

The zebra crossing where hundreds of cyclists fail to stop

The Times counted 357 bike riders who did not brake for pedestrians at the ‘floating bus stop’ near Blackfriars Bridge in central London

Laurence Sleator, Transport Correspondent,
Callum Martin, graduate trainee reporter,
and Ellie McDonald, Senior London Correspondent
Wednesday 26 August 2026,

Emerging from the Hyatt Regency Hotel just off Blackfriars Bridge on Tuesday morning, a young mother, her child in a pram, was attempting to cross the road to reach the nearby bus stop.

Waiting at the zebra crossing, where pedestrians have priority, she was met by a throng of cyclists flashing past, none even remotely considering applying the brakes.

Eventually, when a small gap emerged, she broke out into a run, not trusting the incoming riders to correctly follow the Highway Code and stop to let her and her child walk across.

Campaigners say the incident perfectly encapsulates a serious safety issue with so-called floating bus stops, a design which involves a dedicated, sometimes two-way, cycle lane placed between the pavement and the bus shelter.

The structure, designed to protect cyclists from buses, forces pedestrians to walk into bicycle traffic to reach the shelter. A zebra crossing is placed across it in the hope that cyclists give way.

- [Cycling tickets fall in London despite rash of red-light runners](#)

But at the floating bus stop near Blackfriars Bridge between 8am and 9am on Tuesday, The Times counted 357 cyclists who failed to stop at the zebra crossing when a pedestrian was clearly waiting.

At another floating bus stop at Elephant & Castle during the evening rush hour, 196 cyclists failed to stop when they should have.

At the Blackfriars site, in just 60 minutes of rush hour traffic there were two crashes at the site, both caused by riders who did stop, creating a pile-up behind them as the peloton bunched up.

There were also six near-misses, including an e-bike rider who jumped onto the pavement to go around a queue of bikes that had decided to stop for a pedestrian. Frustrated pedestrians attempting to cross could be seen gesticulating, exchanging hostile words with the rule-breakers or clapping sarcastically at the riders who did stop.

Pedestrians were often left waiting in the middle of the road if the riders heading south stopped to let them walk but the northbound cyclists continued.

- **[Should we follow the Dutch and consider speed limit for cyclists?](#)**

Others could be seen ignoring the zebra crossing altogether, walking down the road until a gap emerged rather than use the supposedly safer option.

The riders themselves could be seen on expensive road bikes, folding bikes, illegal and legal e-bikes, rented bikes such as Lime and Forest, as well as some on e-scooters.

Most seen by The Times were without helmets but wearing headphones, some taking phone calls with their mobile pressed to their ear.

Jet Tankaria, 72, uses the bus stop every day to get to his job in facility maintenance. “It’s shocking, mate,” he said. “They don’t stop and they come so fast. You try and cross now and they will chop you in half. I’ve had a couple of near-misses myself. One the guy wouldn’t stop and I had to stop myself. He narrowly missed me.”

As set out in Rule 195 of the Highway Code, it is an offence not to give way to people who have moved onto a zebra crossing, including those placed at floating bus stops.

Introduced in 2013 and now with more than 160 of the structures across the capital, the floating bus stop is not just causing issues at Blackfriars Bridge.

The Times also visited two notorious hotspots during Tuesday rush hour: Snow Hill on Farringdon Street and Elephant and Castle.

At Elephant and Castle, one accident was seen when two e-bikes slammed into each other after leaving it too late to slow down for a crossing mother and child. The issue has become so bad that last week City of London police attended some crossings, including Blackfriars, to engage with cyclists and remind them of their responsibilities. Anyone caught going dangerously through a crossing could be [subject to a £50 fine from police](#).

A force spokesperson said they were “particularly concerned” about reports raised by The Times of cyclists who rode around others who stopped to allow pedestrians to cross. They described these actions as “highly dangerous”.

Floating bus stops are not just used in London but across the country, including in areas of Manchester, Cambridge and Leeds.

However, last year, when safety concerns were raised the Department for Transport asked local authorities to scrap designs requiring passengers to get on or off the bus directly from, or into, a cycle track. Further research is also under way to ensure public safety is prioritised in any future designs.

Some campaigners want this to go further with the rollout halted and action launched to remove those already in use. It can be a long wait for a safe time to cross.

Sarah Gayton, from the National Federation for the Blind, said: “Everyone has the right to get from A to B safely. The cyclists know these designs are putting them into conflict with pedestrians, but why have they got to race? Why treat London as a velodrome when they know pedestrians are around?

“Their behaviour and the design of the stop are stopping blind people having the confidence to go out. Put the shoe on the other foot, how would they feel? It’s not fair.”

Transport for London said: “We’re determined to ensure that changes to London’s roads work for everyone, and bus stop bypasses are an important part of delivering more inclusive cycling infrastructure and improving road safety.

“All road users must follow the rules of the road and stop at zebra crossings, and it is clearly unacceptable for anyone to fail to do so. We are working on measures to increase awareness of bus stop bypasses among cyclists.”

A Department for Transport spokesperson said: “All cyclists have a responsibility to obey our road rules, including giving way to people using zebra crossings, and not doing so is an offence.”