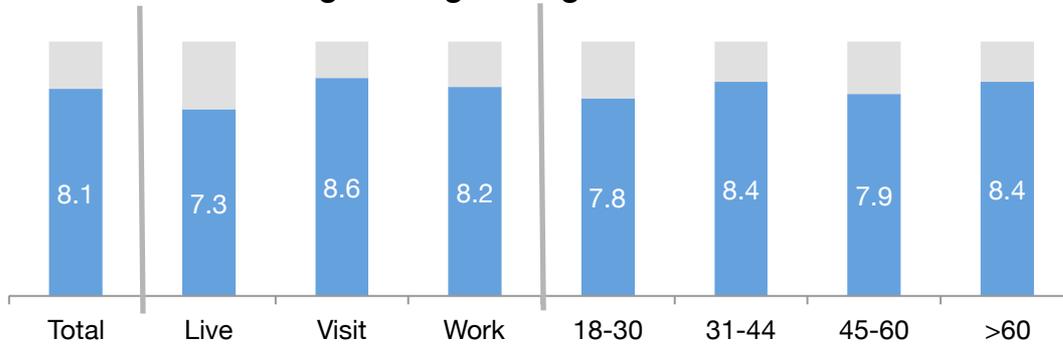


PEDESTRIANS

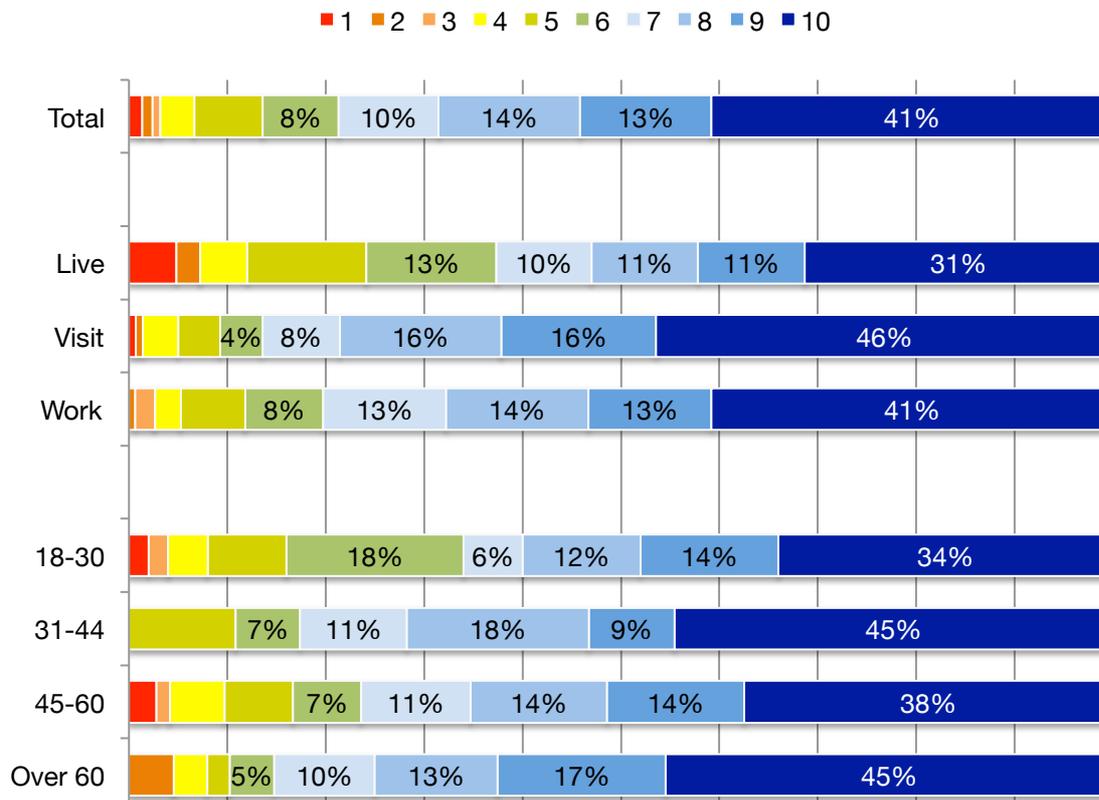
To ease movement for pedestrians.

