

SLOANE STREET CONSULTATION



Indicative view of the southern part of Sloane Street between Cadogan Place and Ellis Street

Exploring the options
for Sloane Street

www.rbkc.gov.uk/sloanestreet

January 2017



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA



Sloane Street is an integral part of the Royal Borough and its continued success as a vibrant residential area and global retail destination is a significant responsibility.

I believe that Sloane Street is one of the premier streets in London. Its architecture, long vistas and the wonderful Cadogan Place Gardens make it loved equally by local residents and the many visitors who arrive each day. Having said that, I also believe that it could be improved by reducing the dominance of traffic and upgrading the public realm.

Cadogan Estates is the majority landowner in the area and has a long-term interest in its success. It is committed to providing the best possible environment for people who live or work in the area and visit the street, and with its funding we now have an opportunity to improve the public realm.

We sent a newsletter to local communities around Sloane Street in July last year introducing emerging ideas for improvements to the street and asked for views. For this second phase of consultation we have expanded the area so that we can hear from the wider community.

In general, it seems that many local people saw benefits in improving the streetscape with better paving, lighting and more greenery. Naturally there were concerns; some were worried about possible effects on traffic and public transport whilst others were concerned about parking and deliveries. We have listened to these concerns and developed those initial concepts into a design that I feel would make the road more attractive without compromising its unique character and without having a negative impact on traffic flows.

I look forward to your views on the proposals.

A handwritten signature in blue ink, appearing to read 'Tim Coleridge'.

Councillor Timothy Coleridge



Introduction

At approximately one kilometre long and 20 metres (66 feet) wide, Sloane Street is one of the longest, widest and most imposing streets in London. Connecting Knightsbridge in the north and Sloane Square in the south, it is one of the Capital's most exclusive and iconic luxury fashion and retail districts; but it is also an established residential area with a strong neighbourhood character.

In partnering with Cadogan as the majority landowner and TfL, we have the unique opportunity to improve the public realm not only on borough-controlled roads and pavements but also in areas of the street that are in private ownership.

Why make changes to Sloane Street?

Sloane Street has many positive attributes. However, there are a number of characteristics which are less successful and could be improved. For example:

- the street is dominated by up to four lanes of traffic and parts of the pavement are narrow – particularly on the eastern side
- speed surveys show that 20 per cent of drivers break the speed limit – encouraged by the generous width of the carriageway
- there is twice as much carriageway width than is needed to accommodate the volume of traffic using Sloane Street at peak times
- the street furniture is uncoordinated and the pavements in parts of the street are cluttered
- the fabric of the street is tired and in need of a refresh
- the number of trees on the street is limited in some places and there are areas of the street with no greenery
- there are many different pavement finishes such as concrete, stone, tiles and asphalt that do not work well together.

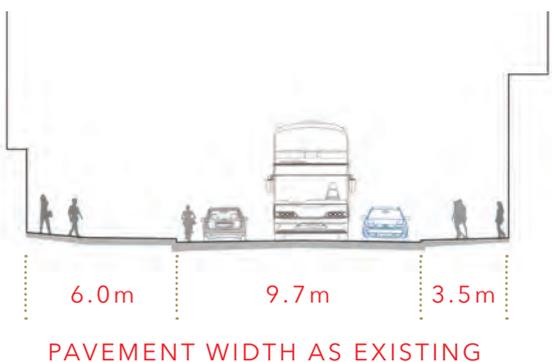
We would like to:

- create more space for pedestrians by reallocating surplus road space to widen pavements in the areas where they are comparatively narrow
- create a greener and more elegant street setting with new semi-mature trees and high quality planting
- improve the environmental impact of the street by reducing high traffic speeds and risks to pedestrians, and introducing sustainable urban drainage measures
- reduce the sense that motor traffic dominates the road
- remove 'street clutter', such as redundant service boxes and signposts
- renew paving, lighting and furniture to enhance the character and appearance of the street.

