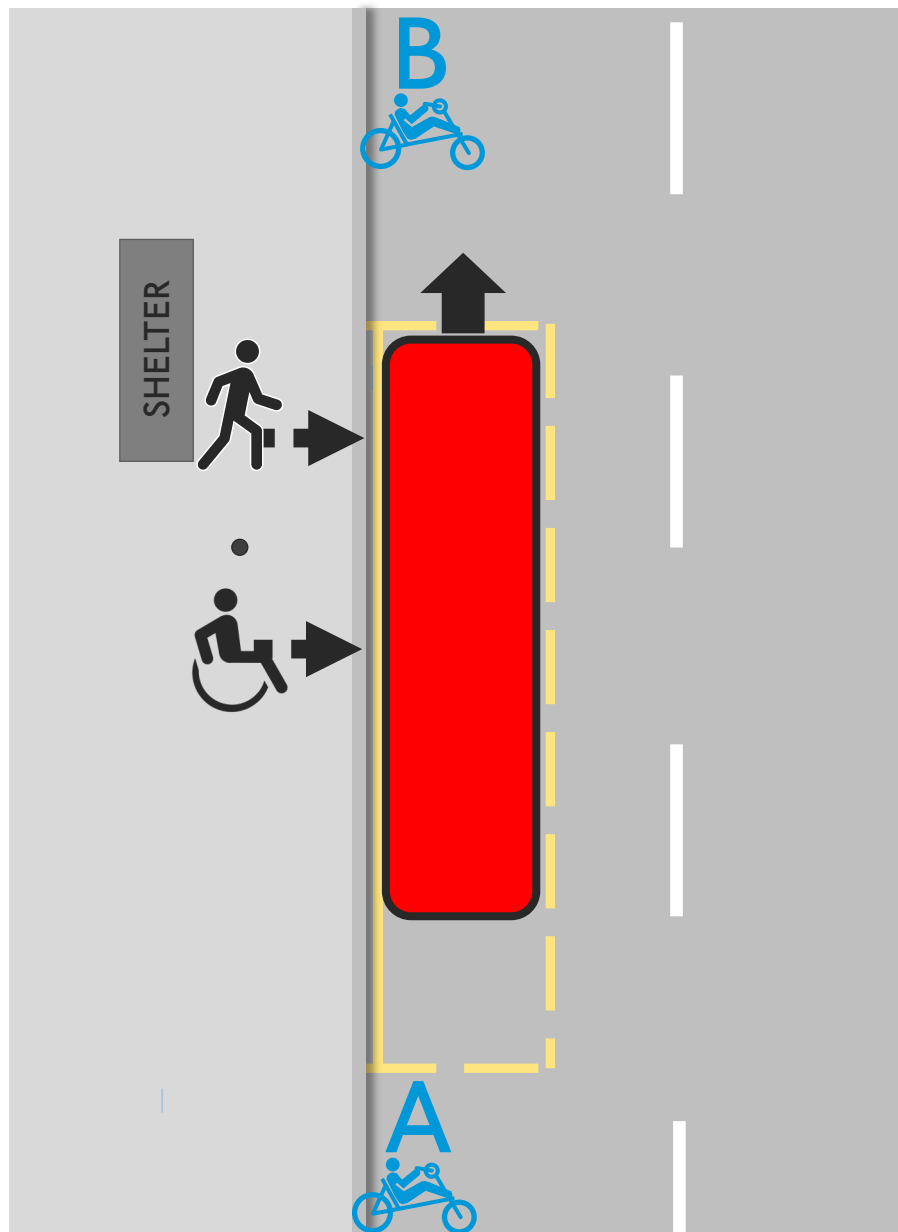
Alternative option for designing for segregated cycling around bus stops where space is more constrained



Permanent shared use bus boarder

## 19 The challenge

- What ideas do you have to enhance the experience for people accessing a bus, while enabling people cycling to safely navigate around a bus stop (from A to B in the diagram)?
- What do you think would help people walking and cycling to feel more comfortable at bus stops?
- What can be done to improve the current design options across both the temporary and more permanent arrangements?



# Education, training and technology

- Training schemes – cycle skills etc.
- Travel mentoring
- Apps and technology





# BREAK...

## Join your subgroup at 14:20

You have been sent a link in a separate invite, click the MS teams link in this invite to join your subgroup.

If you have not received another invite please let us know using the chat bar.



# Your views...



**Thank you!**