Whilst much of highways legislation is outside the scope of a neighbourhood plan, meeting the needs of pedestrians is vital for a successful neighbourhood. Given Soho's busy street network, and in the light of the opening of the Elizabeth Line, pedestrian use should be the priority.

average strength of agreement out of 10



score distribution



PEDESTRIAN COMMENTS	Age	Soho	Score
A shared surface approach should be adopted more fully in Soho.	45 to 60	Work	10
Absolutely - pedestrians have top priority. Soho is a small area surrounded by major thoroughfares i.e. Oxford Street, Regent Street, Charing Cross Road, Shaftesbury Avenue/Trafalgar Square - almost the whole area could be pedestrianised.	45 to 60	Visit	10
Absolutely correct for once.	45 to 60	Work	10
Absolutely, together perhaps with cyclists - though these second perhaps need to dial down the aggression needed on roads with motor vehicles.	45 to 60	Visit	10
Again, pedestrianise as much of Soho as possible because traffic, rickshaws and inconsiderate cyclists are making it very, very dangerous to walk around Soho these days, especially as nobody seems to respect one way streets any more.	45 to 60	Work	10
Amsterdam is a great example of how giving pedestrians more space in narrow streets, enhances the neighbourhood	31 to 44	Work / Visit	10
Any opportunity to widen pavements would be welcomed.	Over 60	Visit	10
At the moment it is a nightmare trying to cross Soho, because of all the building sites, lorries and diversions causing traffic jams.	Over 60	Live	10
bad parking is an issue for pedestrians	31 to 44	Work / Visit	10
BAN ALL CARS FROM SOHO	45 to 60	Visit	10
Beak Street is perhaps the greatest challenge in Soho.	31 to 44	Work / Visit	10
Bikes, and deliveroo motorbikes, riding on pavements. Bike hire schemes need to take responsibility for behaviour of people riding them. Fines for rogue bikes. Buses stopping on pedestrian crossings making it impossible to cross. A daily occurrence on Regent Street. (Some) pedestrians needs walking lessons to stop them crashing into people. Smoking outside pubs: makes it impossible to pass without walking in the road. The pedestrian's life is a dangerous one but walking is the best way to get around Soho.	45 to 60	Live / Work	10
Care should be taken not to 'pedestrianise' the area as a flow of traffic through an area can keep it feeling safer, especially at night. Some cities have pedestrianised their town centre and it becomes a no go area for vulnerable people when the shops shut.	45 to 60	Visit	10
Clear the pavements of all the clutter, All the bins, telephone boxes, shop signs (pavement signs), bicycles, directions signs, shop rubbish. Make the pavements clear for people to walk down. Stop the congregation of smokers outside doorways, the queues outside restaurants, the tables beyond the permitted areas. It's impossible to walk through Soho without constant obstacles.	45 to 60	Live	10
Clear the street furniture, i.e street lamps, sign posts etc. Get rid of phone boxes altogether. Allow tables and chairs where appropriate but not the advertising boards littering the pavements. Stop locking of bicycles on railings, lamp posts, tree protection railings etc.	45 to 60	Live	10
Closing and paving streets to traffic to mind, causes & create anti social behavior and wont help Dean St might well change the face of Soho as pedestrian traffic will be massive for this small area to cope	Over 60	Visit	10
Could you ban traffic entirely for large parts of the day	31 to 44	Work	10
Crossrail is only going to make it worse!!!!	Over 60	Live	10
Cyclists cycling as if they are in the Tour de France and riding at night without lights. I am not against cyclists (I cycle myself) but some have complete contempt for pedestrians.	45 to 60	Visit	10

