

Executive Decision Report

Decision maker and date of Leadership Team meeting or (in the case of individual Lead Member decisions) the earliest date the decision will be taken	Councillor Will Pascall Streets, Planning and Transport Date of Report 25 January 2019 Forward Plan reference: KD05384/19/T/A	 THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
Report title	<i>SLOANE STREET PUBLIC REALM SCHEME</i>	
Reporting officer	<i>Gary Noble, Chief Engineer,</i>	
Key decision	Yes	
Access to information classification	<i>Public</i>	

1. EXECUTIVE SUMMARY

- 1.1 Sloane Street is one of London’s premier residential and shopping streets. Its architecture, long vistas and global retail destinations make it valued equally by local residents and the many visitors who arrive each day. Sloane Street has many positive attributes. However, there are a number of characteristics which are less successful and could be improved.
- 1.2 The Council has held two public consultations; the first seeking the views of the immediate local community about the idea of making improvements to Sloane Street and second a wider consultation proposing options and seeking views on the changes to the public realm. Both received very positive responses from the community. The proposals set out in this report represent a vision for Sloane Street that will create an elegant and vibrant environment that will not only strengthening its local and international reputation as a place to live, to work and to visit, but will also meet many of our transport strategy targets.
- 1.3 By working with the local landowners, who will fund the improvements, we have the unique opportunity to improve both public and private areas and implement as one holistic project.

2. RECOMMENDATIONS

- 2.1 The public realm improvements represent a significant benefit to the Royal Borough, our residents and landowners lead by Cadogan Estates. I therefore

recommend that you give your approval for the Council to enter into (i) a Section 278 Agreement for the implementation of these works and (ii) a Section 142 Agreement for Cadogan Estates to take responsibility for the ongoing maintenance of the planters and feature lighting.

- 2.2 The work would be implemented in phases, managed by the Council using our contractors under our term contracts.

3. REASONS FOR DECISION

- 3.1 Cadogan Estates is the majority landowner in the area and has a long-term interest in Sloane Streets future success. Under these proposals, the Council has a unique opportunity to greatly improve the public realm in Sloane Street at no cost to the public purse.

4. BACKGROUND

- 4.1 At approximately one kilometre (3,280 feet) in length and 20 metres (66 feet) wide, Sloane Street is one of the longest, widest and most imposing streets in London. The street can be characterised by three distinct areas:

The **northern** section, between Brompton Road and Cadogan Place, predominantly features high end retail premises

- The **central** section, between Cadogan Place and Cadogan Gate, is a mix of residential and office use on ground and upper floors and also features Cadogan Place Gardens.
- The **southern** section, between Cadogan Gate and Sloane Square, is a mixture of high street and high quality outlets. This area is strongly related to Chelsea and Sloane Square

- 4.2 Cadogan Estates is the majority land owner in Sloane Street (approximately 79%), with remaining ownership taken up by Astrea Managed Properties (9%), Pegusi Managed Properties (6%) and Jumeriah Managed Properties (6%). There are around 500 residential dwellings in Sloane Street, including family homes and apartments which are predominantly concentrated around the central section.

- 4.3 In 2014 Cadogan Estates approached the Council with ideas about how to improve the public realm in Sloane Street. This was in response to concerns raised by retail businesses, about the quality of the public realm and how Sloane Street would continue to thrive and develop in to the future as many other London destinations were also considering their public realm.

- 4.4 A comprehensive study of Sloane Street in 2015 included an audit of existing street furniture and surface treatments, together with traffic and pedestrian counts, traffic modelling and an assessment of parking and loading activity.

The key findings of the study were:

4.5

- the street is dominated by up to four lanes of traffic and parts of the pavement are narrow – particularly on the eastern side
- there is twice as much carriageway width than is needed to accommodate the volume of traffic using Sloane Street at peak times
- 35% of drivers break the speed limit in the central residential area – encouraged by the generous width of the carriageway
- the parking and loading capacity in Sloane Street Monday to Saturday far outweighs demand.
- the street furniture is uncoordinated and the pavements in parts of the street are cluttered
- 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 and the fabric of the street is tired and in need of a refresh

4.6 The conclusion was to develop a scheme that reinforces the character of the street, rather than instigating wholesale change.

5. PROPOSAL AND ISSUES

Project overview

5.1 The key objective of the scheme is to create an elegant coordinated streetscape with a limited pallet of high quality materials, lighting and street furniture. With the aim of any proposals having minimal effect on the capacity of Sloane Street.

5.2 We asked the community about the future look and feel of Sloane Street and the proposed public realm improvements have been through extensive consultation (see section 7). Details of the proposed scheme together with computer generated images (CGI) showing how Sloane Street would look before and after the improvements are provided in Appendix A.

5.3 The main features of the scheme are:

- creating a greener and more elegant street setting with new semi-mature trees and high quality planting in bespoke granite planters with feature lighting

- repaving the footways in high quality York stone with inset parking bays provided in porphyry (granite). The carriageway would also be re-surfaced throughout
- widening of the footway on the eastern side of the street in between the major junctions with Brompton Road, Pont Street and Sloane Square to create more space for pedestrians, landscaping and inset parking bays
- introduction of raised carriageway tables at side road junctions to slow vehicles and give priority to pedestrians
- new street lighting featuring low energy consumption LED ornate style lamp units and columns
- removal of clutter and introduction of co-ordinated and high quality street furniture

As the project has developed we have been able to consider additional initiatives such as having drinking fountains to assist in reducing plastics; electric vehicle charging points on street utilising our lamp columns and a desire to install ducting for 'fibre to the premises (FTTP)', a high speed internet connection.

Traffic impact assessment

- 5.4 In September 2017, consultants WSP conducted a full transport study of the proposed Sloane Street scheme. This included an analysis of the effect on traffic flow and parking together with a road safety audit and environmental assessment of the scheme.
- 5.5 The single most significant enabling strategy in improving the public realm on Sloane Street is the proposal to widen the footway on the eastern side of the road by approximately 3.6m (12ft) in order to release potential for inset parking bays and landscape interventions.
- 5.6 At present, the excessive width of the carriageway results in pedestrians being constrained to comparatively narrow pavements on the eastern side of the street, bringing them un-necessarily close to traffic and the associated noise and fumes. The relatively narrow pavement results in conflict and constrained zones at critical points (e.g. at bus stops) where pedestrians walking north-south and people waiting at bus stops compete for the same pavement space.
- 5.7 The transport study showed that carriageway space is approximately 40% greater than it needs to be to carry the current volume of traffic, and the subsequent width of the street encourages speeding by motorists.
- 5.8 We have commissioned detailed surveys and comprehensive traffic modelling which demonstrate that widening the eastern footway would have no significant

impact on the traffic capacity of Sloane Street. Copies of the public consultation boards containing details of the traffic modelling can be found in Appendix B.

- 5.9 It should be noted that under the proposals, the width of the footway on the western side would remain unaltered for its entire length. The number of carriageway lanes on the approaches to the signalised junctions at Brompton Road, Pont Street and the approach to Sloane Square remain unchanged to retain their capacity. Accordingly, the carriageway width in Sloane Street would reduce from approximately 12m to a minimum of 8m over approximately 65% of its length.
- 5.10 The lane widths are designed to the London Cycle Design Standards and advanced stop lines will be provided at the Pont Street junction to assist cyclists.
- 5.11 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. Under these proposals Sloane Street would change from a traffic-dominated street to a more pedestrian orientated, attractive environment with trees, planters and seating.

Parking and loading

- 5.12 The transport study included a detailed study of the parking and loading activity in Sloane Street. Details of this parking study are also shown in Appendix B.
- 5.13 At present, Sloane Street is almost entirely controlled by single yellow lines. This means that during the restricted period, Monday to Saturday 8am – 6.30pm, parking is prohibited at the kerbside.
- 5.14 An additional restriction is in place preventing loading and unloading to ensure that the evening peak traffic period is not affected by vehicles at the kerbside.
- 5.15 The study showed that peak demand on street, Monday to Saturday, was 32 vehicles at any one time. This was at around 7pm after the end of restrictions at 6.30pm. The overnight parking was also considered and this peaked at 16 vehicles on street.
- 5.16 Outside the restricted hours on weekdays and Saturdays, and on a Sunday, Sloane Street becomes a 'free to park' zone along almost its entire 1km length.
- 5.17 Under the proposals, inset parking bays/loading bays would be provided at various locations on both sides of the street, controlled by a single yellow line as per the current situation. This means that the bays could be used for servicing during the day, and after 6.30pm they could be used for parking. Bays will be able to be used for parking all day on Sunday. Integrated parking and servicing

bays will help formalise the current ad-hoc parking and servicing activities on the street.

