

Summary of points made by residents' organisations

We need to protect the special character of the street.

Sloane Street is a major arterial route for buses, cars and heavy construction traffic, with northbound traffic facing severe congestion from south of the Basil Street junction up to Knightsbridge.

There are few pedestrians in the central section of Sloane Street.

Pedestrians wishing to go from one end of the street to the other often take the bus instead of walking.

Priority for Sloane Street should be to make life easier for bus passengers by improving traffic flow.

Basil Street junction needs to be re-assessed.

Any narrowing of the road would be bound to have an adverse effect on traffic flow.

Making it easier and safer to cross the road is not a justification for widening the pavements or slowing down the traffic. Crossing the road quite easy and safe as it is.

The artist's impressions in the newsletter and at the exhibition were misleading, as they do not show traffic.

Sloane Street has abundant greenery provided by the gardens and trees. However planting new trees would be beneficial: (i) outside the Danish Embassy building, (ii) four or five trees could usefully be added outside numbers 28-35 on the west side of the street and (iii) outside numbers 163-165 on the east side of the street.

Strongly oppose the introduction of municipal flower beds at the base of the trees.

The pavements in Sloane Street are spacious and do not have a cluttered feel. An element of co-ordination already exists in that the street lamps and street furniture are painted black. This important feature of the street should be preserved.

No objection to installing some benches outside the shops, provided that these are heritage-style and painted dark green or black.

There is no justification for replacing the street lamps. We do not consider the street lighting in Sloane Street to be inadequate.

The red telephone box on the west side of the northern end of the street should be retained.

Gateways at access points and street identifying and wayfinding are unnecessary and unwelcome.

Only Yorkstone paving is acceptable.

Major concern regarding the proposal to reduce the carriageway.

Sloane St doesn't suffer from narrow pavements and we would not be in favour of reducing the traffic lanes from four down to two to accommodate even wider pavements. This would intensify traffic congestion that builds up, especially at the northern end.

If lanes are reduced, cars dropping people off and commercial vehicles making deliveries would make matters worse.

Strongly support a reassessment of the Basil St junction.

The issue which causes most concern to local people is the traffic jams at the northern end of the street. All too often the northbound traffic tails back as far as Hans Crescent and even beyond, and it is much quicker to walk than to stay on the bus.

RBKC, TfL and Cadogan should work together to alleviate this problem by removing the traffic lights at the junction with Basil Street and making Basil Street one-way westbound. Southbound traffic on Sloane Street would be prohibited from turning right into Basil Street. In addition, Sloane Street together with its pavements is probably wide enough between Basil Street and Knightsbridge to accommodate an extra northbound lane for traffic turning into Brompton Road, and a left-turn filter would be added to the traffic lights at that junction.

There is a proposal to widen the pavements still further (and therefore narrow the carriageway) in the central section, but we do not think there is any need for this. The pavements are wide enough for the pedestrian traffic in that section. This traffic is limited because there are no shops in this section and there are buildings on the west side only. Many people travel from the northern section to the southern section and vice versa by bus.

We have heard no complaints that people find it difficult to cross the road. Two small pedestrian refuges could however usefully be installed in this section of the street.

Another argument made for narrowing the road in the central section is to reduce the speed of traffic, but we do not see excessive speed as a problem on Sloane Street, and not many people wish to cross the road in the central section.

During the day vehicles are often parked on the single yellow lines on both sides of the street for short periods notwithstanding the prohibition. Narrowing the road at this point would restrict the flow of traffic and cause increased journey-times and more air pollution. Currently visitors park there out of controlled-hours without obstructing traffic-flows. We do not see this as a problem, but if the road were narrowed it would not be possible.

There are proposals for raised carriageways at the junctions with side-streets, but we do not think they are necessary and they are not particularly attractive. We are not aware of a high rate of accidents at these junctions involving pedestrians. Drop—kerbs for wheelchairs and baby-carriages are all that is required.

The pavements are important features of the street, and we agree that they are looking shabby owing to lack of maintenance. They could be re-paved, preferably with York Stone, and where particularly wide, the expanse could be broken up with paving of a different colour or pattern. We would not wish to see extravagant patterns such as in Exhibition Road.

In the wider sections of pavement flower beds and seating could be. If flower beds are provided it is essential that they are properly tended and that Cadogan accepts permanent responsibility.

There is a visible linear distinction between parts of the pavement in public and private ownership, but these need to be maintained as an integral unit by agreement between the landowners.

There are a number of modern telephone kiosks in the street. They should be removed, or replaced with traditional boxes of Gilbert Scott design. The existing heritage bollards should be retained and repainted.

Telephone kiosks and telephone junction cabinets, litter bins, bicycle rack and a grit box need to be re-sited, or removed if redundant.

Traffic signs could be attached to a convenient lamp or traffic-light post instead of having their own post adding clutter to the pavement. There are some maps on posts which are useful, but they should be sited on the bus stops. There are two very large and ugly black boxes on the pavement outside George House in the southern section, and these should be relocated.

The street lighting is of functional modern design and provides adequate light. It is not essential to make any change but before if changes are made they should be in keeping with the traditional appearance of the street and continue to be painted black.

There are many attractive trees in the street, but there are some gaps which could be filled with suitable trees provided they do not significantly obstruct the access of light to nearby premises. There are some trees in the northern section which could be moved or replaced if they are causing obstruction. It would not be suitable to have flower beds around the trees, and protective fencing around trees should be removed, except for trees not yet established.

We concur with RBKC's assessment of the issues and opportunities for Sloane Street which we note are supported by Transport for London and the Cadogan Estate. In particular, we share your vision for public realm improvements in this part of London and considers that action is needed urgently.

Widening the pavements and creating planted areas is likely to exacerbate the kind of problems like those in Knightsbridge with crowds of people and noise.

Widening the pavement is likely to encourage the opening of more cafes and venues with tables and chairs in Sloane Street. The character of the area will change.