Fast and slow lanes? More control of big groups that shrimp out across the pavements (eg school or tourist groups, especially foreign who seem to walk slowly and be so busy talking they don't notice anyone else!) Reduce street clutter - especially 'temporary' signs for roadworks etc, A-boards and other small business advertising signs on the pavements, schedule road and building work better to only have one thing going on at a time in any small area.	45 to 60	Visit	10
Get rid of cars.....encourage cycling and open it up to people and their humaneness.	Over 60	Visit	10
Have another Paul Raymond. He was a massive inspiration to Soho	45 to 60	Visit	10
I am Italian and now most of the busiest city centres there are for pedestrian use only. Also, it would be wise to tell MET Police to make sure cyclists do not use pedestrian sidewalks, and that is against the law	31 to 44	Work	10
I think there should be pathways to get to the stations more quickly, at the moment there are loads of construction works going on which is causing delays for some peoples journeys as they have to find an alternative route around. Some of the pavements are not heel friendly here so it doesn't make walking for us ladies easy.	18 to 30	Work	10
I walk everywhere now, which is a pleasure. I don't see the point of so many cars in Soho since they just don't move. Congestion then adds to the pollution. Make people get out of the vehicles and walk a street or two to their destination.	45 to 60	Live	10
If the wonderful network of characterful streets and lanes could be kept clean and lit as appropriate, with an odd tree planted where appropriate, there should be no problem. There is not a lot of room left for pavement widening. Soho is - just - still a wonderful place to walk through still, just about, raises the spirits. Over sized buildings lead to character loss.	Over 60	Work / Visit	10
If you don't have this, how will street markets, local business and a local community on a day to day basis cope and survive.	45 to 60	Visit	10
Lobby the government to restrict car access in Soho	45 to 60	Work	10
Make as many of the network of streets as possible for pedestrian use only...or during the daytime only or @ weekends only....	Over 60	Visit	10
Make Soho as cycle friendly as possible. More bike parking etc. (those cobbled streets that are being put in are nice to look at, but nasty to cycle on!). Maybe ban traffic at certain times?	45 to 60	Work	10
Makes all the other as Irations work and is fundamental.	45 to 60	Work / Visit	10
Many of the streets could do with extra pedestrian areas in the evening and weekends. Most of them have little traffic at this time but drinkers and diners are penned into small areas to facilitate the cars and taxis. Businesses particularly in summer could increase trade - I think a survey with places that have these challenges could improve your aspiration for this.	45 to 60	Live / work / Visit	10
minimised the vehicular access, create more cycle and pedestrian only paths	45 to 60	Work	10
More pedestrian zones would be highly desirable but how that is going to be practicable given the already saturated use of soho streets by traffic is beyond me. restrict use to taxis, deliveries (at certain times of day) and cyclists.	Over 60	Live / Work	10
More pedestrianisation - e.g. Greek Street, Frith street, Wardour street, Berwick market?	Over 60	Visit	10
more traffic free roads....eg Berwick street at the weekend	45 to 60	Live / Work	10

Need car-free streets, some with cycle-lanes. The opposition to 'Pedestrians' first is likely to come from Westminster Council and particular individual cllrs (eg Cllr Gassanly).	Over 60	Visit	10
No further comment	45 to 60	Work	10
not much you can do when delivery companies have 3 vans going to the same place in one day instead of pooling deliveries.	45 to 60	Work / Visit	10
Old Compton Street should be traffic free after 7.00pm	45 to 60	Visit	10
Pedestrian access only like the scheme planned for Oxford Street. This would address the pollution issues, waste and sustainability	45 to 60	Visit	10
pedestrian only roads as opposed to pedestrianised roads between certain times	18 to 30	Work	10
Pedestrianisation of certain parts of Soho. Old Compton Street, Soho Square, Parts of D'arblay Street, Broadwick Street, Poland Street, Beak Street. Oxford Street with a tram running up the middle. Pavements wider in Great Marlborough Street.	45 to 60	Work / Visit	10
	45 to 60	Work / Visit	10
Pedestrianise some streets.	45 to 60	Visit	10
pedestrianise the whole area?	45 to 60	Visit	10
pedestrianise the whole of Soho allowing deliveries at certain times and create taxi ranks which are easy for people to access	31 to 44	Work	10
Pedestrianise the whole of Soho. A solution for deliveries to & from local businesses will need to be developed.	Over 60	Visit	10
Pedestrians will be the key to the future success of Soho.	45 to 60	Visit	10
Pedestrians' safety on both pavement and street levels are very important; improved signage for pedestrians to use shortcuts than use the 'main drag'.	45 to 60	Visit	10
People do like to hop into black/uber taxis. But if so much money has gone into Crossrail, discounts should be offered to people who walk/cycle/use public transport (in the same way that rail companies offer discounts to those travelling from outside London to events and shows in the capital).	45 to 60	Visit	10
Perhaps we need a campaign regarding use of the pavement, WCC's guidelines etc, which seem unknown to many (most?) businesses, e.g, signage on pavements.	Over 60	Live	10
Put back traffic islands!!!! Forcing pedestrians to dice with death or stop all the traffic needlessly, and wait for the lights to change, is insane and frustrating and time wasting for everybody - pedestrians, cars, buses, taxis, bikes, delivery lorries and the emergency services.	45 to 60	Live	10
Reduce traffic using Soho as a cut-through	45 to 60	Live / Work	10
Restaurants need to control crowds waiting outside their premises. I have a baby and they make it very difficult for moving about with a stroller.	Over 60	Live	10
Restrict large lorry delivery times - but bear in mind residents need to sleep, so it's a balancing act. A slow down of permitted developments in Soho to reduce the already mega congestion and blocked off roads.	Over 60	Work / Visit	10
See earlier comment re Old Compton Street	Over 60	Work / Visit	10
See earlier.	31 to 44	Live / work / Visit	10
See previous answer.	31 to 44	Work / Visit	10