- 5.18 There is considered to be no need to retain the 4.30-6.30pm restriction on servicing if it occurs within the bays, but double yellow lines will be accompanied by double blips to prevent vehicles parking to load or unload in unsuitable locations.
- 5.19 Whilst it is acknowledged that there will be a reduction in parking capacity under the proposals, it is important to note that this will only affect Sunday parking, and there is adequate capacity for the church patrons and visitors to Sloane Street.
- 5.20 In summary, the proposed parking provision is considered appropriate for the scheme and can accommodate all day-to-day activity that the street requires. There is a reduction in Sunday parking, however this is considered to be unrelated to the street itself or residents, the availability of free parking generates traffic movements into the area on Sundays.
- 5.21 All changes to the proposed waiting and loading restrictions in Sloane Street will be subject to separate advertising of any traffic order changes and consultation through the miscellaneous parking report process

Environmental benefits

- 5.22 The enhancement of Sloane Street's public realm is an opportunity to secure environmental benefits for everyone who uses it;
- introduction of trees to fill the gaps in the current planting will create a consistent tree-lined street that will help absorb airborne pollutants.
 - planters and other soft landscaping will increase the permeable surface area in Sloane Street by approximately 600Sqm, reducing water run-off into the drainage system.
 - the latest energy saving LED lighting technologies will help future proof the street and contribute to emissions reductions. The new street lamp columns will be designed so that where appropriate they can accommodate electric vehicle charging points
 - widening of the narrow eastern pavement and the introduction of raised planters on both sides of the street will provide a protected environment for pedestrians
 - we intend to introduce new drinking water fountains to help both hydrate and reduce the need for plastic bottles

- 5.23 Sloane Street is not part of the strategic cycle network in London, but the proposals recognise that the street is well used by commuter cyclists. Advanced cycle stop lines are proposed on the approaches to the junctions with Pont Street and a minimum lane width of 4m in each direction will allow sufficient space for buses and HGV's to pass by cyclists without straying into the opposing lane.

Construction

- 5.24 The project will be implemented by the Council's Term contractors, Cappagh and F M Conway, in three phases starting at Sloane Square and working north to Knightsbridge.
- 5.25 Diversion of services, installation of a fibre optic cable network a (fibre to the premises) and other accommodation work is required in advance of the highway works. These activities would be managed by a specialist company, who would be employed directly by Cadogan Estates.
- 5.26 Whilst the work will undoubtedly be disruptive, careful planning and co-ordination of traffic management will ensure that inconvenience is kept to a minimum and a communications plan has been developed to ensure that all stakeholders are kept informed.

Programme

- 5.27 The project is anticipated to take three years in total to implement; approximately one year per phase. The scheme will be implemented on a rolling programme and where possible the re-paving work will follow straight after completion of the service diversions. However, there may be a need for temporary reinstatements in some situations.
- 5.28 Subject to the necessary approvals and legal agreements being in place, work could commence on site as early as Spring 2019.

6. OPTIONS AND ANALYSIS

- 6.1 There are two options presented to you are:

Option 1: Do nothing:	Sloane Street would remain as it is now, except for routine maintenance of footway and carriageway surfaces
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Option 2: Approve the public realm works	The consultation results showed clear support for the public realm measures
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Option 2 is recommended.

7. CONSULTATION AND COMMUNITY ENGAGEMENT

- 7.1 In July 2016 we sent newsletter to residents and businesses on or very close to Sloane Street along with local associations, societies and residents groups introducing possible public realm improvements. This newsletter invited stakeholders to come and discuss ideas at a public consultation held over three days in July 2016. We asked what they liked about Sloane Street and what they felt could be improved. The feedback was carefully considered as there was an appetite to make some improvements and this feedback was used to develop options for a few more wider public consultations.
- 7.2 In January 2017, we sent a leaflet and questionnaire detailing more detailed options to over 12,000 properties on Sloane Street and the surrounding area and included properties in both Kensington and Chelsea and City of Westminster. This leaflet was also available at four public exhibitions held in January and February 2017. We also met local key stakeholders individually to give them the opportunity to discuss the proposals one to one. A copy of the leaflet is shown in Appendix C.
- 7.3 We received a total of 1,168 responses before the deadline of 27 February 2017. Of these 920, were from residents or businesses inside the consultation area giving a response rate of just under ten per cent. In addition, 31 individuals and organisations wrote or emailed the Council with their thoughts on the proposals.
- 7.4 The results of the public consultation indicated a very favourable response to the ideas and designs presented, with 67% of all RBKC residents in support of the current scheme. This rose to 75% for those on or close to Sloane Street.
- 7.5 The analysis of the feedback including all consultations materials can be found on the Council website:
<https://www.rbkc.gov.uk/parking-transport-and-streets/sloane-street-consultation>

Publicity and communications

- 7.6 The need to maintain an open dialogue with residents, retailers and other stakeholders during the development of the scheme has been paramount and this would continue during the implementation stage of the project.
- 7.7 We have developed a communications strategy to ensure that during the next stages of development, stakeholders will be kept informed of progress of the scheme. This strategy includes:

- Community newsletters
- RBKC website articles – we will review and update the website regularly (at least every three months) to reflect the latest project news and community newsletters
- engaging with tenants – we will work with the local landowners to co-ordinate engagement with their residential tenants and retailers
- media – the RBKC Media and Communications team will manage press enquiries, with the support of the Cadogan Estates.
- on-site liaison officer – the contractor will appoint an on-site liaison officer who will visit individual premises in person in advance of each stage of the works and who will be the first point of contact for residents and businesses.
- managing enquiries – RBKC will deal with enquiries about design, council procedures and other general queries.

8. HUMAN RESOURCES AND EQUALITIES IMPLICATIONS

- 8.1 We have considered your public sector equality duty (s.149 Equality Act 2010) and there are no equality implications arising from this report.

9. LEGAL IMPLICATIONS

- 9.1 The Council would treat the scheme in the same way as any other private development and put in place a legal agreement (Section 278) that would set out all of the funding arrangements and other obligations upon Cadogan Estates. The Agreement would be prepared to allow staged payments whilst committing the sponsor to implementing the project in its entirety.
- 9.2 A similar legal agreement (Section 142) would be put in place to cover maintenance of items such as the planting and feature lighting (the former Cadogan Estates wish to change seasonally to maintain interest), that will be managed directly by Cadogan Estates.

10. FINANCIAL, PROPERTY AND ANY OTHER RESOURCES IMPLICATIONS

- 10.1 The total estimated construction cost for the project is in the region of £20M, split over the three phases. These cost will be met in full by Cadogan Estates and their partners.

10.2 The economic benefits of the proposals were set out in a report by Quod in October 2017, entitled 'Sloane Street; Investment, Statement of Economic Benefits'. These benefits include:

- **Construction investment and employment** – construction will provide jobs for an average of 100 construction workers onsite over the construction period (based on the Construction Industry Training Board Labour Forecasting Tool).
- **Enhancing the shopping experience** – good quality public realm has a positive impact on both retail footfall, turnover property values and rental yields as well as helping attract and retain talented residents and employers. These factors contribute to a vibrancy and dynamism that helps keep a shopping neighbourhood successful.
- **Increasing retail employment** – Sloane Street already employs an estimated 2,200 retail employees. As well as helping to protect these jobs, the anticipated additional retail sales support an estimated 180 jobs –an increase of 8%.

10.3 In addition to the indirect economic benefits of the project, the Council will also gain from betterment in the form of new street furniture, surface finishes and reduced maintenance costs.

Mahmood Siddiqi
Director for Transport, Highways, Leisure and Parks

Local Government Act 1972 (as amended) – Background papers used in the preparation of this report

[Note: Please list only those that are not already in the public domain, i.e. you do not need to include Government publications, previous public reports etc.]