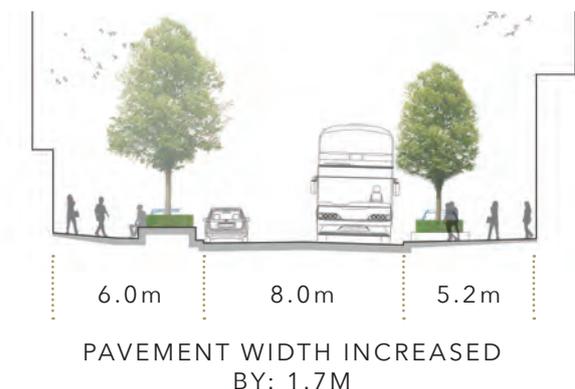


N O R T H E R N S E C T

NORTHERN SECTION
N-EXISTING



NORTHERN SECTION
N-PROPOSED



Feedback

Feedback from the first public consultation highlighted where Sloane Street could be improved. People who visited the exhibition welcomed ideas around removing street clutter, planting new trees and renewing paving and lighting. However, questions were raised around a number of points including:

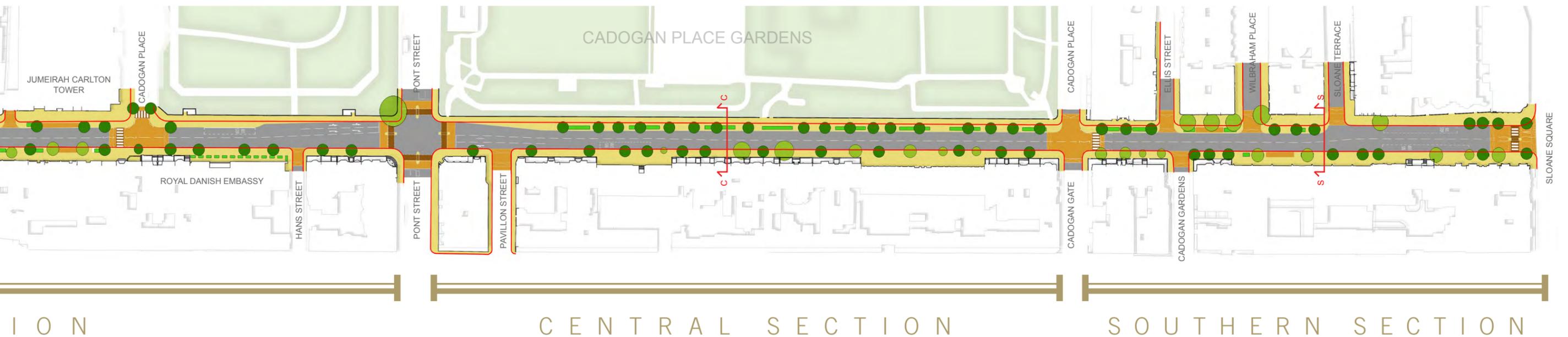
- Will the reduced road width impact on traffic congestion and bus journeys?
- How will you maintain the ability to overtake stationary vehicles?

- How will you ensure that the materials and planting are of a high quality?
- Why is the scheme needed and what are the costs of these proposals?
- How will you be maintaining space for deliveries to local businesses?

These questions have been carefully considered in drawing up the proposals outlined in this leaflet and when planning our next exhibition which launches at the end of January 2017.

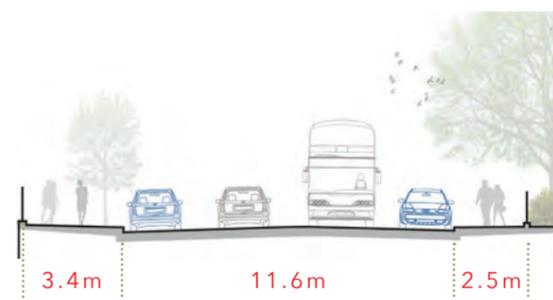
Indicative proposals shown on plan below

- PAVEMENT
- RAISED TABLES/PARKING/LOADING BAYS
- PELICAN CROSSINGS
- ZEBRA CROSSINGS
- EXISTING TREES
- PROPOSED TREES
- PLANTING BEDS
- EXISTING KERB LINE
- BLUE CARS REPRESENT PARKED VEHICLES