See previous answers. Pedestrian only zones. Delivery and heavy vehicles access only during certain trading hours but banned most of the day.	31 to 44	Work / Visit	10
Some of the smaller streets could be paved exclusively for pedestrian use until a specified time when cars might use the space for parking the rest of the time.	31 to 44	Live	10
Stop people riding bikes on pavements. Restrict size of delivery vans.	Over 60	Visit	10
The amount that WCC takes in parking fines daily in Soho must be the size of the Sovereign wealth of a small country...and yet none of this goes back into the streets of Soho. The roads and pavements are a disgrace. Once the Elizabeth Line is in action tens of thousands of extra pedestrians are anticipated. I believe the whole of Soho East of Wardour Street, West of Charing X Rd should be pedestrianised between say 12 noon and 6am.	45 to 60	Work	10
The council has a number of policies related to pedestrian priority and there is an existing documents specifically related to Soho - The Soho Public Realm Study. The principles within this document should be promoted within any neighbourhood document and any new schemes coming forward to be put together with reference to it. It makes recommendations for reducing traffic through the area.	31 to 44	Work	10
The plan to divert traffic from Oxford Street should be strongly opposed as it will increase traffic in Soho. Certain areas of Soho should be pedestrianised.	45 to 60	Live	10
The problem is to do this in a way that does not create havens for late night drug use or street drinking. These spaces either need to be heavily used pedestrian routes, or stewarded by late opening cafe/bars.	45 to 60	Visit	10
The solution follows on from my comments relating to the integration of cycling and road traffic . This cannot be done piece meal , it needs to be an integrated plan for all users .	Over 60	Visit	10
There is little need to drive through Soho as there are no routes that it services. Pedestrians must be given priority	31 to 44	Visit	10
there is no need for most vehicles in central londons wonderful public transport networks - alternative modes of goods transport should be explored	Over 60	Work / Visit	10
This is probably my biggest frustration with working in Soho. Overpasses/underpasses could improve pedestrian flow and reduce crowds in congested areas, and certain streets could be designated for pedestrians only (like Carnaby St). Connecting buildings above street level could reduce foot traffic as well. Widening the streets/sidewalks seems like an impractical solution as space is already tight. Working around traffic would be challenging without disrupting or creating jams.	18 to 30	Work / Visit	10
Upkeep of pavements; regulation of pavement drinking which forces pedestrians onto the road; clean air initiatives	Over 60	Live	10
Very much agree. More pedestrianisation, fewer vehicles and bicycles.	Over 60	Visit	10
walking around Soho is still a pleasure and must remain so.	Over 60	Visit	10
We need some movement in the area, some cars, some deliveries, some cycles...but pedestrians (yer actual people) ought to be the first priority.	Over 60	Visit	10
Where possible, remove pavements (like Kingly Street) and limit traffic to deliveries only at specific times.	31 to 44	Work	10