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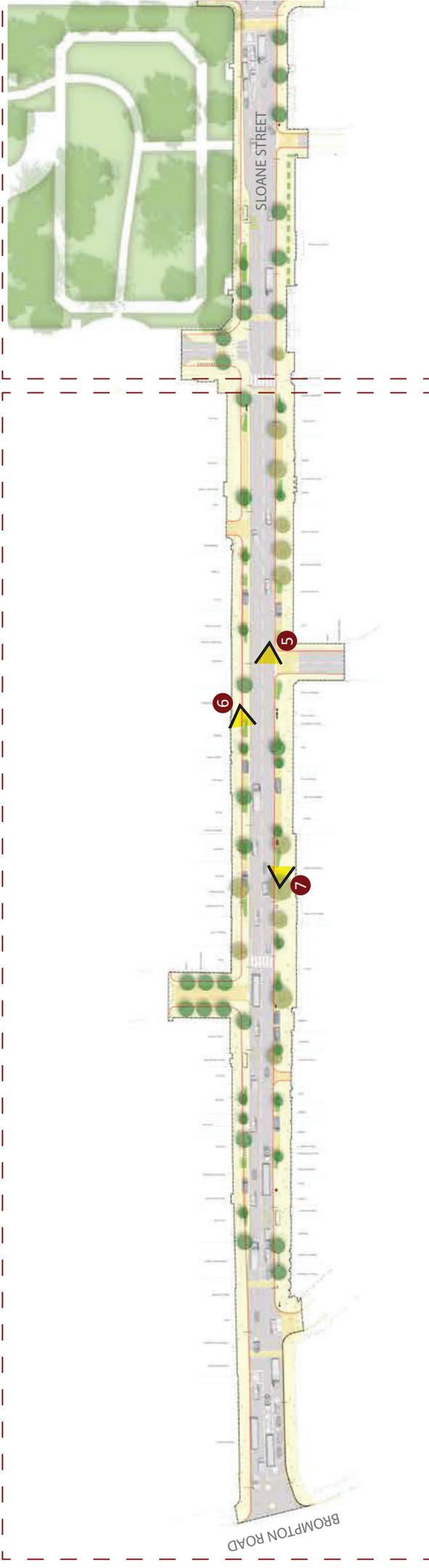


SLOANE STREET PUBLIC REALM

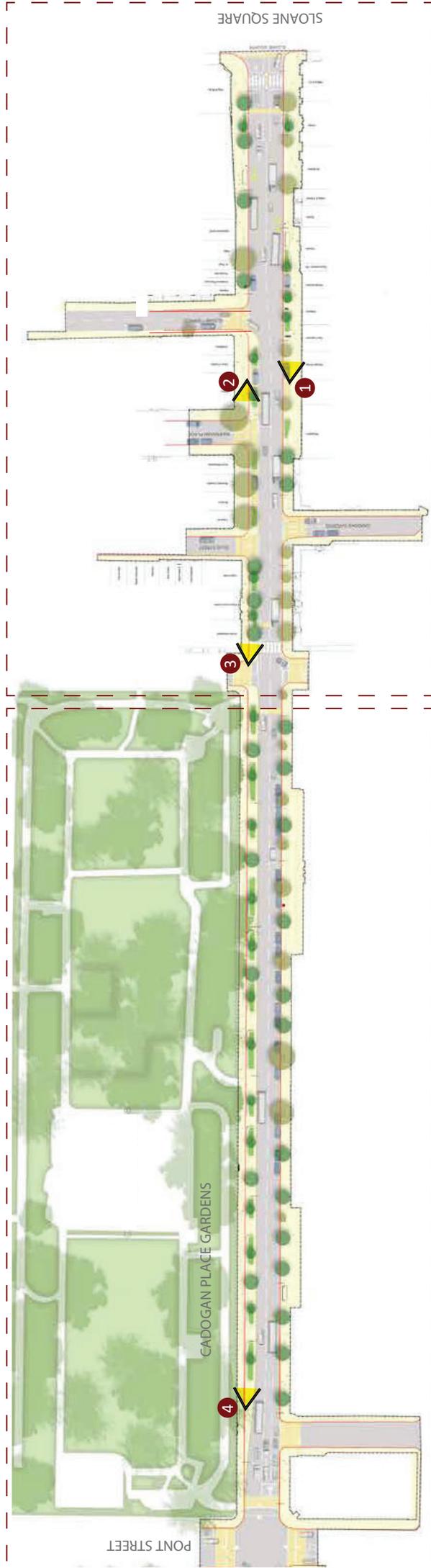
Design Proposals

SLOANE STREET PUBLIC REALM - GENERAL ARRANGEMENT

3 VIEWPOINT LOCATIONS



Future Phase (North)



Phase 1 (South)

Future Phase (Central)

BEFORE AND AFTER CGI

View 1 from George House looking south





BEFORE AND AFTER CGI

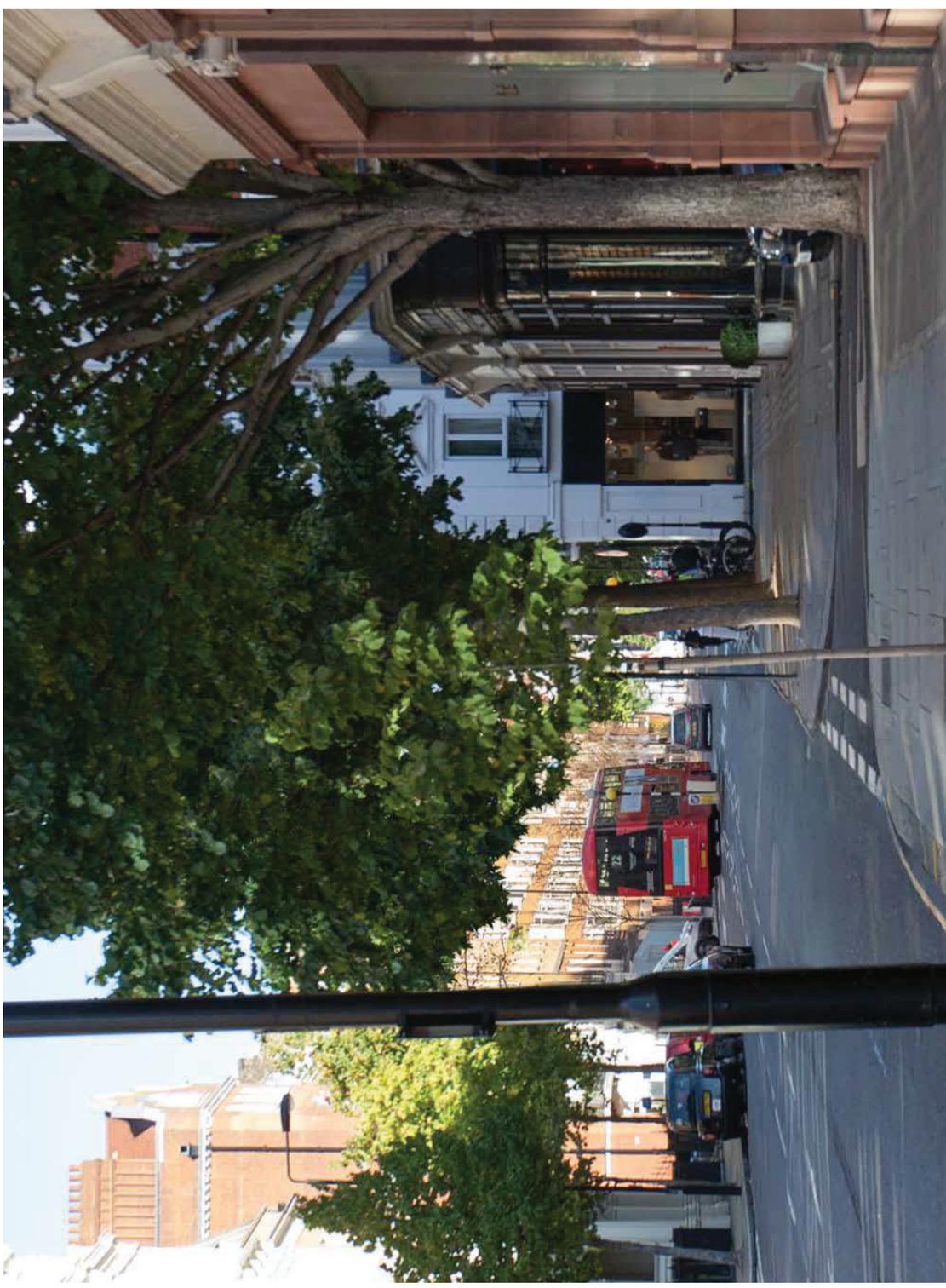
View 1 from George House looking south - Night





