

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

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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:

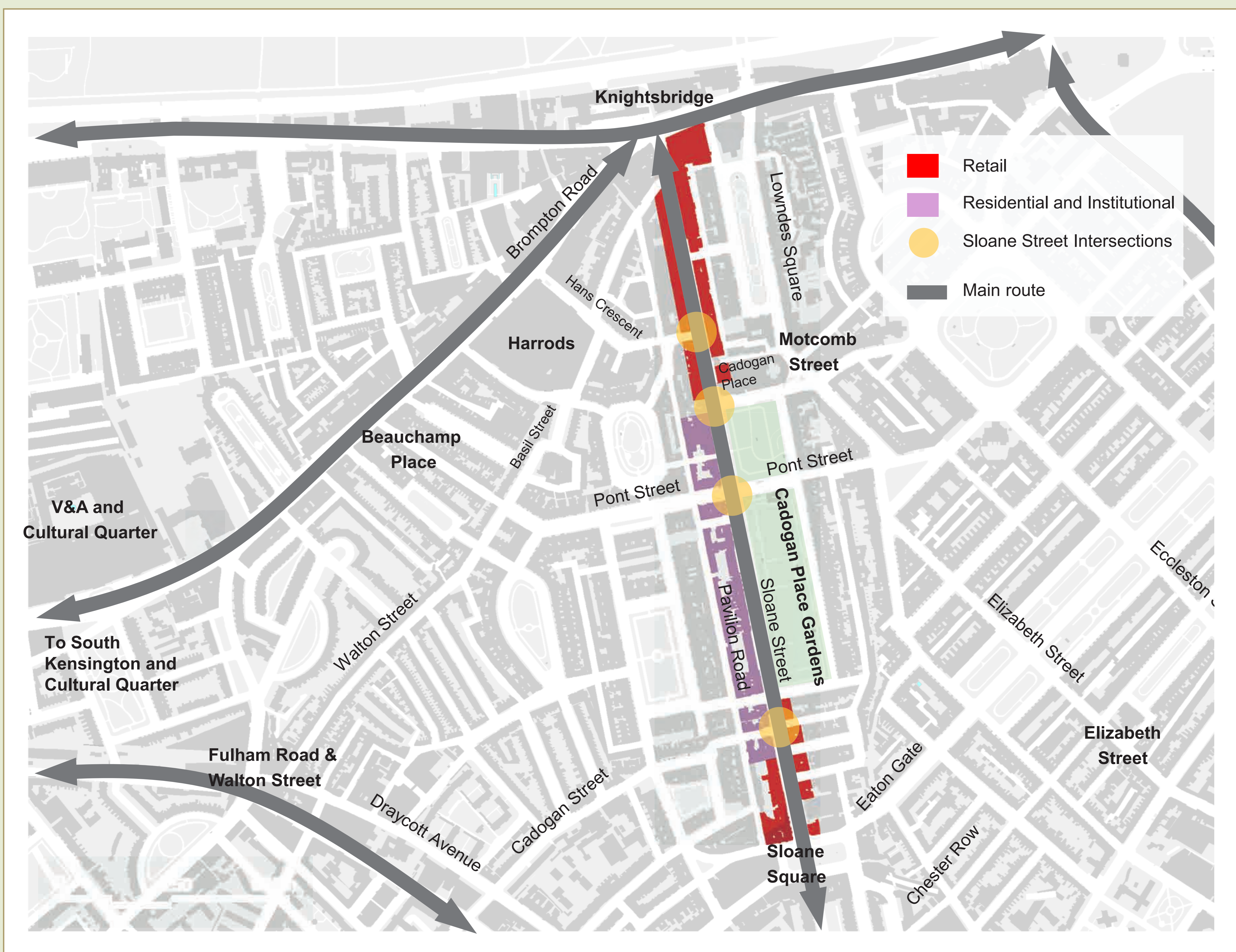
North - adjacent to Knightsbridge, primarily international luxury retail.