While unrealistic from a business / deliveries perspective, I would welcome a re-evaluation of possible pedestrianisation of certain areas around Soho (perhaps at weekends?). Recent events (such as Record Store Day last weekend), with impromptu street parties / etc, brought a wonderful spirit to the area.	31 to 44	Live / Work	10
You cannot have cycles & people sharing same spaces, cycles will dominate. Skate boards, skates, scooters can make walkers anxious. Lots of people are selfish, need for education & where necessary enforcement.	Over 60	Visit	10
AM delivery drivers are discourteous in the extreme - no account of pedestrian use for access, particularly if building works are taking place.	45 to 60	Work	9
Ban motor vehicles (bar deliveries) at weekends.	45 to 60	Visit	9
Businesses need to survive so there needs to be some arrangements for vehicular traffic to co-exist without disrupting the flow of pedestrians.	45 to 60	Visit	9
But elderly people, and vulnerable people, who are not as mobile, need to be able to move around freely. There is a very serious issue with some of Soho's streets and flats becoming inaccessible when roads are closed. Berwick Street is one example, where the road has been closed, and that raises significant challenges for elderly people who often need to go to the hospital or to see the doctor and aren't able to.	18 to 30	Work / Visit	9
Certainly. Too many cars in Soho. Adding speed bumps? Reducing parking spots? Forcing cars and trucks to shut down engine when waiting? We need to find a balance to help retailers to get their stocks, but it needs to be regulated. Many cars passing by could potentially really avoid passing by. Changing some of the one-way streets can make it more difficult to navigate and repel some of the traffic.	31 to 44	Live / Work	9
Challenges will be the massively increased footfall with Crossrail 1 & possibly 2. Soho is already bulging over with pedestrians, with people having to walk on the road because of volume of traffic on pavement. Educate cyclists not to ride the wrong way down 1 way streets and not use the pavement.	45 to 60	Live / Work	9
Control traffic in and around Soho.	45 to 60	Visit	9
Design Soho Streets to be cyclist and pedestrian friendly first. Slow traffic speeds through Soho with Garden Street features, safe harbours, variable paving signals and rights of way. Make it easy and quick for residents to request a temporary closure order for a street, that allows children to play there safely and reclaim space for community activities. (see Playing Out CIC). Encourage use of Tuk-Tuks, Rickshaws and walking routes as alternatives to taxis.	45 to 60	Visit	9
Engagement from utility and service providers. Type and nature of streets and public realm investment. There are examples in Soho where money has been spent on new paving which gets dug up for investigation and then sections replaced with tarmac as a quick fix.	18 to 30	Work / Visit	9
Get rid of all cars and delivery trucks - all street pedestrian only 24 hours a day. Just do it! Ignore special interests; this one measure will transform Soho	Over 60	Live	9
Go forward with designating Soho a pedestrian priority zone. By signage and information leaflets encourage people to walk to the fringes of Soho to take taxis, or use more public transport. Look at reduced size delivery vehicles for all deliveries to Soho. There are challenges to all this, but it can be done as shown on Bond Street.	45 to 60	Work	9
just ban motorised traffic. I think such a move would soon gain acceptance. deliveries to shops remains a problem.	Over 60	Visit	9

Limit some roads to black cabs only, or 'dual use', where cars have to travel very slowly.	Over 60	Work	9
lots of challenges, including the from cyclists (I am one myself) who think pavements are equally fro them (i don't.)	Over 60	Visit	9
More of the busier streets closed off for pedestrian use only in the evenings.	45 to 60	Work / Visit	9
More pedestrians areas mean more business for shops	45 to 60	Live	9
One easy and major gain here would be to ban shops street-level signs and outdoor seating from encroaching on the public pavement. there are many street signs for example in Wardour St, where the pavement is both busy and narrow. Starbucks on Gt Marlborough St allows its seating to spill into the public pavement and has a street sign encroaching further. This has to stop.	45 to 60	Live / Work	9
Pedestrian only areas?	Over 60	Visit	9
Remove all clutter from the streets to make movement easier, with the exception of any planting/trees and seating, which should be added wherever possible to make the spaces more welcoming. Surface treatment is very important. I like the cobbles and think these should be used more often. Keep the street markets and encourage more.	18 to 30	Work / Visit	9
Soho is a block with great transport links at each corner and along its boundaries. People coming to Soho should expect to arrive at the boundary and walk within the block - they should expect to find pedicabs banned.	45 to 60	Live / Visit	9
Soho might face calls for more "mallng" or pedestrianizing of streets. This is a suburban solution to an urban problem.	Over 60	Work / Visit	9
Still need cabs, and deliveries to support the work, theatres & restaurants- but maybe time limited?	45 to 60	Work	9
The width of pavements is a problem in some areas where they are quite narrow - especially when blocked with bags of waste.	31 to 44	Work	9
Those side-street-routes I mentioned earlier? Challenges as always - funding.	Over 60	Visit	9
Too often pedestrians are forced onto the street by crowds outside pubs and bars. This is dangerous as well as impossible for wheelchair users. The Sun & 13 Cantons is a prime example of this. Their barriers are completely ineffective and pedestrians are forced onto the road at a busy intersection. Something needs to be done about this.	31 to 44	Live / Work	9
Traffic calming has worked in the Camden part of Covent Garden.	Over 60	Visit	9
Walking in Soho is a nightmare! Between dodging rubbish, scaffolding, ladders etc, it's easy to spend more time walking on the roads than on the pavements.	31 to 44	Visit	9
Wider pavements. Close off Soho Square to cars	Over 60	Visit	9
You could stage pedestrian only days for the weekend perhaps, or at least during the busiest hours. This should be proposed as a safety feature.	31 to 44	Work / Visit	9
Again unless Westminster agrees it will not happen.	Over 60	Visit	8
Again, pedestrianised areas work well all over Europe, where traffic restrictions are in place for deliveries to support shops and restaurants etc,	45 to 60	Work	8
Anything that puts limits on developers to take over pavement areas I would support totally. Pedestrianisation of roads, however, makes me nervous; it's often the first steps to the death of an area of character.	45 to 60	Live	8
As I said before ban rickshaws	Over 60	Visit	8