BEFORE AND AFTER CGI

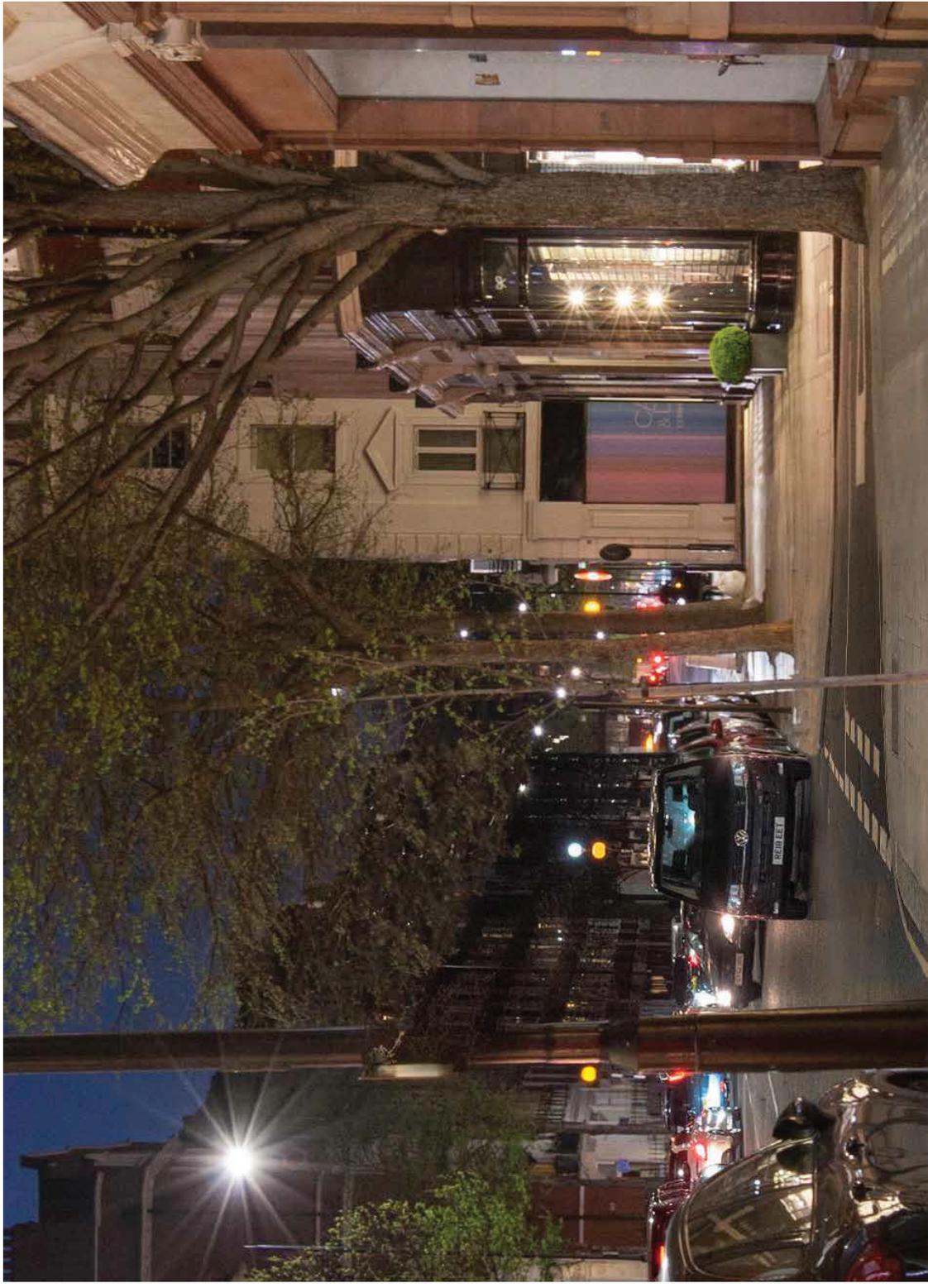
View 2 from Jo Malone looking north





BEFORE AND AFTER CGI

View 2 from Jo Malone looking north - Night





BEFORE AND AFTER CGI

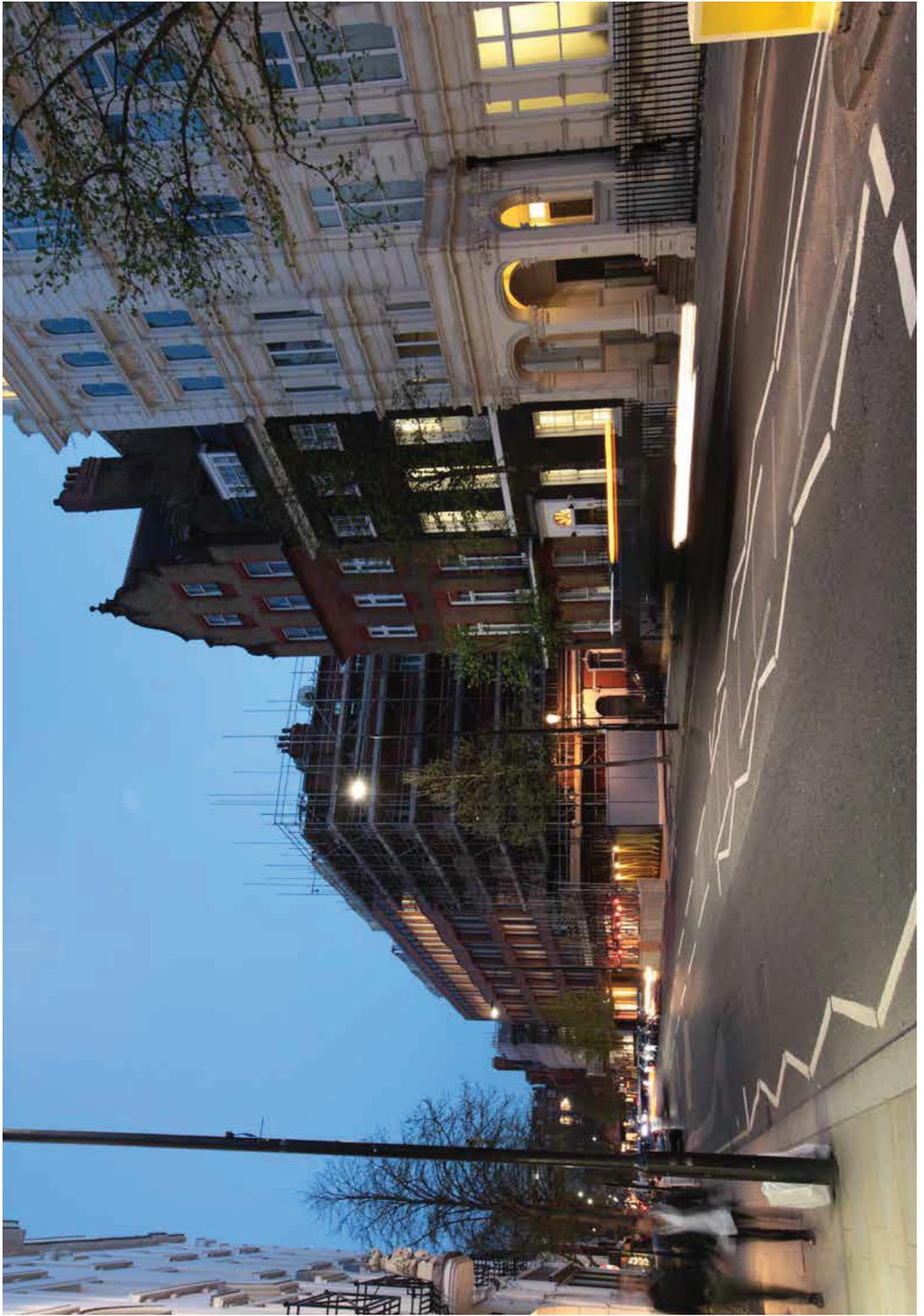
View 3 from Emilia Wickstead looking south