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

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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

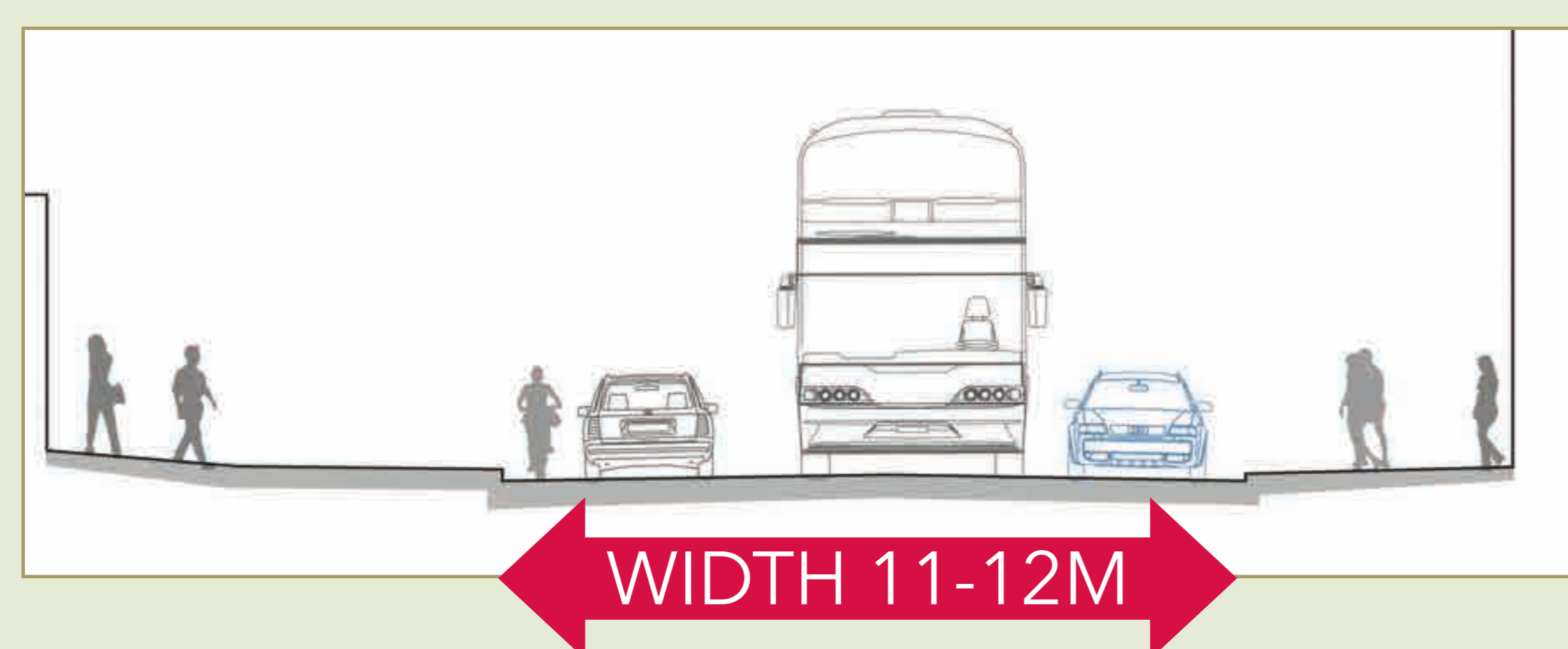
Widening the pavement at narrow points over less than half the street:

- 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).

