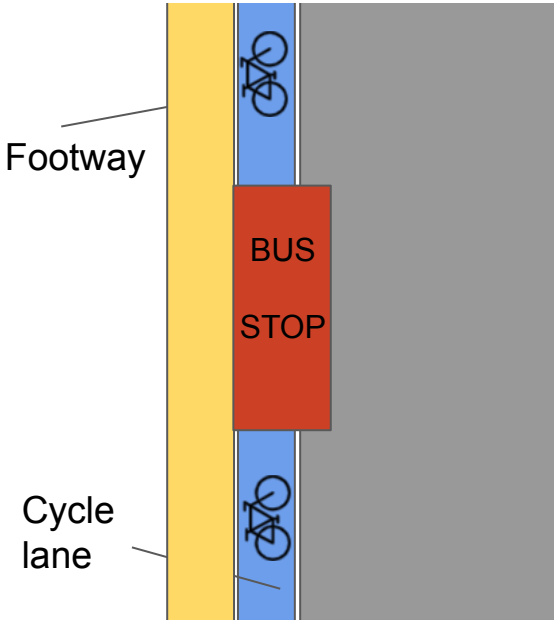


# Bus stops and protected cycle lanes

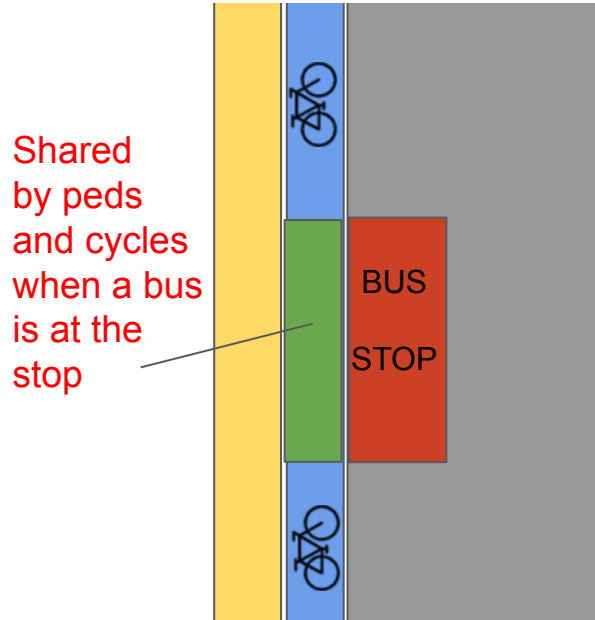
CCC 17th October 2022

Standards: *Cycle Infrastructure Design* LTN 1/20. By DfT.  
Camden. *Shared use bus boarders context and design considerations*

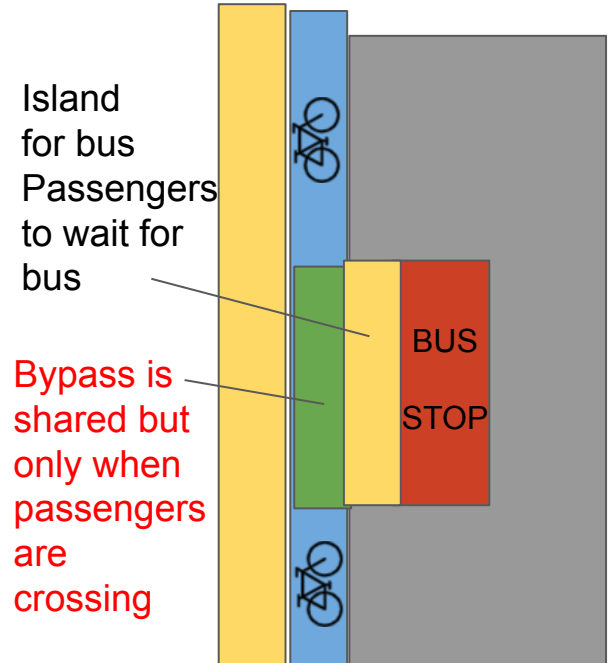
# The three possible arrangements



**In-line bus stop**



**Shared-use bus boarder  
SUBB**



**Bus stop bypass**

# Bus stop bypass BSB (19 in Camden)



The preferred choice if the road is wide enough.

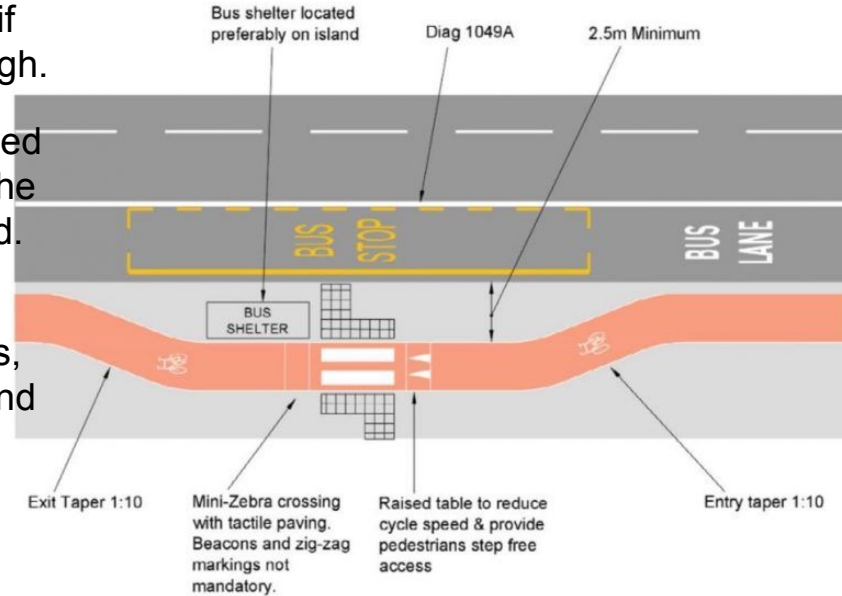
The cycle track is raised to the same level as the footway and the island.