BEFORE AND AFTER CGI

View 3 from Emilia Wickstead looking south - Night





BEFORE AND AFTER CGI

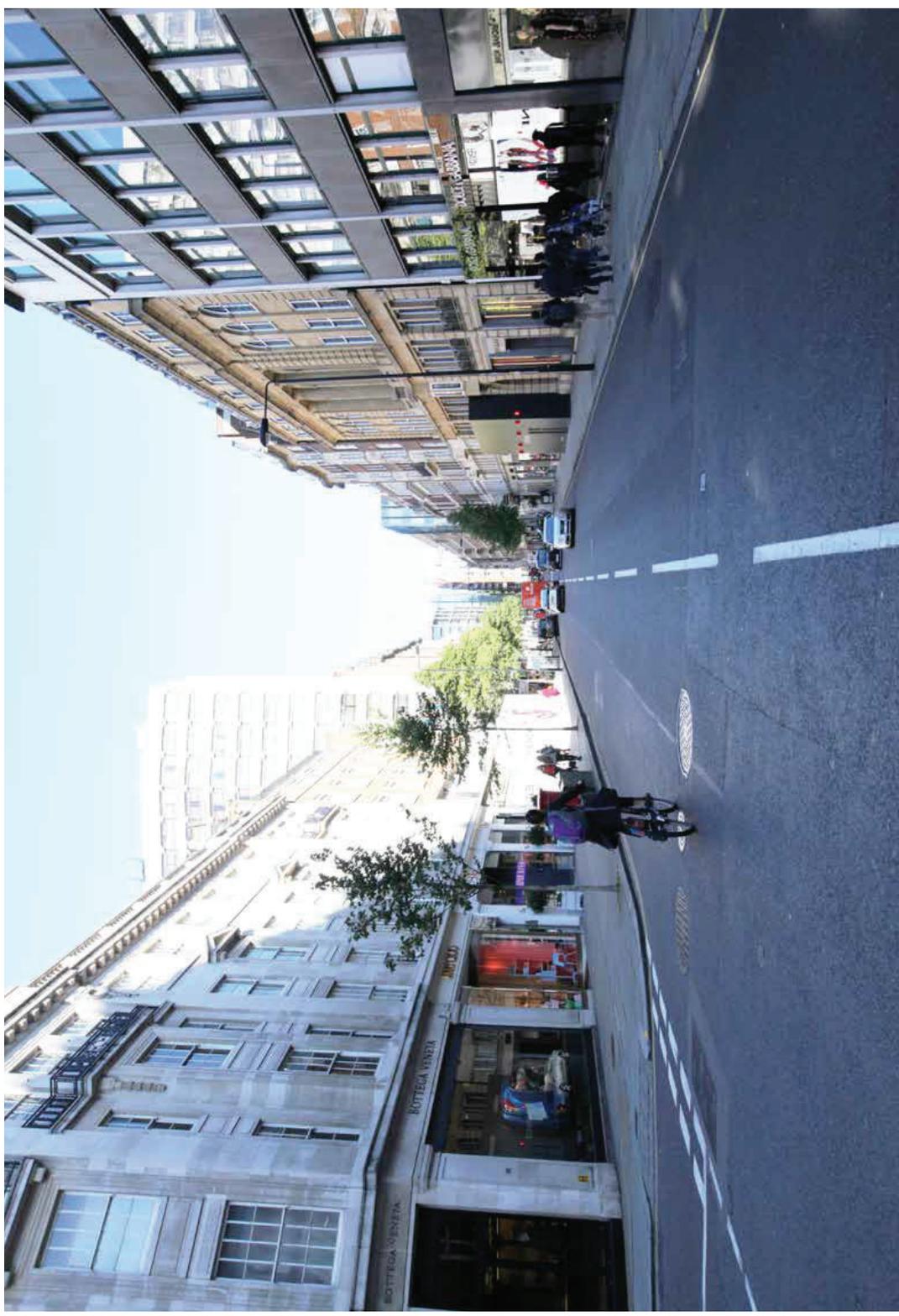
View 4 from Cadogan Place Gardens looking South





BEFORE AND AFTER CGI

View 5 from Hans Crescent looking North





BEFORE AND AFTER CGI

View 6 from Valentino looking North





Dior

DEEP VALUE JEWELRY

BEFORE AND AFTER CGI

View 7 from Millennium Hotel looking South





Welcome

The Royal Borough of Kensington and Chelsea is considering plans to improve Sloane Street. This is supported by Transport for London and Cadogan, who as majority landowner, is committed to providing the best possible environment for the people who live or work in the area and visit the street.

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

In partnering with Cadogan, we have the unique opportunity to improve the public realm and also areas of the street that are within private ownership.

In July 2016 we presented emerging ideas and asked what you like about Sloane Street and what could be improved.

Since then we have continued to develop those initial concepts into a design that we feel would make the road more attractive without compromising its character and negatively impacting traffic flows.



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

Sloane Street character

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. It has a number of outstanding characteristics including a long grand vista, high quality architecture and the historically important Cadogan Place Gardens.

Set in the Hans Town Conservation Area and the Sloane Square Conservation Area, Sloane Street's unique character has evolved over 200 years, resulting in a diversity of land use, buildings and gardens.

There are three distinct character areas:

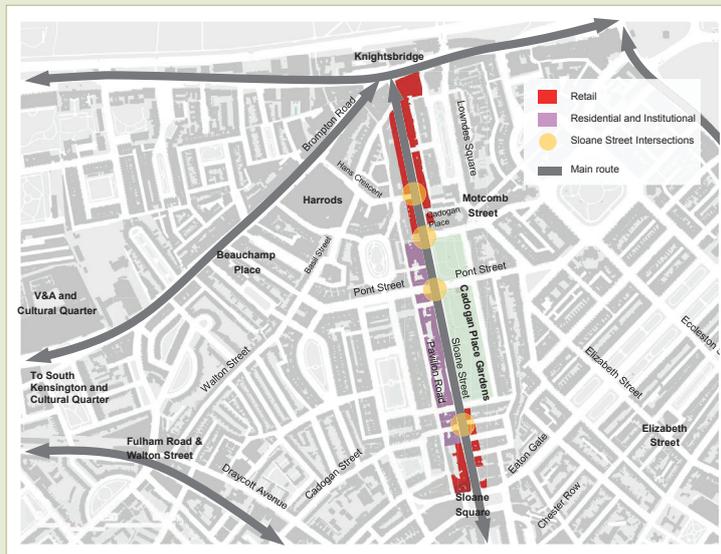
North - adjacent to Knightsbridge, primarily international luxury retail.



Central - residential heart of Sloane Street with garden square.



South - mix of retail, Chelsea village character.



Why make changes to Sloane Street?

Sloane Street has many positive attributes. However, there are a number of characteristics which are less successful and investment is required in order to maintain it as a desirable place to live, work and shop.



Pedestrian experience

- The street is dominated by up to four lanes of traffic and parts of the pavements are narrow – particularly on the eastern side.

Carriageway width

- The road width is in excess of what is required to accommodate the volume of traffic using Sloane Street at peak times.

Speeding

- The speed surveys show that 20 per cent of drivers break the speed limit every week – encouraged by the generous width of the carriageway.

Uncoordinated furniture

- The street furniture is uncoordinated and the pavements in parts of the street are cluttered.

Tired materials

- The fabric of the street is tired and in need of a refresh.

Gaps in trees

- The number of trees on the street is limited in some places and there are areas of the street with no greenery.

Inconsistent pavement finishings

- There are many different pavement finishes such as concrete, stone, tiles and asphalt that do not work well together.

Our proposals

We would like to:

Improve the pedestrian experience without negatively impacting traffic flows

- Create more space for pedestrians, by reallocating surplus road space to widen pavements in the areas where they are comparatively narrow.

Create a greener street

- Improve the environmental impact of the street by introducing sustainable urban drainage measures.
- Provide new semi-mature trees and high quality planting.

Reduce the dominance of traffic

- Reduce the sense that motor traffic dominates the road and reduce speeding.

Improve the look and feel of the street

- Renew paving, lighting and furniture to enhance the character and appearance of the street.
- Remove existing 'street clutter', such as redundant service boxes and signposts.



Indicative view of the northern part of Sloane Street

Key findings from July 2016 consultation

The feedback we received highlighted how Sloane Street could be improved as well as areas of concern.

People welcomed:

- the removal of street clutter
- more trees
- new paving
- new lighting.

You raised	Our response
Narrowing the carriageway and widening the pavement	
<ol style="list-style-type: none"> 1. The impact on traffic congestion and bus journeys. 2. Maintaining the ability to overtake stationary vehicles. 3. Improving junctions on the approach to Knightsbridge should be a priority. 4. Maintaining space for deliveries to local businesses, the ability to park and drop off. 	<ol style="list-style-type: none"> 1. Comprehensive traffic modelling has confirmed that these changes will not noticeably affect journey times. 2. Even at its narrowest point, two cars and a bus could pass with ease within the narrowed carriageway. 3. We have reviewed this but it is not possible to improve the junctions' operation. 4. Narrowing of the carriageway will continue to provide parallel parking and servicing areas which are off the carriageway and do not obstruct traffic.
Changing the appearance of Sloane Street	
<ol style="list-style-type: none"> 1. The importance of finding the right style of street furniture and lighting and the need for high quality materials and planting. 2. The location of new trees. 3. Overall maintenance of the street and public realm. 4. Maintaining the character of the central section. 	<ol style="list-style-type: none"> 1. We are consulting on three styles which could possibly be used and all materials will be of a high quality. 2. We have identified gaps where trees could be planted and will work with local communities to agree the best approach. 3. The Royal Borough and Cadogan will work together to ensure it is maintained to a very high standard. 4. Three options have been provided so that we can consider what, if any, changes should be made.
The purpose of the project	
<ol style="list-style-type: none"> 1. The need for the proposals. 2. Who is funding the project. 	<ol style="list-style-type: none"> 1. To provide the best possible environment for the people who live or work in the area and visit the street. 2. As majority landowner in the area Cadogan is committing funding to help deliver the proposals.

Widening the pavements

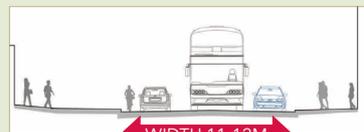
Widening the pavement at narrow points over less than half the street:

- improves the pedestrian environment
- allows more planting
- continues to provide parallel parking and servicing areas
- will not noticeably affect journey times by car or bus (confirmed by traffic modelling).

Carriageway width

The carriageway is currently between 11 and 12 metres (36 feet and 39 feet) wide. The proposals would reduce some locations to between 8 and 9 metres (26 feet and 30 feet) which would leave a generous carriageway width for traffic and allows increased pavement width on the eastern (Cadogan Place Gardens) side of the road.

