

60332 Bus Stop Cycle Bypasses

Regarding bus stop bypasses installed across the city.

LTN 1/20 'Cycle infrastructure design' was published in July 2020

Supplementary Statutory guidance 'Floating bus stops provision and design' was Published 26 January 2026

How many bus stop bypasses have been installed in total and per scheme since July 2020?

What are the completion dates of such schemes?

Of those installed, how many comply with the minimum width requirements of 2.5m set out in LTN 1/20?

How many comply with the 2026 guidance with a suggested width of 3.5m for the bus stop islands?

Please refer to the following attached document:

['60332 Existing Bus Stop Bypasses'](#)

What schemes are the city currently proposing to install new bus stop bypasses?

Please refer to the following attached document:

['60332 Planned Bus Stop Bypasses'](#)

This shows all bus stop bypasses currently planned for installation by the City of Edinburgh Council. It is possible that additional bus stop bypasses may be delivered by developers through the Planning process for new developments.

In these schemes, how many bus stop bypasses are proposed and what is the width of each?

Please refer to the following attached document:

['60332 Planned Bus Stop Bypasses'](#)

As designs are not yet complete for planned bus stop bypasses, the widths of the bus stop islands have not yet been finalised.

Where islands have been installed that are narrower than the guidance prescribes, what is the justification for this in each case?

Local Transport Note LTN1/20 Cycle Infrastructure Design, published by the Department for Transport, provides guidance to local authorities on delivering high quality, cycle infrastructure. As set out in its Introduction, local authorities are responsible for setting design standards for their roads. The guidance provided within LTN1/20 is intended to provide a recommended basis for those standards but compliance with the guidance is not mandatory. LTN1/20 advises that the island between the cycle track and the carriageway at bus stop bypasses should be a minimum of 2.5m wide.

Statutory guidance on Floating Bus Stops Provision and Design was published by the Department for Transport on 26 January 2026. As set out in the section, Status, of this

guidance, this replaces the guidance on bus stop bypasses set out in LTN 1/20. However, this guidance only applies to new schemes and existing installations in England. The guidance advises that the island between the cycle track and the carriageway at bus stop bypasses should be a minimum of 2.5m wide, with an ideal width of 3.5m. Where the bus shelter is located to the rear of the cycle track and a separate boarding island is provided between the cycle track and the carriageway, island widths can be reduced to 1.5m minimum and 2.0m ideal. The guidance also provides for contextual justification for smaller widths, depending on user levels (2.0m at locations with medium flows and 0.5m - 1.5m at locations with low user flows).

Transport Scotland's Cycling by Design, published in September 2021, provides guidance for cycling infrastructure design on all roads, streets and paths in Scotland. It advises that the width of the island at a bus stop bypass should allow for the width of the shelter, plus at least 0.5 m between the back of the shelter and the cycle track and a suitable distance from the front of the shelter to the road carriageway. In addition, an overall width of 2.0 m should be provided at the bus boarding area to allow wheelchair users to make a 90-degree turn when boarding or alighting the bus.

Detailed guidance on the use and design of floating bus stops is contained within the Council's own Edinburgh Street Design Guidance, published in 2017 and available on our website at:

<https://www.edinburgh.gov.uk/downloads/download/13723/edinburgh-street-design-guidance>

Please refer to 'C4 – Segregated cycle tracks – Hard segregation'

The guidance advises that the width of the island at a bus stop bypass should allow for the width of the shelter, plus a 0.5m set back to both its front and rear. This equates to an overall minimum width of 2.2m with a standard 1.2m wide cantilever bus shelter. Where the bus shelter is located to the rear of the cycle track and a separate boarding island is provided between the cycle track and the carriageway, the island widths set out are 2.0m desirable minimum and 1.5m absolute minimum.

Where existing bus stop island widths do not comply with the advice in the Edinburgh Street Design Guidance, this is due to a lack of available road space to provide all facilities required for different user groups, while meeting all recommended minimum widths provided for by the Guidance.

The 2026 guidance suggests the following information be collated and provided to the Secretary of State:

- how decisions were made on route choice and whether to provide protected infrastructure
- and therefore, whether the scheme falls in scope of this guidance
- how the principles and metrics within this guidance have been considered during the design process for any scheme, for example through a checklist
- what consultation and engagement has been carried out with relevant groups, particularly bus passengers, disabled people and cyclists and the outcome

- accurate records of type and location of floating bus stops
- that an equality impact assessment has been undertaken
- that a road safety audit has been carried out
- plans to, or results of, monitoring and evaluation of installations, including user feedback and how that has been considered and acted on

Have each of these been undertaken/compiled as the guidance suggests for each scheme?

If not, why not?

No. The January 2026 guidance is only applicable to England and there are currently no similar requirements in place for installations in Scotland.

Will such measures be undertaken for all new schemes carried out?

As above, there are currently no similar requirements in place for installations in Scotland.