

FAQs

What is proposed?

Removal of the current temporary scheme that was constructed in 2020 and replacement with northbound and southbound stepped-track cycle lanes, alongside changes to bus stop layouts, a new signalised junction at Carriage Drive North to facilitate cyclist right turns into and out of Battersea Park and public realm improvements, including new trees and sustainable drainage systems.

Where is it proposed?

We are currently seeking your views on permanent changes along Queenstown Road, extending from Chelsea Bridge to Queen's Circus. Additional phases south of Queen's Circus will be consulted on at a later date.

Why is it proposed?

This portion of Queenstown Road has some of the highest cycling levels in all of Wandsworth and serves as part of Cycle Superhighway 8. The current cycling facilities are not aligned with current best practice on the design of cycling infrastructure, and the proposed changes will ensure the road is in line with current best practice, providing safe, dedicated space for both northbound and southbound cycling.

A lower speed limit of 20mph was introduced as part of the temporary scheme and this will be retained. Lower speeds are proven to reduce road danger for all road users, addressing both the number and severity of collisions.

While the current temporary scheme offers improved facilities for southbound cyclists, the northbound facility at pavement level is still difficult to access and little used by cyclists. This new scheme will provide an easy to access dedicated space for northbound cyclists, ensuring the bus lane remains clear for buses. The wands used to enforce the southbound cycle lane are also prone to damage and are somewhat visually challenging. The proposed step-track will provide a similar level of separation but blend smoothly into the surrounding environment.

How will the permanent scheme improve conditions for pedestrians?

The emerging proposals seek to improve and enhance the public realm and make it easier for walking and using wheelchairs along Queenstown Road. This will be achieved by refurbishing pavements and improving access at pedestrian crossings.

How will the permanent scheme improve conditions for bus passengers?

Making changes to the northbound cycle lane will encourage more cyclists to use the dedicated facility, leaving the bus lane for bus use only. The extended bus lane hours that were introduced as part of the temporary scheme will be retained.

What is a stepped-track cycle lane?

A stepped-track cycle lane is a cycleway that is built higher than the carriageway but lower than the footway. The kerb between the cycleway and the roadway is rounded to enable cyclists to safely enter and exit the stepped track. There are no existing stepped-track cycle lanes in Wandsworth, but they can be found elsewhere in London. Pancras Road by St Pancras Gardens in Camden is a good example of this type of infrastructure. Also sometimes referred to as a stepped cycle track.

What are bus stop boarders and bus stop bypasses?

The changes to the cycle lanes mean two new bus stop designs will be introduced along this stretch of Queenstown Road: bus boarders and bus stop bypasses.

Bus boarders involve cyclists yielding to boarding and alighting bus passengers, with the cycle lane passing between the stop and the bus. In this design there is marked out path, similar in appearance to a zebra crossing, for pedestrians to use. Bus boarders are most common where space does not allow for a bus stop bypass design and bus passenger numbers are relatively low.

A bus stop bypass separates cyclists and pedestrians where larger numbers of users will be present. With a bus stop bypass, a segregated cycle lane or track continues through the bus stop area behind the shelter, making it easier for bus passengers to board and alight buses at the bus stop. This style of bus stop design is proposed for the north and southbound Battersea Park stops.

What about deliveries?

The scheme is expected to have a minimal impact on deliveries and other servicing vehicles, with the overall effect being similar to the temporary scheme.

What are the timescales for the scheme?

Further stages will be dependent on the outcome of this consultation, but should the scheme progress, construction will start in 2022.

How will you consider the feedback?

We are giving residents and businesses a chance to comment on our proposals in advance of any designs being finalised. All feedback received will be used to help inform how the scheme progresses and what the final proposals will look like.