Balance with need to have living streets, that aren't sterilised at night, and become fearful places, and empty out like too many pedestrianised areas in London and elsewhere.	Over 60	Visit	8
Ban big lorries during the day. They block the road for all traffic, and are dangerous for pedestrians and cyclists. Soho should be an HGV free zone, it worked during the Olympics.	31 to 44	Visit	8
Challenges will be making sure that store deliveries, taxis, residents' cars and disabled transport is still able to move around the area. And looking at the parking of longer bed white vans, who often park tail-first, so far into the pavement at the moment that pedestrians have to walk on the street.	31 to 44	Work	8
Counter the erroneous argument that stopping cars etc leads to a loss of business - not true	Over 60	Visit	8
Ensure that the area is pedestrian friendly. Limit deliveries of lorries to certain times of the day.	45 to 60	Visit	8
Hard to widen pavements without cutting delivery and parking space, hard to create more pedestrian-only areas. Not easy!	Over 60	Work	8
I think soho should ban all personal vehicles save for push and motor bikes. Other than taxis and goods vehicles at restricted times, these should be the only vehicles on shoos streets.	18 to 30	Work / Visit	8
Introduce a couple of pedestrianized streets, Romilly Street could be an option. Removing parking would also help but this would come up against opposition from residents.	18 to 30	Work / Visit	8
Issues with deliveries so timings of these is important.	45 to 60	Visit	8
Its fine as it is, Whenever the council meddels in something they don't like then they do something that no one else likes	45 to 60	Visit	8
Make more pedestrian only streets in soho	31 to 44	Work	8
More easily defined paths, less random cyclists.....!	45 to 60	Visit	8
Most people seem to walk in the street, so best to pedestrianize where possible.	31 to 44	Work	8
Most streets one-way. Single lane traffic with wider pavements.	45 to 60	Visit	8
no comment	Over 60	Visit	8
No need for cars in this area	Over 60	Visit	8
Not only pedestrian also cycling - car access should be limited as much as possible to residents or access and more drop off points for taxis etc but agree pedestrians should be safe and better accomodated	45 to 60	Live	8
Perhaps a few more pedestrianised streets with market stalls added to increase trading space for small vendors at low rents.	31 to 44	Work	8
Reduce the amount of scaffolding & works structures that intrude on pavement space. Some pubs take up too much pavement room. See the John Snow.	45 to 60	Live / Work	8
Remove rick Shaw. Love value and cause traffic.	31 to 44	Live	8
Soho has narrow streets; cars are a lesser problem that fast-moving vehicles like bicycles. The challenge is people being on their mobiles and not looking where they are going. This is about good manners. being alert when turning corners and crossing roads has to be the norm: we need the mobiles but we need to look where we are going	45 to 60	Work	8
Soho is already pretty welcoming for pedestrians, although the dangerous cycling of couriers needs to be addressed.	31 to 44	Visit	8
that is difficult as you illustrate - not in the neighbourhood plan	45 to 60	Visit	8