Around 20 per cent of drivers (17,500 per week) exceed the speed limit on Sloane Street. The reduced width, along with additional traffic calming measures, will reduce speeding traffic and irresponsible supercar use.



WIDTH 11-12M

Typical **existing** carriageway width

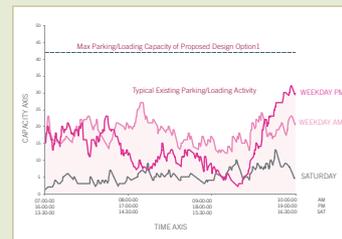


WIDTH 8-9M

Typical **proposed** carriageway width
Two cars and a bus could still pass with ease

Parking and deliveries

Narrowing of the carriageway will continue to provide parallel parking and servicing areas which are off the proposed carriageway and will not obstruct traffic. Survey information on existing parking and delivery activity has been used to identify the number and location of proposed parking bays.



Parking and loading capacity with proposed inset bays (marked blue above)

Benefits for pedestrians

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 on the northern section of the street on the eastern side.



Most of the narrower pavements are concentrated on the eastern side of the street.

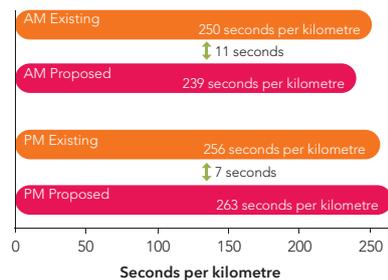
Transport assessment

- The proposals do not have a negative impact on traffic flows.
- Traffic lanes are only removed in the central section – 20 per cent of the road. All major junctions will remain the same.
- We have looked at easing congestion at the Knightsbridge junction but this is not possible given the priority of the A4 Brompton Road.

Journey times

Comprehensive traffic modelling has confirmed that the proposed changes will not noticeably affect journey times by car or by bus.

The graph opposite shows an existing and proposed network performance summary, demonstrating no significant change in journey times.



Junctions and traffic lanes

Main junctions with other streets dictate traffic flow and journey times. All major junctions and their approaches: Knightsbridge, Pont Street and Sloane Square will remain the same width and with the same number of lanes.

The only place where we are proposing to remove traffic lanes (from four to two) is around the central section where there is significant overcapacity for vehicles compared to pedestrians.



Knightsbridge/ Basil Street junctions

We have looked at the junctions' operation and found that the congestion is a result of lower priority being given to Sloane Street traffic compared to the other approaches (e.g. A4 Brompton Road – major arterial route).

It has not been possible to make the junction arrangements more beneficial without affecting the overall efficiency of the junction for all users.



Lighting and paving

We would like your views on what style of lighting, paving materials and street furniture you think is most appropriate for Sloane Street.

Lighting examples



Existing

The existing street lighting is more appropriate for a major arterial road than a residential area.



Traditional

Heritage designs such as Victorian or Edwardian. (Similar to or the same as historic fittings found on Pont Street and Cadogan Place)



Modern

Minimalist design that is simple and unfussy. (Similar to those used on Kensington High Street)



Classic Contemporary

Combining both heritage and modern design fundamentals.

Paving 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). We are reviewing three potential paving materials.



Existing

Disparate mix of concrete, stone and asphalt.



Yorkstone

Classic paving widely used in London. Available in numerous shades and can be smooth or textured.

In use on parts of Sloane Street and in the surrounding streets.



Porphyry

High quality stone paving from Italy in a mix of shades from reds to grey. Extremely hard-wearing and high quality alternative material to Yorkstone.

Used to resurface the northern half of Hans Crescent adjacent to Harrods.



Granite

Hard-wearing alternative to Yorkstone, and often used in combination with Yorkstone where vehicular traffic is expected. Available in many shades, from buff yellow through to reds and greys.

Used in loading bays and parking areas where Yorkstone is less robust, such as Elizabeth Street in Westminster.

Environmental benefits

By introducing semi-mature trees to fill the gaps in the established planting we will create a consistent tree-lined street vista that also helps to absorb airborne pollutants, reduces surface water run-off into drains, and provides shelter and protection for pedestrians.

We would like to:

- introduce planted buffers to improve the environment for pedestrians
- install better drainage
- improve air quality.

Planted buffers



Positioning planters between building frontages and the road will help improve the environment for pedestrians, providing shelter and separation between people and traffic.

Improved air quality

The public realm proposals can have a positive impact for all users of the street, with additional planting in particular having a positive benefit on air quality.

Better drainage

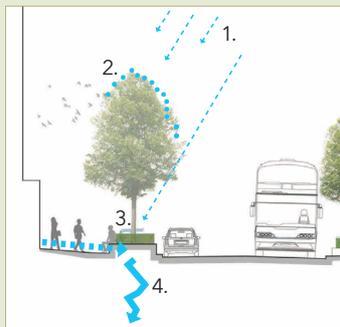
New planting on Sloane Street can have a positive impact on managing stormwater



Planters can help collect and filter rainwater



Tree canopies can capture and retain large volumes of rainwater



1. Heavy Rainfall. Without a Sustainable Urban Drainage system water will flow straight into the piped drainage system potentially causing problems downstream.
2. Tree canopies collect and store rainwater, slowing the passage of storm water.
3. Planters and tree pits capture surface water from pavements.
4. Water from tree pits/planters percolates through the soil.

A greener street - trees

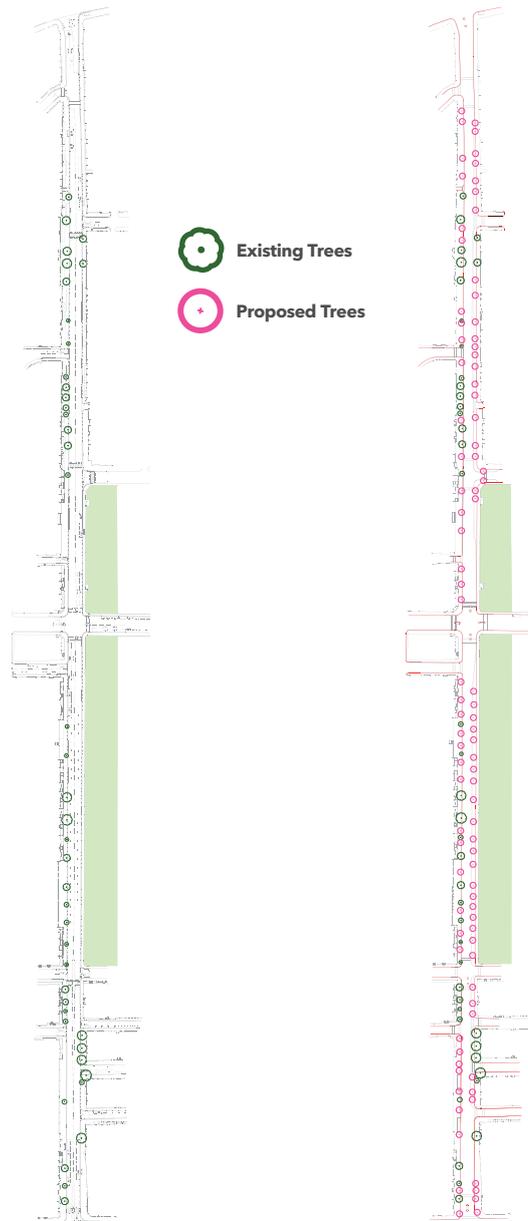
Sloane Street benefits from the significant tree and shrub planting within Cadogan Place Gardens on the central section.

We would like to:

- plant more trees to create a consistent tree-lined vista
- introduce twice as many trees as there are now.

Existing trees total 42

Total projected additional new trees on street = 93 (135 total)



Existing situation

Potential
(for options one and
two central section)

Before and after views

The views provided indicate what the street might look like after the proposed changes are made. Materials, furniture and planting will change depending on the feedback we receive.

Northern



Southern



Central



As existing



After (Option one)



After (Option two)



After (Option three)



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

We need your views

Thank you for attending this exhibition. Members of the team are on hand to answer any questions.

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 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?

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 no support for the proposals to widen the pavements at the northern and southern ends of the street, the Council would not be able fund the public realm improvements and the street would remain in the general maintenance programme.

Get in touch

You can contact us by emailing:

sloanestreet@rbkc.gov.uk or calling **020 7361 3238**.

To view the banners online and for latest updates visit

www.rbkc.gov.uk/sloanestreet

SLOANE
STREET
CONSULTATION

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.