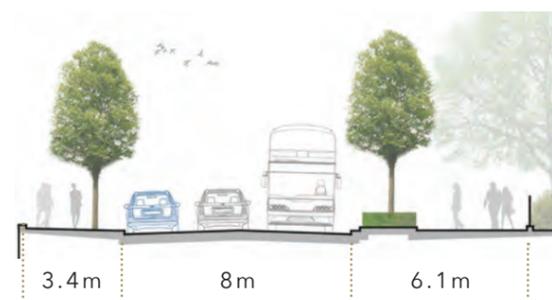
Showing Option 1, maximum pavement widening by approximately 3.6 metres.

CENTRAL SECTION C-EXISTING



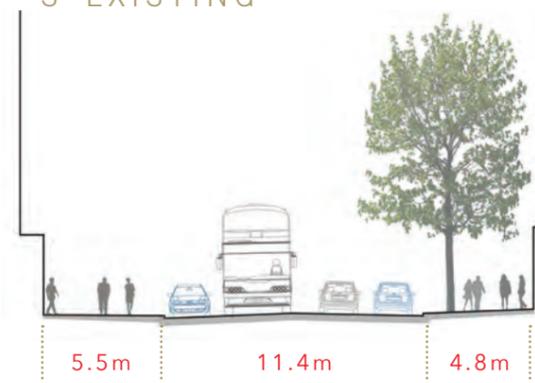
PAVEMENT WIDTH AS EXISTING

CENTRAL SECTION C-PROPOSED



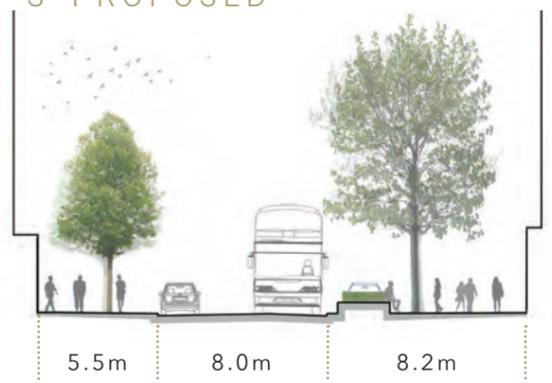
PAVEMENT WIDTH INCREASED BY: 3.6M

SOUTHERN SECTION S-EXISTING



PAVEMENT WIDTH AS EXISTING

SOUTHERN SECTION S-PROPOSED



PAVEMENT WIDTH INCREASED BY: 3.4M

A greener street

The enhancement of Sloane Street's public realm is an opportunity to secure environmental benefits for everyone who uses it.

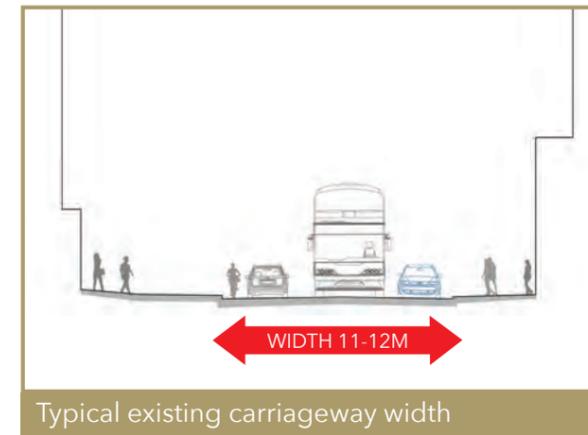
By introducing trees to fill the gaps in the current planting we will create a consistent tree-lined street that helps to absorb airborne pollutants, reduces surface water run-off into drains and provides shelter and protection for pedestrians. Similarly, new paving materials and planters have the potential to capture and store surface water run-off as part of a wider strategy to reduce flood risk.

By widening the pavements and introducing new trees and elegant, ornamental planting along the pavement edge we will be increasing the distance between pedestrians and vehicles while enhancing the ambience of the street. Trees, shrubs and herbaceous planting will be of the highest quality and the Council and Cadogan will work in partnership to ensure it is maintained to a very high standard.