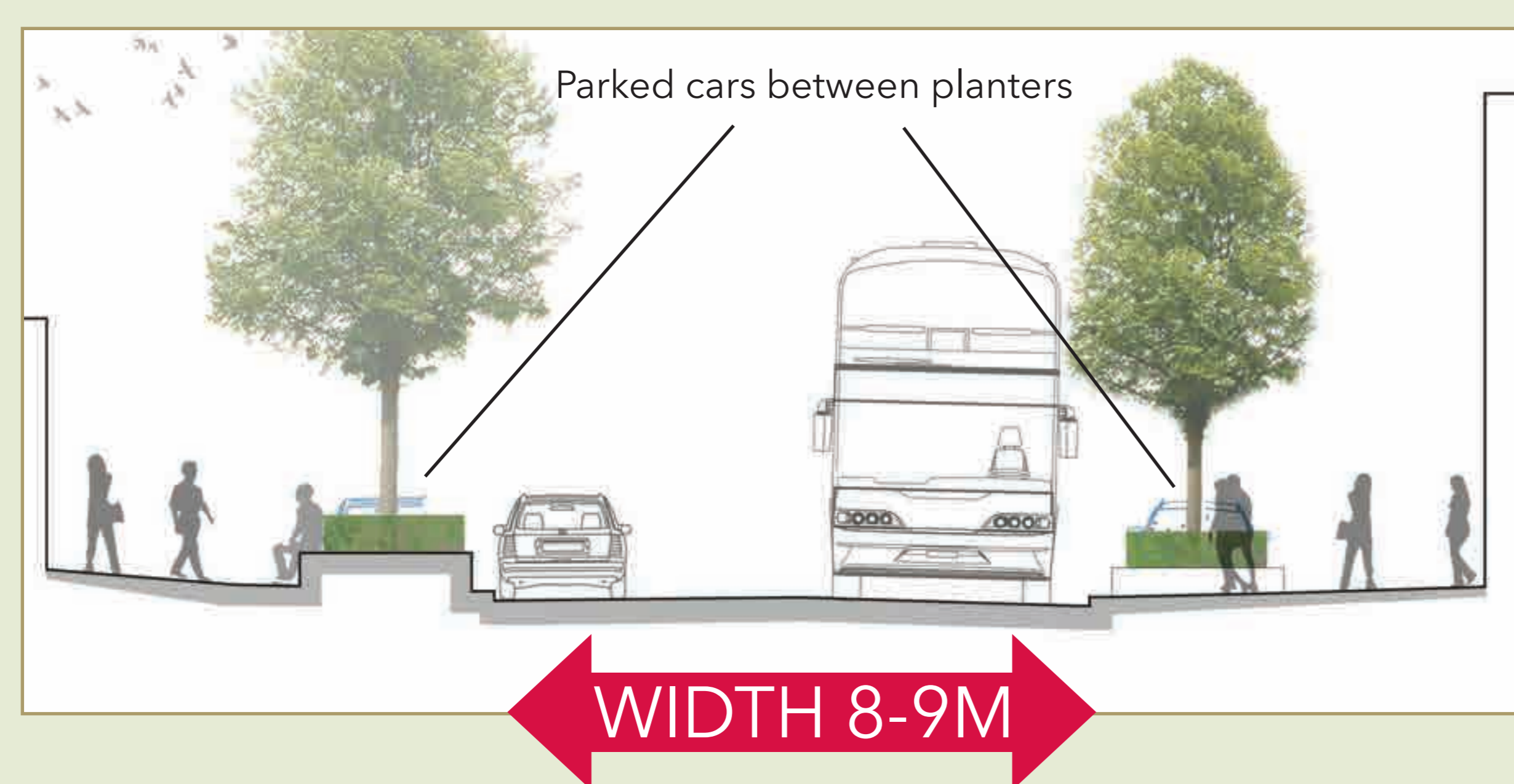
Carriageway width

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.