The main part of old Compton street gets very congested with huge delivery vans throughout busy parts of the day. A pedestrian only zone during busy periods such as weeekends and 7pm-11pm would be very useful and would encourage businesses to offer more seating outside too. Which would create a more vibrant and cafe culture feel.	31 to 44	Live	8
Very important to encourage pedestriand for health and avoiding using diesel vehicles.	Over 60	Visit	8
We don't need so many cars in Soho	45 to 60	Visit	8
By public realm improvements not including pedestrianisation.	Over 60	Live	7
Challenges: greedy licensed premises wanting chairs and tables, plus smoker space, on the pavements. Westminster Council not enforcing regulations to keep pavements clear.	45 to 60	Live	7
It's mostly fine for pedestrians. I wouldn't mind seeing a coupe of the streets pedestrians but aside from bike couriers and the odd cab I've never encountered issues.	31 to 44	Work / Visit	7
Many of Soho's streets are already pedestrianised or semi pedestrianised , but businesses still need deliveries and waste collection which causes traffic chaos . A prime example is Kingly Street every morning	45 to 60	Work	7
More traffic on the streets surrounding/perhaps it could be pedestrianised after 7pm or something	31 to 44	Visit	7
Pedestrians should have priority but I'd also like to see more room for drinkers outside pubs like the Dog & Duck. Could certain roads be pedestrianised? I would hate to see too much pedestrianisation as Soho should be a living, working area.	45 to 60	Work / Visit	7
Restrictions on all-night deliveries and servicing must NOT be eased or lifted.	Over 60	Visit	7
Sidewalks must be bigger in Soho to attend all those people walking around.	31 to 44	Work / Visit	7
So streets might be closed at times of socialising, eg Compton St or Aldwych, Covent Garden after 17.00 until at least 24.00. And maybe longer at the weekends.	Over 60	Visit	7
Timescales for deliveries	45 to 60	Work	7
Vehicular access is important but we do not need a cycle lane in Wardour St	Over 60	Live	7
WCC policy to bring in tourists is successful, but it just results in more and more people in the streets. It might be worth looking at widening the pedestrian provision in some streets for tourists going from Oxford St to Leicester Square, but Soho must avoid becoming Carnaby St or Covent Garden, which are primarily retail offers.	45 to 60	Work / Visit	7
within the community	45 to 60	Live	7
Agree - but it needs careful planning; from time to time almost every resident and commercial property owner/tenant needs to get a vehicle to his building. So not full road closure without a scheme for permitted vehicle access	Over 60	Visit	6
Buses, tube and pedestrian	18 to 30	Work	6
Car parking needs to be provided to get cars off streets	Over 60	Visit	6
Certain streets could be pedestrianised. However, you don't want to cut off deliveries and so on which are the lifeblood of the small business community, so there has to be a certain amount of trade off. However, haviong a pedestrianised zone around, say, Old Compton Street, would be great	45 to 60	Work	6

Control of pavement "furniture" from restaurants and shops. Get the recycling and rubbish dumped on the pavements organised and collected on time.	45 to 60	Live	6
Generally Soho is already pedestrian friendly - narrow streets and constant use means cars can't go fast. Pedicabs though... take up space, block roads, go the wrong way, harass people, make cyclists/pedestrians and cars angry - causing danger as people then drive badly/in a rush	31 to 44	Live	6
Half the problem is the amount of building work taking over the pavements. These sort of things could be orchestrated better with some communication	31 to 44	Work / Visit	6
I agree pedestrian should have priority. The pavement in certain streets is very narrow and irregular, which needs to be improved. My only concern is with the plan of pedestrianising Oxford Street, as it will drive heavy traffic to Soho, an area which already struggles with the current amount of traffic, specially that brought by development (lorries, cranes, etc)	18 to 30	Live	6
I agree, but am not a fan of pedestrianisation- Oxford Circus great example of removing excess street furniture and timing traffic signals to make life easier for peds while still allowing for buses and other traffic	45 to 60	Live	6
I think it would be very healthy for all of us to have more pedestrian space. It would be safer & calmer. I don't see that it would bring any hazards.	45 to 60	Work	6
I'm not so bothered about this - i love the mad roads	45 to 60	Work	6
need to be able to get inside/out soho with cabs and for delivery	18 to 30	Visit	6
Need to get planners to understand the special needs of soho and peruded them to think on a more continental city centre manner	Over 60	Live / Work	6
Over pedestrianisation is not always a good thing. Soho could end up feeling like a suburban shopping centre	45 to 60	Live / Work	6
Soho currently is busy with both cars and pedestrians and in all my time working here i havent found it an issue. It would be nice to have more priority for pedestrians but i dont think its a huge issue.	18 to 30	Work	6
Stop allowing new building construction and ban all huge trucks come into Soho's little streets. Those truck drivers are aggressive and they are manoeuvring as if they own the streets.	45 to 60	Live / Work	6
There is a danger, in view of the numbers of pedestrians that the Elizabeth line might generate, that making Soho too pedestrian-friendly would simply make it into a pedestrian highway, to the detriment of residents, workers and visitors. Crossrail 2 exacerbates that risk. Therefore the measures suggested above should not detract from Soho's street plan, narrow streets, etc, nor should road traffic be excluded.	45 to 60	Live	6
How will shops and businesses be serviced?	45 to 60	Visit	5
I am all for strengthening pedestrian access and free movement, but please do not think of pedestrianizing parts of Soho. It would lead to the big chains moving in and ruining the unique character of Soho.	45 to 60	Live	5
I am of the opinion it works fine as it is; perhaps more marked pedestrian crossings and lorry time restrictions	31 to 44	Live / Work	5
I don't have a problem with Old Compton St being pedestrianised, but as a driver, we do need to be able to access some areas and not produce a gridlock elsewhere	45 to 60	Visit	5
I don't think there are any pedestrian issues as things currently stand in Soho, no need for this to be a concern	18 to 30	Visit	5
I think we need to be very careful about this one.	31 to 44	Live / Work	5