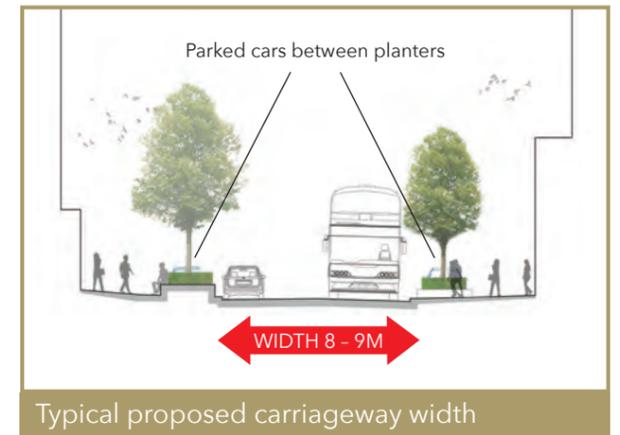


Example of planters, which can help collect and filter rainwater.

Proposed changes



Typical existing carriageway width



Typical proposed carriageway width

Narrowing of the road and widening the pavements

Sloane Street can feel dominated by traffic. A disproportionate amount of space is given over to vehicles compared to pedestrians. The straight, wide nature of the road with four traffic lanes encourages high speeds. Around 17,500 drivers exceed the speed limit on Sloane Street every week.

The width of a street is only one of the factors limiting the volume of traffic a street can carry. It is also the main junctions with other streets that dictate traffic flow and journey times. We are not proposing to reduce the number of lanes on the approaches to the main junctions (Brompton Road, Pont Street and Sloane Square).

The road carriageway is currently between 11 and 12 metres (36 feet and 39 feet) wide - the proposals would reduce some locations to between eight and nine metres (26 feet and 30 feet) which would still leave a generous carriageway width for traffic and allow us to increase the pavement width on the eastern side of the road. Even at its narrowest point, two cars and a bus could

pass with ease. Comprehensive traffic modelling has confirmed that these changes will not noticeably affect journey times by car or by bus. Drivers' perception of reduced carriageway width, coupled with additional traffic calming features, will reduce speeding traffic and reduce traffic noise.

Pedestrian surveys have identified that parts of Sloane Street are very busy at peak times and the usable width of the existing pavements is crowded at several locations in the north section of the street on the east side.

There will still be adequate space for overtaking, drop-offs and deliveries. The narrowing of the carriageway will continue to provide parallel parking and servicing areas which are off the carriageway and do not obstruct traffic.

Our proposals would change Sloane Street from a traffic-dominated street to a more pedestrian orientated and attractive environment.



The central section

There are about 500 residential dwellings on Sloane Street including family homes and apartments. These are predominantly concentrated around the middle of Sloane Street and Pont Street.

Feedback from the first consultation emphasised the sensitivity of this part of the street, and options are provided so

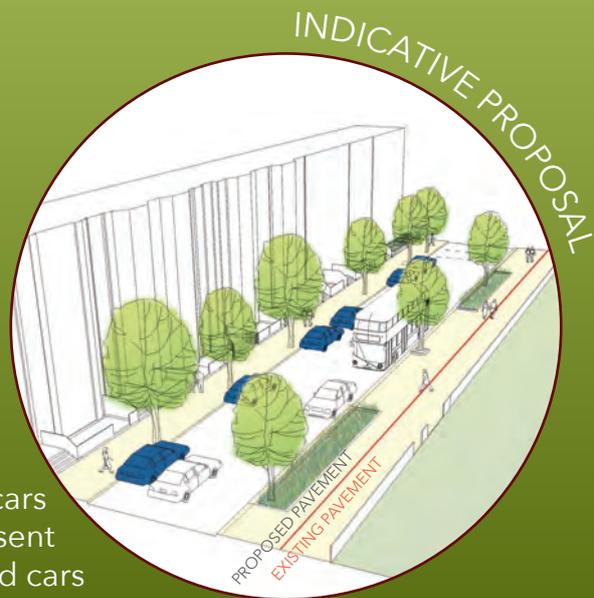
that those who use this section most can consider what, if any, changes should be made.