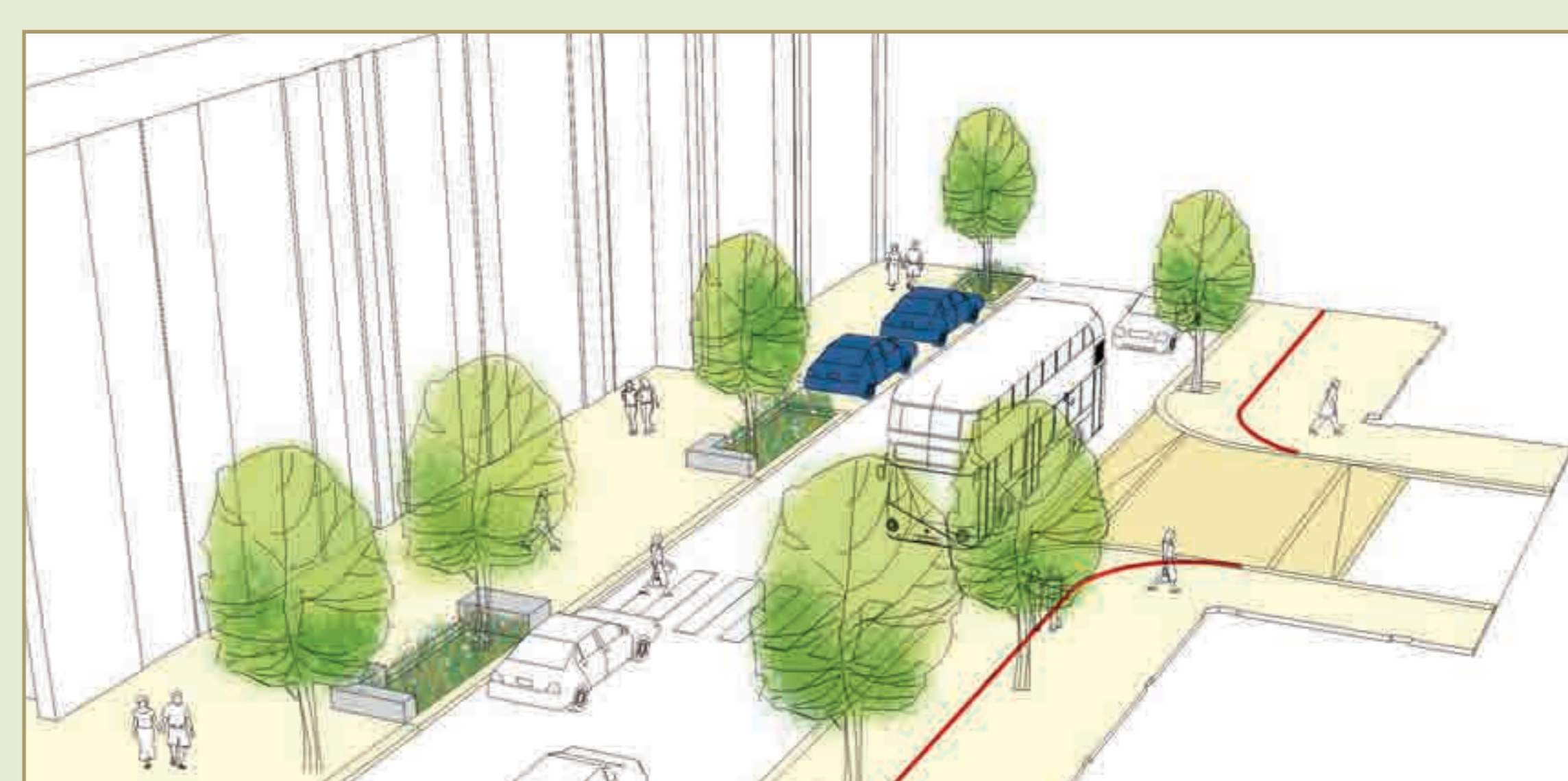
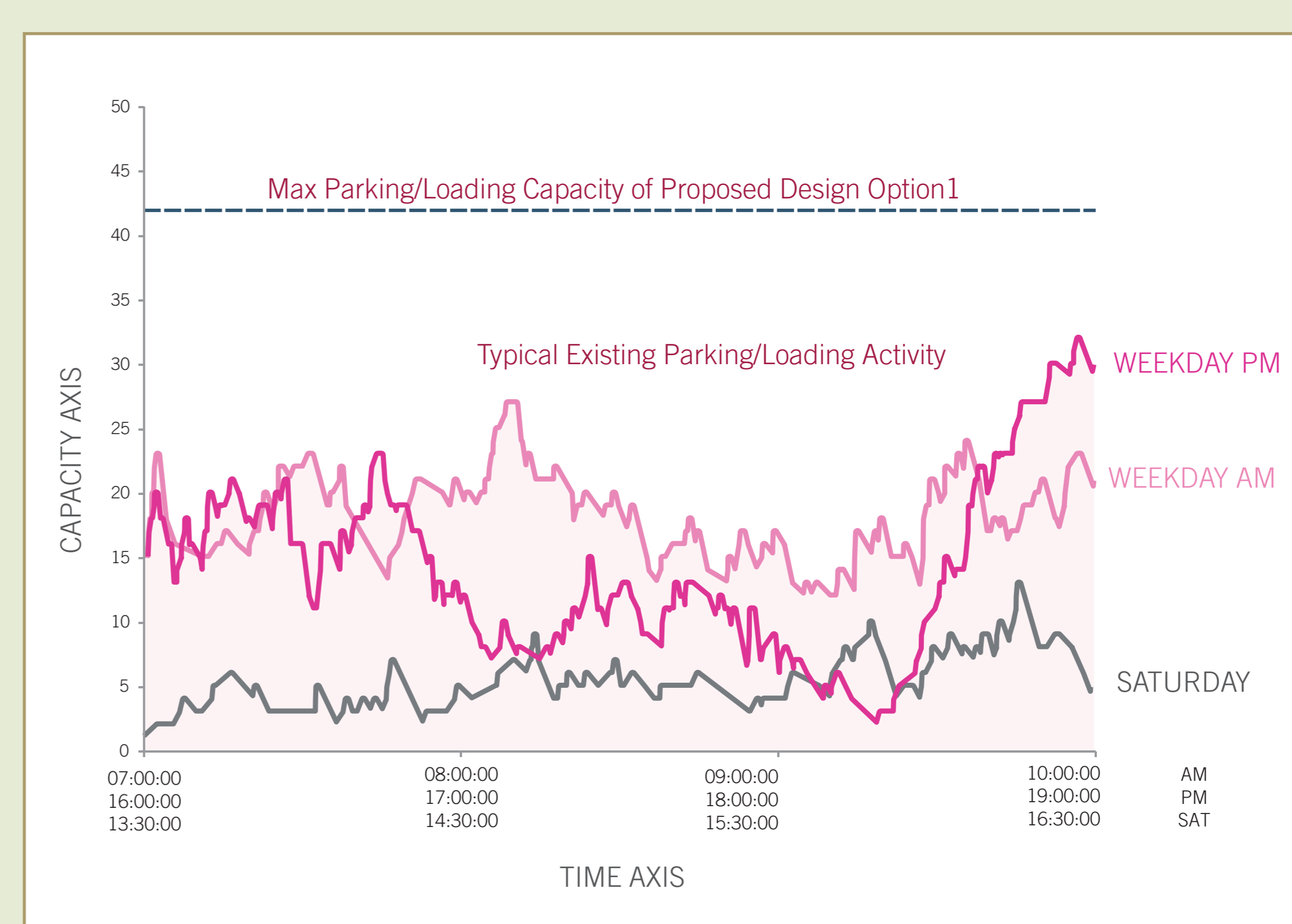
Typical **existing** carriageway width