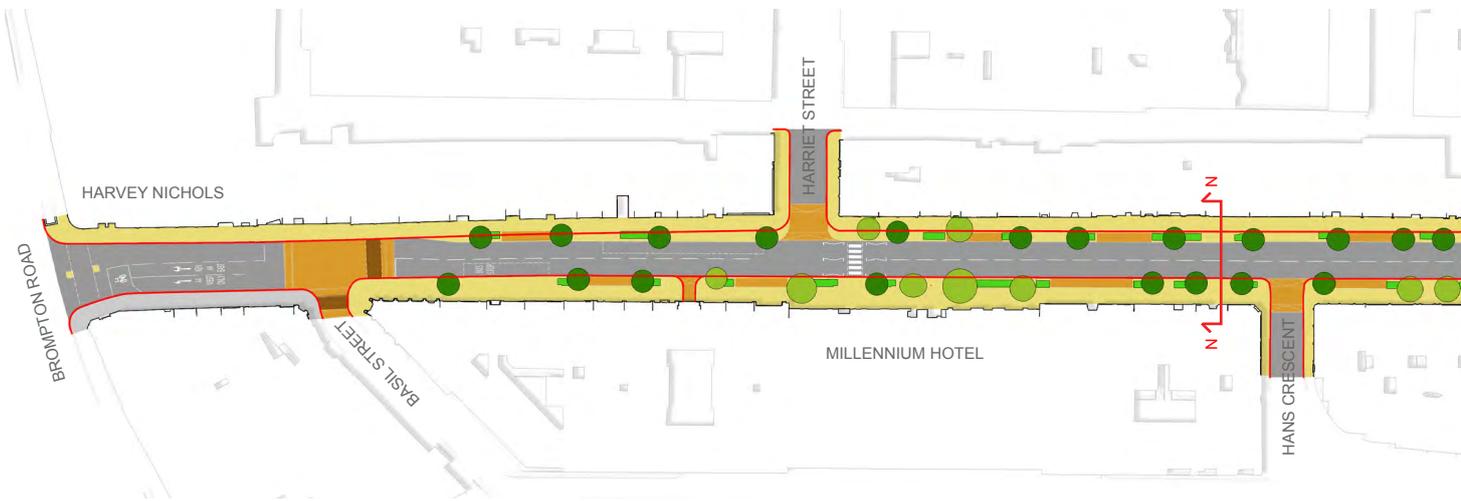
Why make changes to Sloane Street?

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.

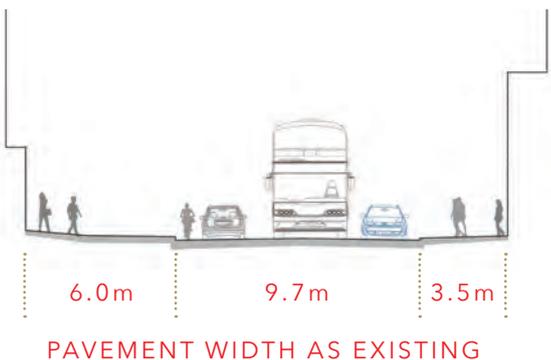
We would like to:

- 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.

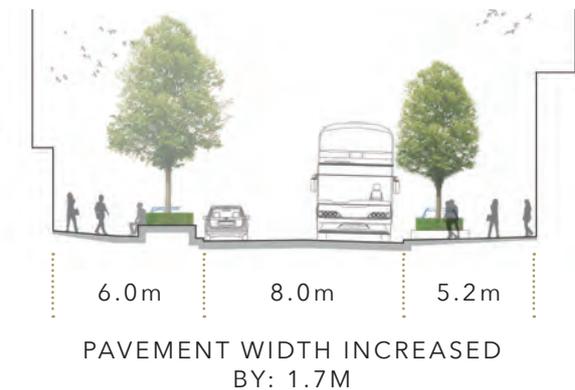


N O R T H E R N S E C T

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:

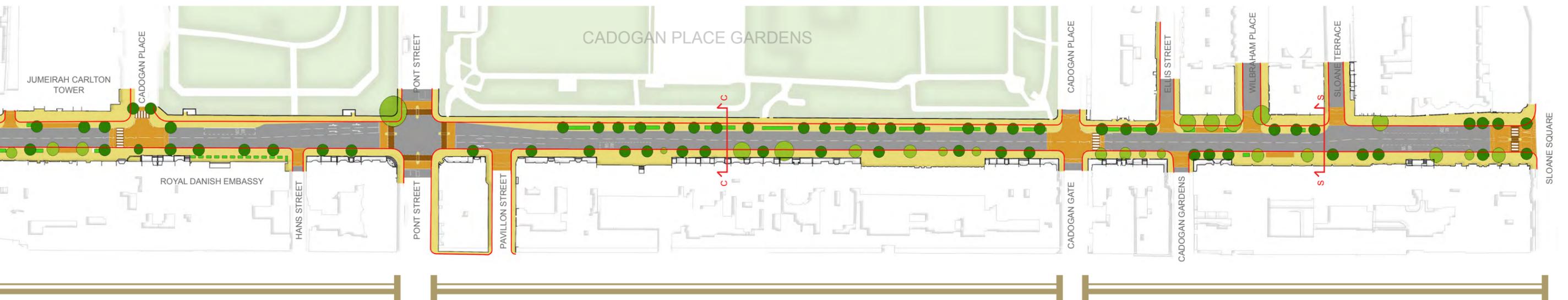
- Will the reduced road width impact on traffic congestion and bus journeys?
- How will you maintain the ability to overtake stationary vehicles?

- 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



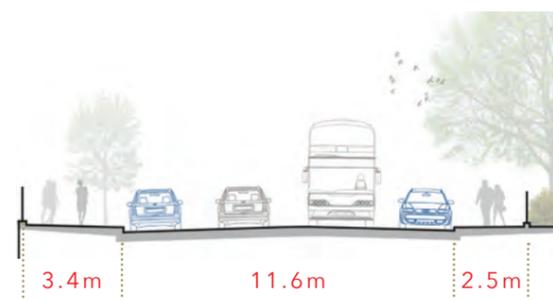
N O R T H

C E N T R A L S E C T I O N

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

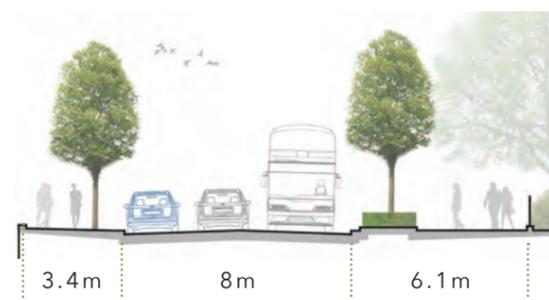
Showing Option 1, maximum pavement widening by approximately 3.6 metres.

CENTRAL SECTION C-EXISTING



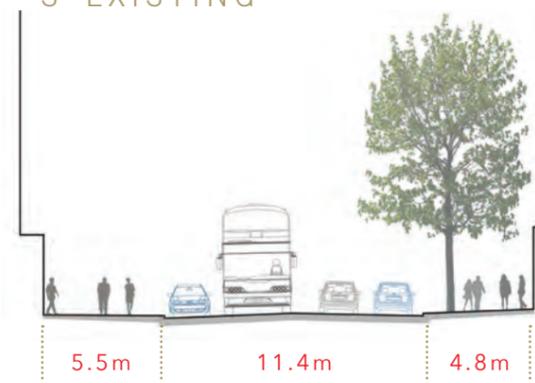
PAVEMENT WIDTH AS EXISTING

CENTRAL SECTION C-PROPOSED



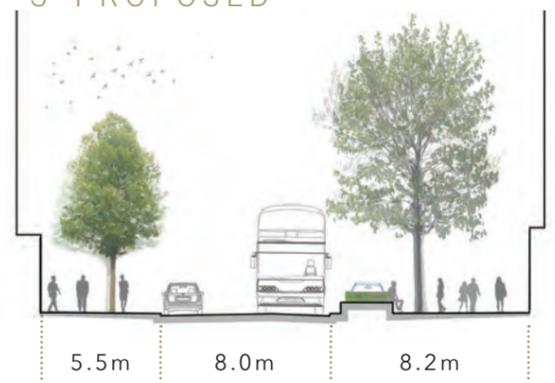
PAVEMENT WIDTH INCREASED BY: 3.6M

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.