We have therefore developed three options for the central section which we feel could be integrated with the changes to the northern and southern ends.

Option one – maximum pavement widening

The pavement on the Cadogan Place Gardens side (east) is widened by approximately 3.6 metres. This would provide a wider promenade, perhaps with ornamental planting along the route to continue the planting themes at the northern and southern ends. Parking is retained on the western side of the street. The reduction in carriageway width would help reduce speeding.

Blue cars represent parked cars

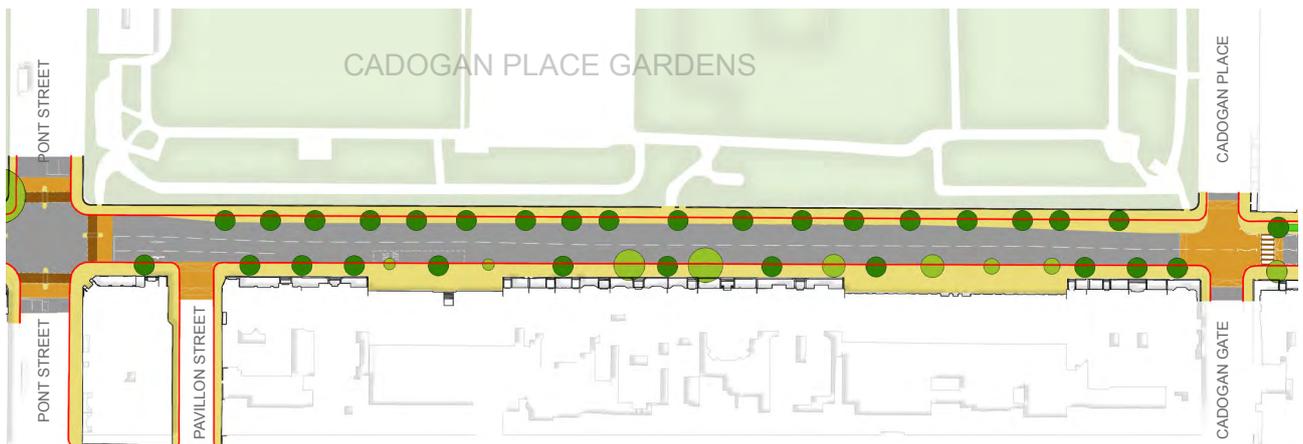
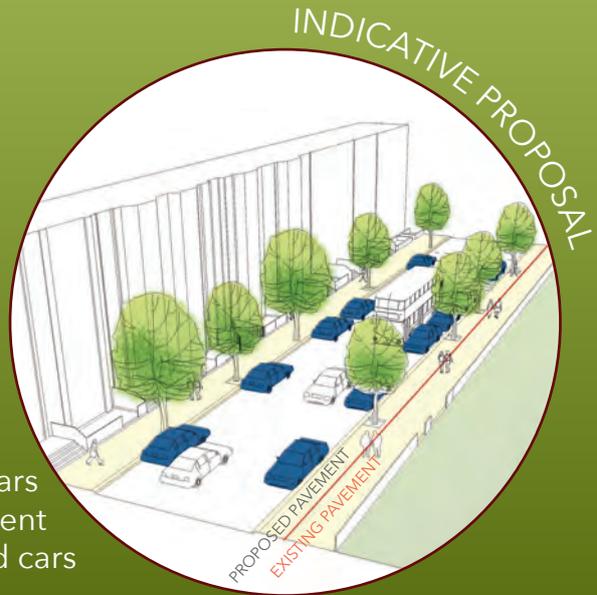


- | | | | |
|---|------------------------------------|---|-------------------------------------|
|  | PAVEMENT |  | PROPOSED TREES |
|  | RAISED TABLES/PARKING/LOADING BAYS |  | PLANTING BEDS |
|  | PELICAN CROSSINGS |  | EXISTING KERB LINE |
|  | ZEBRA CROSSINGS |  | BLUE CARS REPRESENT PARKED VEHICLES |
|  | EXISTING TREES | | |

Option two – minimum pavement widening

The pavement is widened on the Cadogan Place Gardens (east) side by approximately 1.8 metres. This would retain parking on both sides of the street and only allow for additional trees and no planters. The potential benefits of reducing speeding would be less compared to option one.