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.

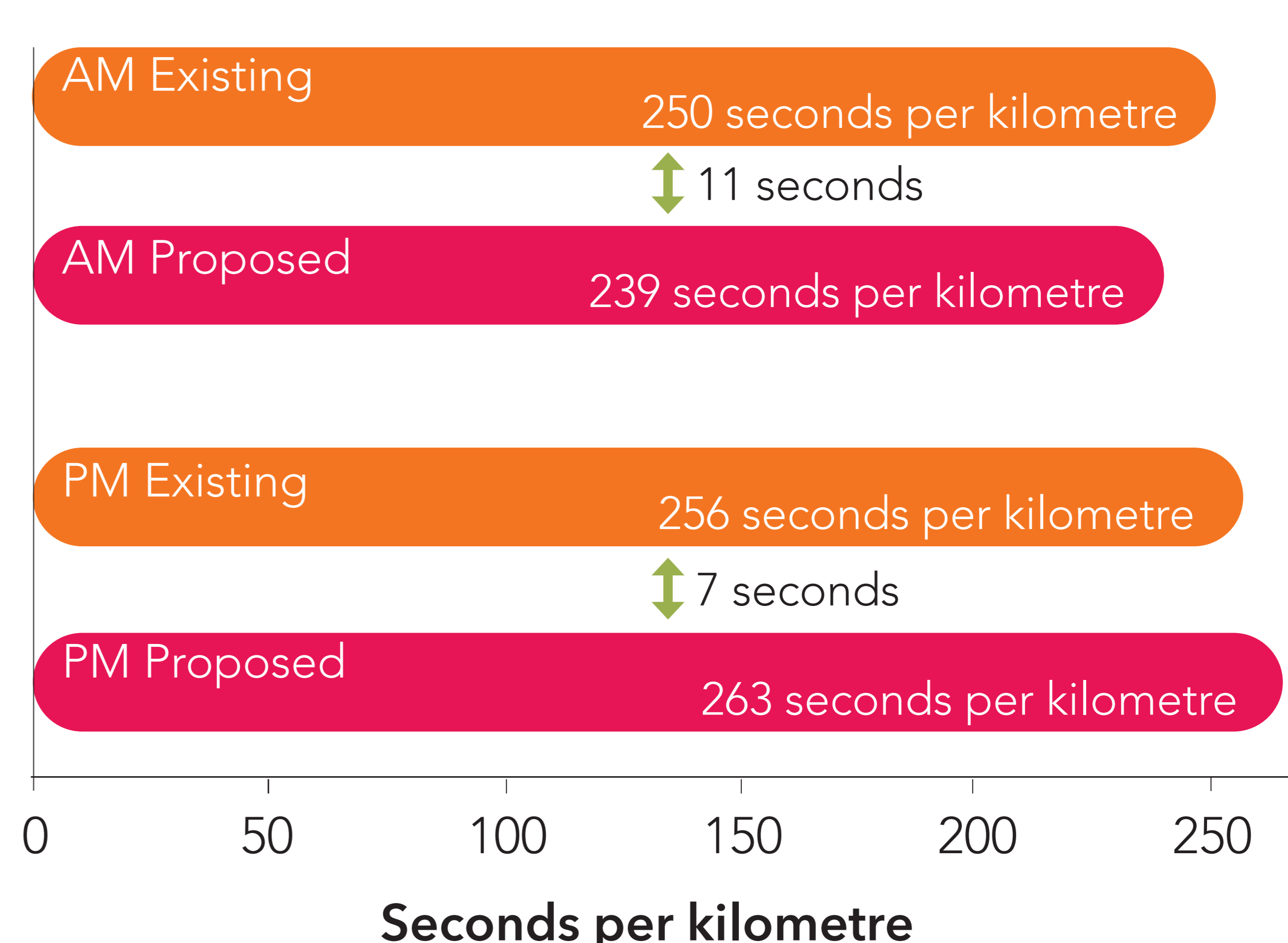
Transport assessment