Im not sure. Yes it should be a priority, but please no pedestrianisation, which is terrible for residents, restricts day to day deliveries, and is awful for disabled access to residences. Cars are not bad. I would however welcome a shared surfaces scheme.	31 to 44	Live / Work	5
Maintaining the space for long-term residents and businesses must be paramount.	31 to 44	Work / Visit	5
More thought needs to be given to the disabled and elderly. The focus on cycling and pedestrianisation makes it difficult for those who cannot walk long distances or cycle.	45 to 60	Visit	5
Pedestrians dominate soho. Trolleys need support. More dropped kerbs for easier quieter movement.	45 to 60	Work	5
slightly widen and maintain pavements	Over 60	Live	5
Stop the developers extending onto the pavements and cutting down trees. Prevent large lorries entering the area. Put up the congestion charge to £50 a day. Stop cars from parking on any yellow lines and motor cycle bays anytime of the day or night and every day of the week - force them to use the car parks or leave their cars at home. Stop taxis piling down Brindley and Narshall streets to pick up clubbers from Ganton Street.	45 to 60	Live	5
The local people want Soho leaving alone. No disruption or more buildings knocked down like Curzon cinema for a stupid booking hall	31 to 44	Live	5
unsure of pros and cons	45 to 60	Live / Work	5
Whilst of course pedestrian access is essential, please remember that disabled people also live in Soho and want to visit it, and the only way they can do that is by taxi, so we must not lose access for small vehicles like cabs.	Over 60	Live	5
A speed limit for vehicles in Soho.	45 to 60	Work / Visit	4
As I said, Soho without couriers, black cabs and delivery drivers whizzing along at high speed would not be Soho.	45 to 60	Visit	4
Bars and restaurants are increasingly encroaching on the pavement space there needs to be greater controls of the demarcation lines.	45 to 60	Live	4
No idea	Over 60	Visit	4
Pedestrian areas are a good idea. It makes walking around much safer.	45 to 60	Visit	4
Pedestrians are already a priority in Soho. Closing more roads will lead to further gridlock bottlenecks in surrounding traffic flows which in turn creates more pollution.	45 to 60	Visit	4
Whenever we have implemented more pedestrianisation we have fallen into the traps it attracts - more drug use more loud and vulgar behaviour outside residents premises etc traffic was swiftly returned to Old Compton Street after a Council experiment and the pedestrianised Rupert Street is one of the most unsavoury dealing areas in Soho. Remember too to leave room for the emergency services in a historic area which can be a very real fire hazard	Over 60	Work / Visit	4
I don't think this is the highest priority- it is fine as it is although could be improved by less traffic	18 to 30	Work / Visit	3
People find a way. Quite enough of Soho is already pedestrianised	45 to 60	Work	3
don't go for pedestrianisation!	Over 60	Live	2
I have always felt that dodging taxis in the street was part of the vibe	Over 60	Visit	2

This policy, along with the bicyclist agenda, offends our local majority of elderly, disabled, mothers with young children, who won't be able to easily access shops, doctor,banks, opticians, hospital,etc. It's just for 20's single, MALE cyclists--most normal Londoners don't qualify for this nonsense.	Over 60	Live	2
every time streets are closed it is chaos moving around	45 to 60	Live / Work	1
Pedestrianization is the death knell, and it will be of Soho - please please don't do this.	45 to 60	Live / Work	1
We need parking and we need traffic on Oxford Street. I am vehemently AGAINST PEDESTRIANISATION OF ANY KIND WHATSOEVER!!!	45 to 60	Live	1