

APPENDIX B RESPONSE TO PETITION

Key points in original petition prayer	Response
The removal of several mature trees.	The canopy of trees is an essential part of Sloane Square's character and the new design has been developed to ensure that the tree coverage will continue to dominate the vistas from the main approaches. In order to provide the new section of road through Sloane Square it will be necessary to remove the two mature trees at this point. Several other less mature trees will also be removed and be replaced to provide a more appropriate spatial layout for the trees in relation to the new open spaces. There will be is no overall loss in the number of trees.
The moving of the fountain and War Memorial.	The fountain lies on the line of the new section of road through Sloane Square and is therefore repositioned onto the new open space created outside Peter Jones. The War Memorial's proposed new position is in a more open expanse of the new open space, just southwest of its current position where it will be more visible. It is considered that the new locations for both important features will enhance their presence in the square and importantly the new layout will facilitate pedestrian access to both. The war memorial is now Listed Grade II and therefore Listed Building consent issued by the Secretary of State for Culture, Media and Sport will be required to relocate the memorial. The Secretary of State has recently announced that she is minded to List the fountain as well. I have recently authorised officers to apply now for the necessary Listed Building consent so that we can establish the situation before public consultation is undertaken. If consent is obtained this would not commit the Council to relocating the features; this would only be done should the Council agree to go ahead with the staggered crossroads scheme.
The closure of roads and the increase of rat runs.	The new layout has been the subject of a great deal of traffic modelling work which demonstrates that a signalised staggered junction will cope with the existing level of traffic passing through Sloane Square. Traffic queues will be no worse than at present. This modelling work was independently ratified by Transport for London, who would strongly oppose any scheme that would compromise the road network. The Mayor of London has announced his intention to extend the Congestion Charge Zone, which is likely to reduce weekday traffic levels around Sloane Square, making the new layout work even more efficiently. Further traffic modelling work is now being undertaken to check the impact of the proposals for Sloane Square on the wider road network with the Congestion Charge in place.
Sloane Square will lose the well loved symmetrical island and traffic will in fact be more apparent in the square centre.	Sloane Square is defined by the surrounding buildings and not the shape of the traffic island, which has only existed since the 1930s and was implemented as a traffic measure. At present traffic dominates Sloane Square on all four sides and there is a great deal of underused road space compared to public open space. The current arrangements also discourage use of the central area by pedestrians. The new layout makes more efficient use of less road space

	<p>resulting in over 10,000 square feet of more usable and accessible open space for pedestrians. In view of these benefits, English Heritage is supportive of changing the layout of Sloane Square.</p>
<p>The scheme will cost over £5.2 million and may take years of disruption to complete.</p>	<p>For sometime the Council has earmarked Sloane Square for environmental improvement to make it a safer and more pleasant place for pedestrians. This has coincided with the Mayor of London's designation of Sloane Square in the first ten of his "One Hundred Spaces For London" initiative, which is intended to promote good streetscape in London. Sloane Square is now in serious need of upgrading and whatever improvements are implemented, the use of the highest quality materials in accordance with the Council's streetscape policies means that any improvement will be expensive. However, the proposed staggered crossroads scheme has attracted a significant funding allocation from TfL. The estimate for the staggered crossroads scheme is £5.2 million and this will be updated when the design is finalised. TfL has given a specific commitment to fund 50% of the cost of the scheme, leaving the Council to fund the rest from its own funds and other general traffic allocations from TfL, which can be channelled to fund the scheme. TfL funds are unlikely to be forthcoming for an alternative gyratory scheme; therefore it is questionable whether the staggered crossroads option will be more expensive for the Council in the long run.</p>
<p>The scheme will take years of disruption to complete.</p>	<p>The staggered crossroads layout would take about 18 months to implement and the programme of works would be designed to keep local disruption to a minimum. The creation of a new road through Sloane Square provides a means of keeping road closures to a minimum and allowing traffic routes through the Square being maintained during most of the construction. This may not be possible if an upgraded gyratory was being constructed as maintaining the gyratory while one or more arms were being improved may not be workable resulting in more traffic disruption.</p>
<p>Other Key points in latest Petition prayers</p>	<p>Response</p>
<p>Rescind the destructive and costly proposal and give consideration to an alternative plan which is less destructive and has significant aesthetic appeal.</p>	<p>The proposed staggered crossroads option changes the layout of the Sloane Square to provide more accessible open space better connected to the well used buildings around the square. This together with the high quality of materials proposed will enhance and not destroy Sloane Square.</p> <p>The Council has now agreed to work up an alternative workable gyratory option with the Save Sloane Square Action Group, which is currently being developed and which will be the subject of a public consultation exercise with the staggered crossroads option.</p>
<p>The scheme will cause major rat-running for adjacent streets in Chelsea Kensington and Belgravia and lower the peace and quality of life (not to</p>	<p>There is no indication that the new layout will cause major rat running problems. The additional traffic modelling currently being undertaken will help to quantify the local traffic effects of the staggered crossroads layout and also the developed alternative gyratory layout. The existing gyratory is already congested at busy times of the day and changes like footway widening and</p>

<p>mention house prices) in these affected areas.</p>	<p>additional crossings to make the central traffic island more accessible will inevitably affect the gyratory's traffic capacity.</p>
<p>The scheme will disrupt established public transport.</p>	<p>The Council has highlighted the fact that the new layout will require the loss of the existing bus stop on the south side of Sloane Square outside the Willett Building and the Council is now working closely with TfL to agree acceptable alternative facilities for buses and taxis.</p>
<p>The scheme will force traffic to use the Cadogan area as a MOTOR WAY to Knightsbridge. In particular the no right turn from Cliveden Place into Sloane Square will leave the only access to Knightsbridge being through Symons Street, Draycott Place, Cadogan Gardens, Cadogan Square, Milner Street, and Lennox Gardens</p>	<p>The no right turn ban into Sloane Street was shown to be necessary for the traffic capacity of the new staggered traffic signal arrangement because of the improved pedestrian crossings being provided. The reason why the ban was contemplated was that the number of vehicles that currently enter Sloane Square from Cleveden Place, circumnavigate it and enter Sloane Street is not high—40 vehicles per hour in the off peak and 80 vehicles per hour in the peak. In the new layout the one-way in Symons Street will be reversed, but it will not be possible to access Symons Street from Cliveden Place, therefore traffic wanting to reach Draycott Place from the east would have to continue through the traffic signals, enter King's Road and then turn right into Cadogan Gardens. This circuitous route will be available for traffic needing to get local access, but through traffic from the east heading towards Knightsbridge is more likely to turn north before it reaches Sloane Square. The additional traffic modelling currently being undertaken will check the impact of the proposals on the wider road network. The modelling will also check if the lower weekday traffic flows in the area as a result of the Congestion Charge will allow the right turn from Cliveden Place into Sloane Street to be included in the new traffic signals.</p>