- 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

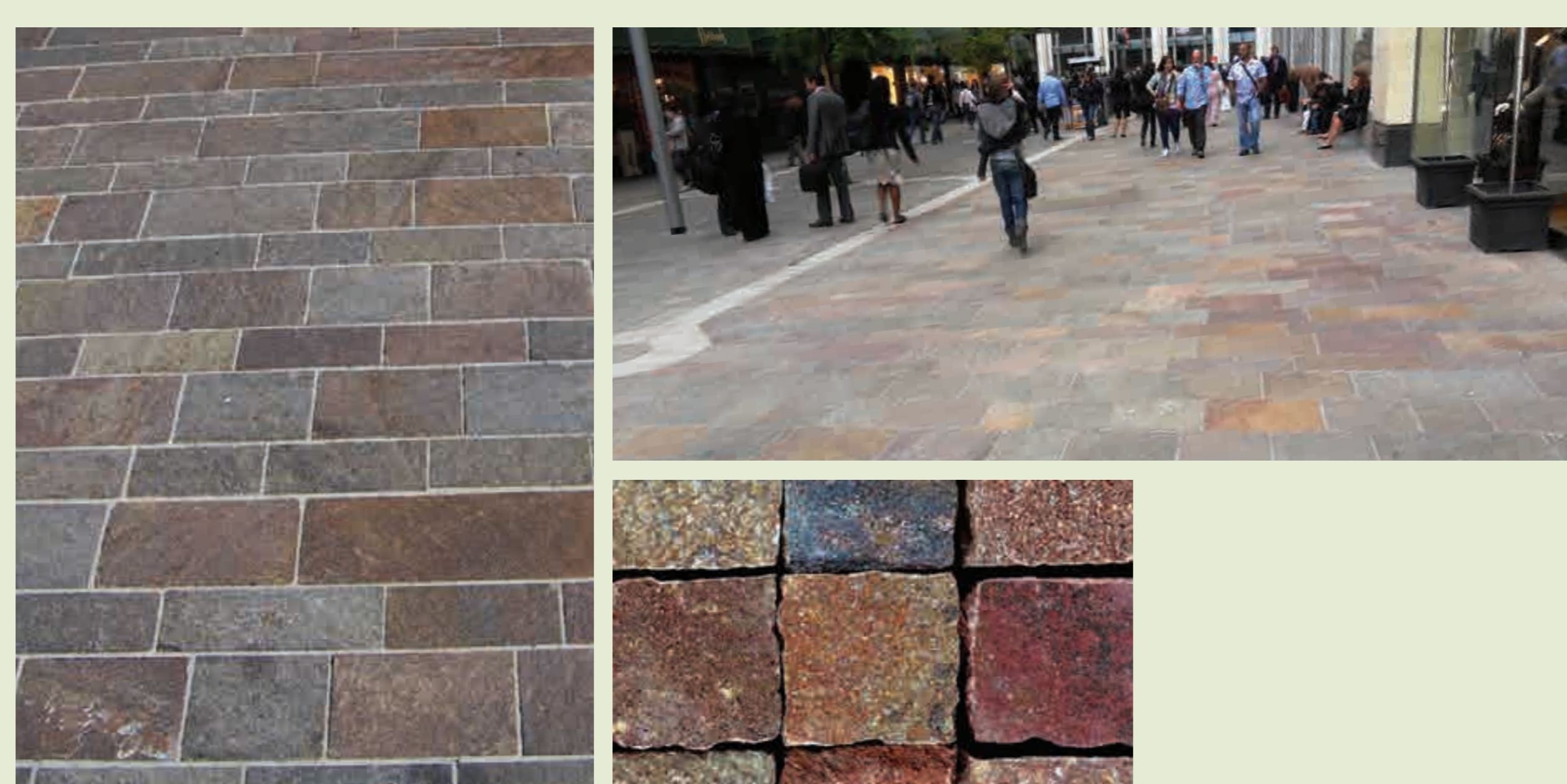
Disparate mix of concrete, stone and asphalt.