Blue cars represent parked cars

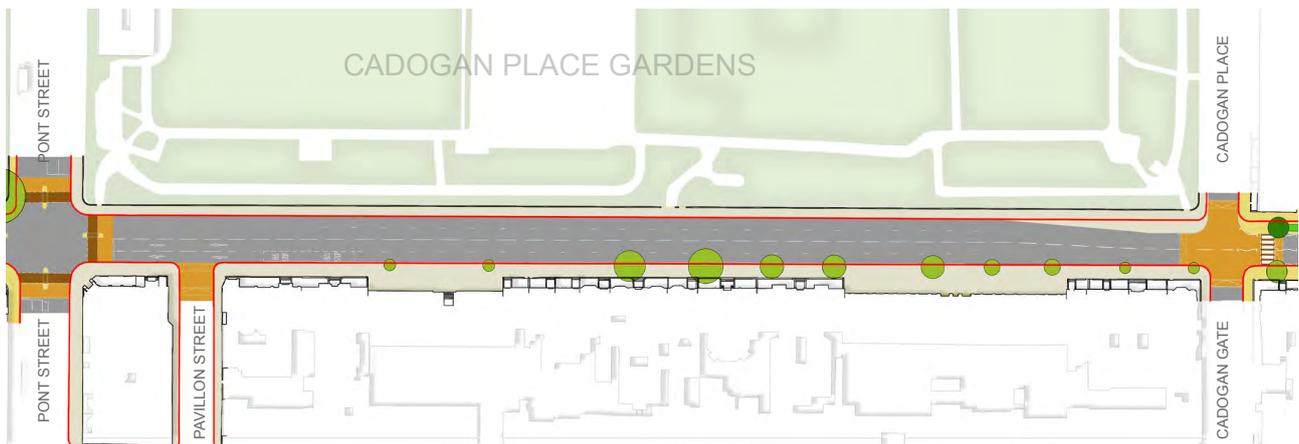
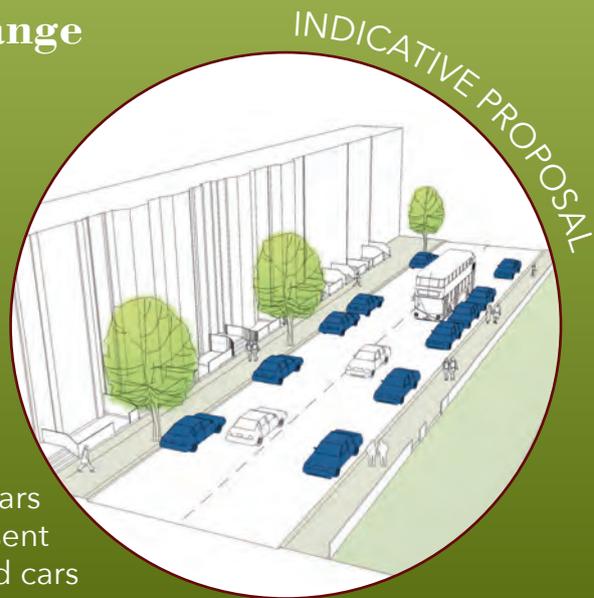


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|  PAVEMENT |  PROPOSED TREES |
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|  PELICAN CROSSINGS |  EXISTING KERB LINE |
|  ZEBRA CROSSINGS |  BLUE CARS REPRESENT PARKED VEHICLES |
|  EXISTING TREES | |

Option three – minimal change

The central section would stay as it is including retaining most of the existing kerb alignment, parking arrangements, no new planting or paving and no decluttering. If changes are made to the northern and southern ends of the road the lighting in this section would need to be changed to ensure consistency along the street.