Must be flat for the comfort of pedestrians, particularly buggies and wheelchairs; and visually impaired.

Wouldn't work at very crowded stops

Ramp [BSB by Talacre in PoW Road](#)

Figure 6.30: Bus stop bypass layout



LTN 1/20, p 69, 70

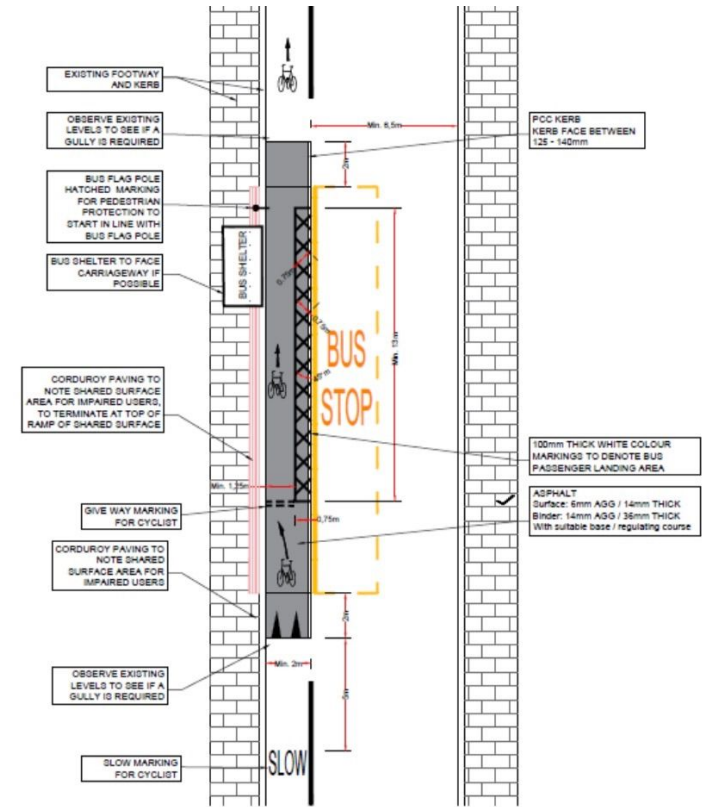
[BSB on south side PoW Road](#)

# Shared-use bus boarders (SUBBs)



Haverstock Hill near Upper Park Road

When Camden decided to use SUBBs on Prince of Wales Road eastbound, they defined the layout



[Royal College Street](#)

11 SUBBs in Camden. [York Way](#) (5)

# In line bus stop

A gap in the wands leaves room to allow the bus to get to the kerb and out again

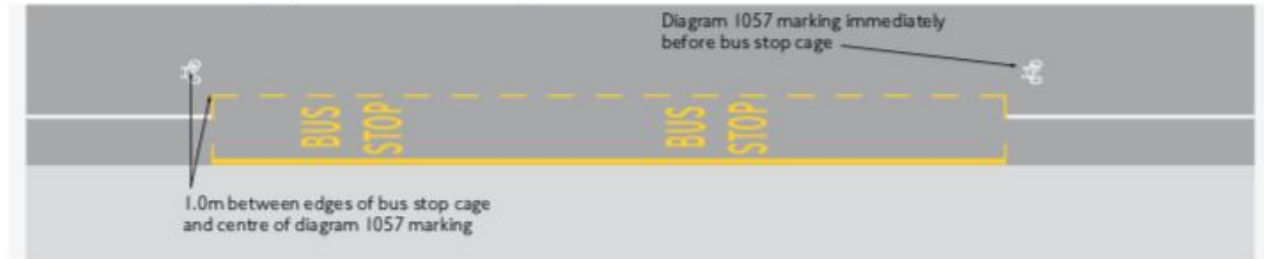
Cyclists can go straight through when no bus is present.

When a bus is present cyclists can wait or try to go round the bus.

- No provision to leave the lane early and mix with motor traffic
- The logos advise cyclists to go round the bus rather than between it and the kerb



Figure 22: Mandatory cycle lane at bus stop



Accessible bus stop design guidance (2017). TfL

# Bus stops on cycle routes in Camden

See [this map](#) of all of the bus stops on protected cycle links in Camden

We had standards before LTN 1/20.  
E.g.

London Cycle Design Standards  
LCDS1 about 2005 and

LCDS2 about 2015.

LCDS2 gave examples of BSBs but  
not a defined standard