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

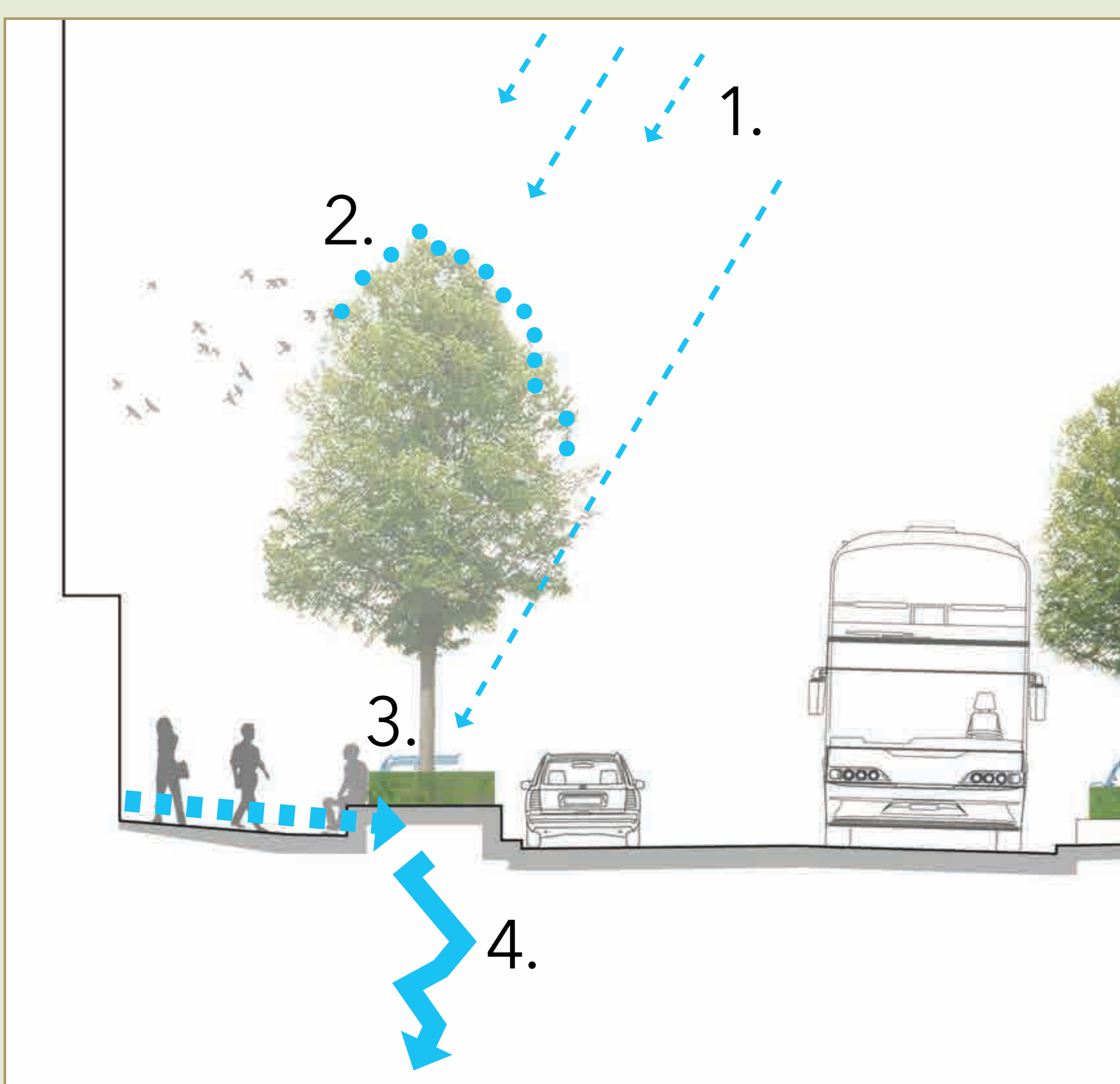
New planting on Sloane Street can have a positive impact on managing stormwater