Blue cars represent parked cars



- | | |
|--|---|
|  PAVEMENT |  PROPOSED TREES |
|  RAISED TABLES/PARKING/LOADING BAYS |  PLANTING BEDS |
|  PELICAN CROSSINGS |  EXISTING KERB LINE |
|  ZEBRA CROSSINGS |  BLUE CARS REPRESENT PARKED VEHICLES |
|  EXISTING TREES | |

Paving, lighting and street furniture

We are currently in the early stages of reviewing lighting, paving materials and street furniture and we would like to get your views on what style you think is most appropriate for Sloane Street. The existing street lighting is more appropriate for a major arterial road than a residential area.



Traditional

Traditional

With replica light fittings and street furniture finished in black and based on heritage designs such as Victorian or Edwardian, similar to or the same as historic fittings found on Pont Street and Cadogan Place.



Modern

Modern

Contemporary, minimalist design that is simple and unfussy. Various options for finish include black, grey and stainless steel, similar to those used on Kensington High Street.



Classic Contemporary

Classic contemporary

Combining both heritage and modern design fundamentals, that reinterpret traditional design elements with a reference to the past. Various finish options include black, grey and stainless steel.

Pavement materials

The proposals would include resurfacing the pavements to provide a consistent and high quality finish along the entire length of the street (apart from central section option three), unifying what is currently a disparate mix of concrete, stone and asphalt. The main material is likely to remain Yorkstone, but we will consider the use of alternative stone for specific areas and detail. We are reviewing three potential paving materials for Sloane Street.



Yorkstone, Whitehall

Yorkstone

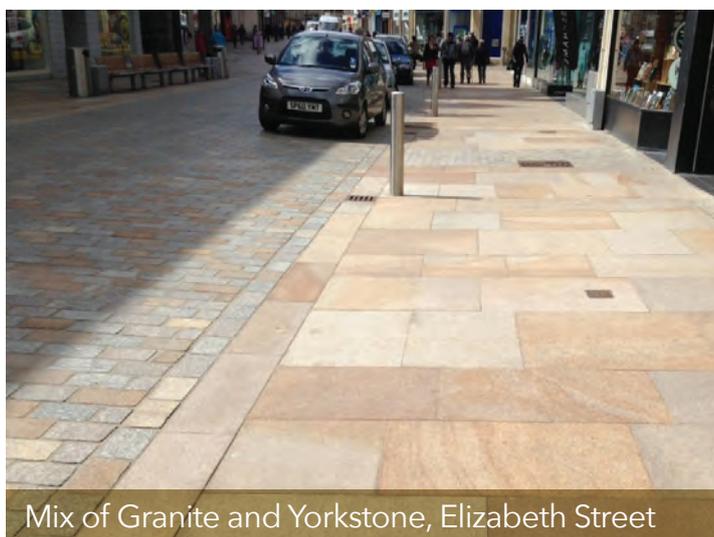
Classic paving material widely used in London. Available in numerous shades and can be smooth or textured to provide a contemporary or traditional appearance. Currently in use on parts of Sloane Street and in the surrounding streets.



Porphyry, Hans Crescent

Porphyry

High quality stone paving from Italy in a mix of shades from reds to greys. Extremely hard-wearing and used increasingly in London as a high quality alternative to Yorkstone. This has been used to resurface the northern half of Hans Crescent adjacent to Harrods.



Mix of Granite and Yorkstone, Elizabeth Street

Granite

Hard-wearing alternative to Yorkstone, and often used in combination with Yorkstone where vehicular traffic is expected e.g. in loading bays and parking areas where Yorkstone is less robust, such as Elizabeth Street in Westminster. Granite is available in many shades from buff yellow (as shown opposite) through to reds and greys.

Improving the public realm

Our objective is to create an attractive and high quality environment that meets the expectations of residents, retailers and visitors to the street. We will do this by creating an elegant coordinated streetscape with a palette of surface materials, street furniture, lighting and planting, in keeping with the architectural character of the street.