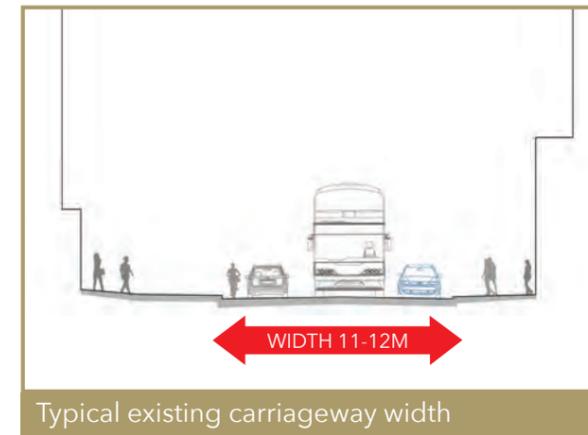
By introducing trees to fill the gaps in the current planting we will create a consistent tree-lined street that helps to absorb airborne pollutants, reduces surface water run-off into drains and provides shelter and protection for pedestrians. Similarly, new paving materials and planters have the potential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

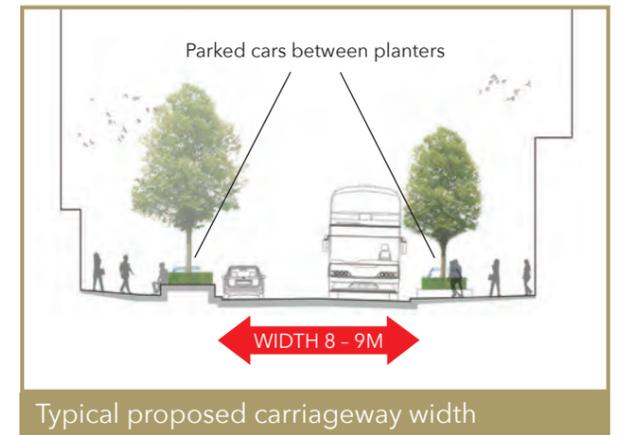


Example of planters, which can help collect and filter rainwater.

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

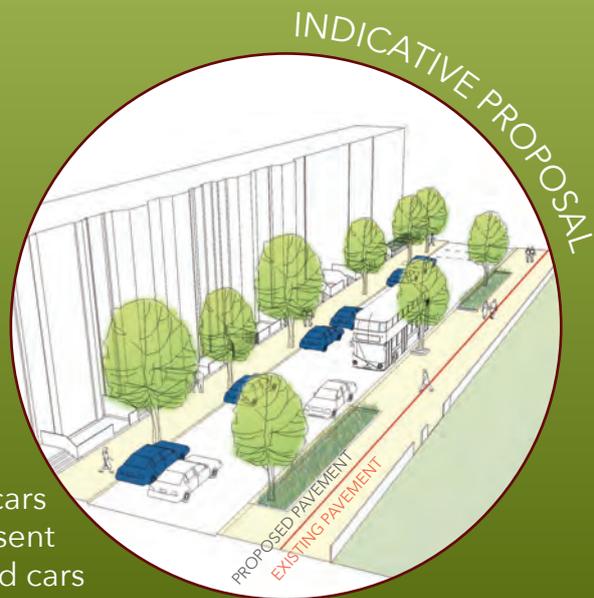
that those who use this section most can consider what, if any, changes should be made.

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

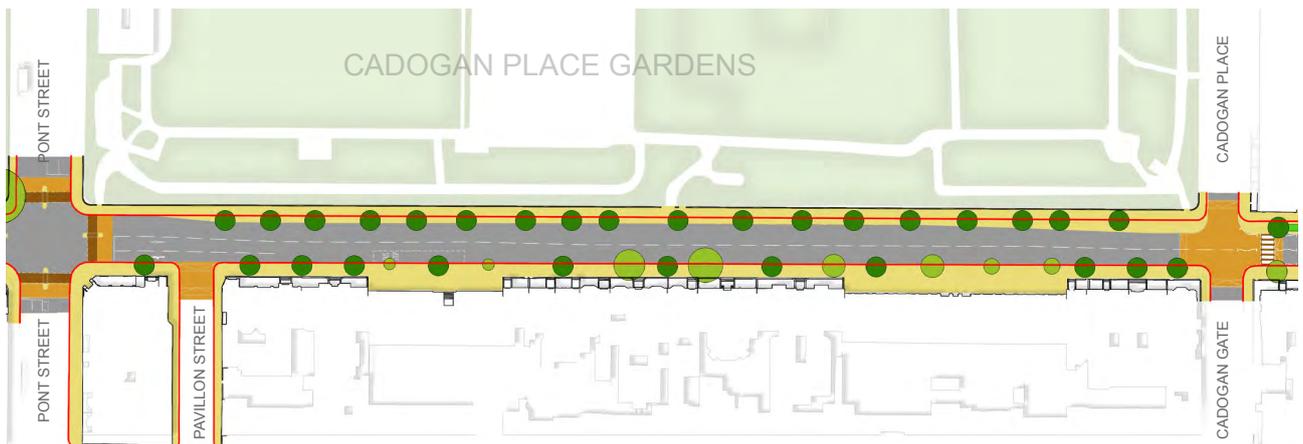
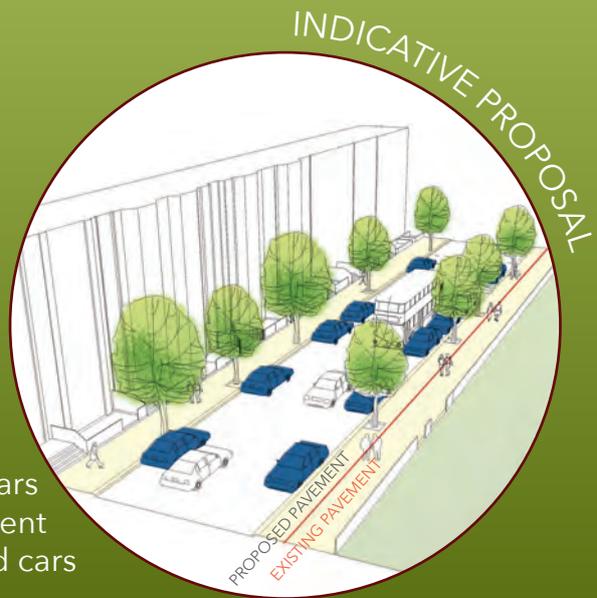


- | | |
|------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
|  PAVEMENT |  PROPOSED TREES |
|  RAISED TABLES/PARKING/LOADING 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

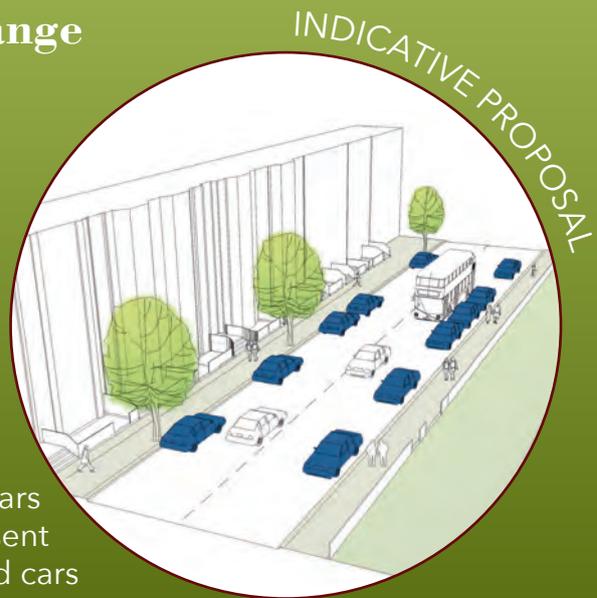


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|------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
|  PAVEMENT |  PROPOSED TREES |
|  RAISED TABLES/PARKING/LOADING BAYS |  PLANTING BEDS |
|  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

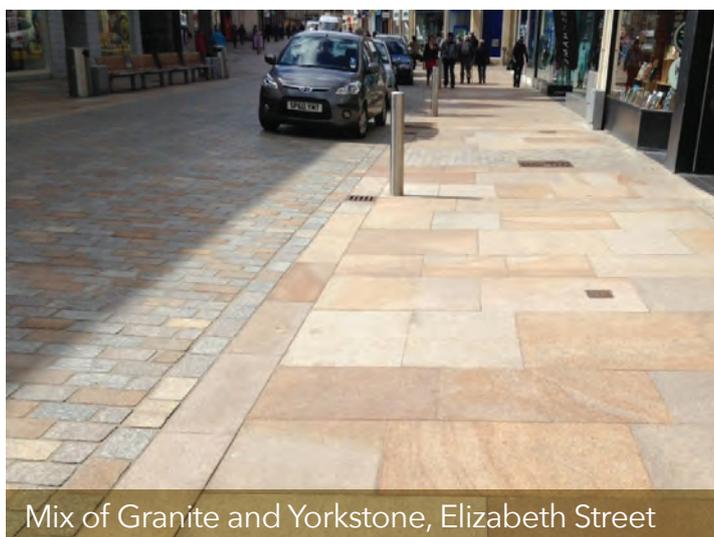
Classic paving material widely used in London. Available in numerous shades and can be smooth or textured to provide a contemporary or traditional appearance. Currently in use on parts of Sloane Street and in the surrounding streets.



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.

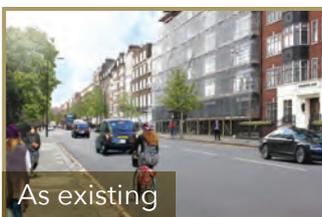
Improving the public realm

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?