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

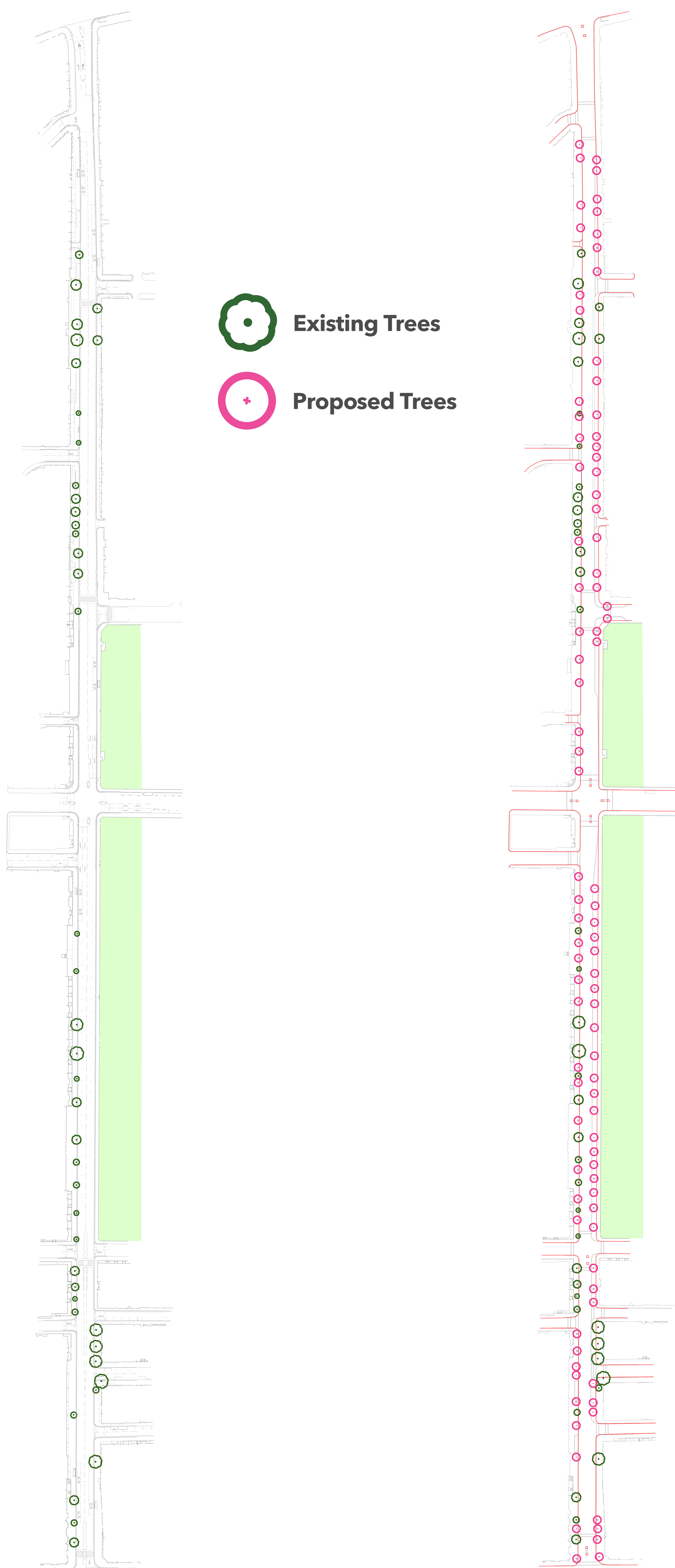
Sloane Street benefits from the significant tree and shrub planting within Cadogan Place Gardens on the central section.

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



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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:

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To view the banners online and for latest updates visit

www.rbkc.gov.uk/sloanestreet

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