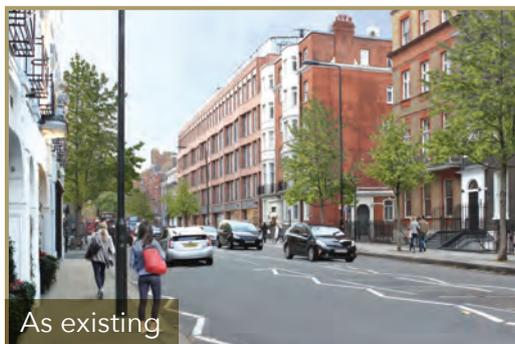
Northern



Central



Southern



Exhibition information

More detailed information about the Sloane Street project including a physical model, videos showing how traffic flows and capacity will be maintained, traffic survey results and other technical information will be on view at the exhibition. Members of the project team will be there throughout to discuss the proposed changes and answer questions.

The exhibition will be held at 129 Sloane Street, SW1X 9AT.

It will be staffed and open to the public at the following times:

- **Thursday 26 January from 2pm to 8pm**
- **Friday 27 January from 10am to 2pm**
- **Saturday 28 January from 10am to 2pm**
- **Saturday 4 February from 10am to 2pm**

We need your views

We understand that many people have great affection for Sloane Street and its unique character and this is why we are seeking your views.

We believe that carefully targeted pavement widening in areas that need it most and the introduction of high quality paving, lighting and planting would dramatically enhance the character and quality of the Sloane Street experience. It would also help maintain the street's status as one of the most iconic residential and retail districts in London.

We would be grateful if you could complete the questionnaire and provide us with your feedback on the options and overall proposals.

The closing date is Monday 27 February 2017.

What happens next?

The possible changes to Sloane Street outlined in this leaflet are only proposals at this stage. Your views will be included in a report to Councillors who will carefully consider your comments before deciding how best to proceed. If there is not support for the proposals to widen the pavements at the northern and southern ends of the street the Council would not be able to fund the public realm improvements and so the street would remain in its general maintenance programme.

Get in touch

We promise to continue to keep you informed and involved every step of the way. In the meantime, if you have any questions please contact us by emailing **sloanestreet@rbkc.gov.uk** or calling **020 7361 3238**.

For latest updates visit **www.rbkc.gov.uk/sloanestreet**

Highways Department
Royal Borough of Kensington and Chelsea
Town Hall
Horton Street
LONDON
W8 7NX



Business Reply
Licence Number
RSLC-CACS-HYXZ



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

Thank you for taking the time to give us your views. **The closing date is Monday 27 February 2017.**

Sloane Street – questionnaire

Please fill in one questionnaire for each household or business.

Your personal information will be handled by the Royal Borough of Kensington and Chelsea in accordance with the Data Protection Act 1998 and will be used by the Highways Department only for the purposes of this consultation, as part of which the information may be shared with Councillors. The information will be held securely and in accordance with our records retention schedule.

Name.....

Address

.....

.....

.....Post Code.....

Q1 Are you responding to this consultation as ...?

a resident of the Royal Borough of Kensington and Chelsea

a resident of the City of Westminster

a local business/retailer

a visitor to the area

Q2 When thinking about Sloane Street, how important do you think it is to:

	Very Important	Important	Not Important	Not at all Important	No opinion
Improve the appearance of the street with high quality paving and street lighting	<input type="checkbox"/>				
Introduce more trees and planting	<input type="checkbox"/>				
Reduce high traffic speeds	<input type="checkbox"/>				
Widen narrow pavements to improve the pedestrian experience	<input type="checkbox"/>				

Q3 Overall, what is your opinion on the proposals for Sloane Street?

strongly support tend to support tend to oppose strongly oppose
no opinion

Q4 Which option would you prefer for the central residential section of Sloane Street?

option one - maximum pavement widening option two - minimum pavement widening
option three - minimal change to existing layout no opinion

Q5 If we decide to make improvements to the public realm, what style do you think would be most fitting for the street?

classic contemporary modern traditional

Q6 Is there anything else you would like to add?