

Publica

# Soho Public Realm Study

APRIL 2014

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Funded by Transport for London  
FINAL DRAFT 4.4.14



# Executive summary

# Soho Public Realm Study

This is the final draft of the Soho Public Realm Study. This document examines the streets and public spaces of Soho in order to help inform decision making on how future public realm upgrades might be undertaken. This report supersedes the interim report issued in November 2013.

The study was commissioned by Westminster City Council (WCC) in conjunction with Transport for London and London Borough of Camden in the autumn of 2013. The study was undertaken and produced by Publica with additional data and analysis by WSP. All surveys and ideas were completed between August 2013 and April 2014.

The aim of the Soho Public Realm Study is to firstly understand the existing conditions in this neighbourhood of Westminster, and its borders with Camden, in order to then make informed recommendations and suggest ideas for the improvement of pedestrian movement and cycling provision in the area's 11km of streets and alleyways.

The following pages set out principles for the streets and spaces of Soho and propose headline recommendations for the area as a whole. This report provides analysis of issues and opportunities and presents a range of ideas and recommendations for improvements. A series of surveys of the existing conditions in Soho's public realm are documented in the final sections of the report.

The ideas for improvements presented make varied suggestions that are intended to provoke debate and discussion by stakeholders including local residents, businesses, amenity societies, Westminster City Council, Transport for London, London Borough of Camden and other relevant parties. It is important to note that the recommendations and suggestions presented in this report are high level ideas that will require further consultation, investigation, engineering and testing before any could be realised.

Westminster City Council's brief requested the identification of ten streets or spaces as priority sites for improvements. These have been selected after considering and examining the findings of fieldwork, analysis of issues, opportunities and consultation with local stakeholders and Westminster City Council.

The selection of ten streets or indeed other issues reflected here do not preclude other sites but the analysis set out in this report applies to any issue in the study area.

The streets and spaces selected as priority sites within this study are places that would benefit from public realm projects beyond those that may be undertaken as part of other projects already under consideration in the area. The sites selected are also broadly representative of the range of types of spaces in Soho and the issues that are seen in the public realm. Each of the ten streets or spaces has been analysed in detail and strategic ideas then put forward for how improvements might be made.

This report examines conditions for cycling into and within Soho and suggestions for improvements are put forward. All suggestions and thinking on cycling build upon the draft Westminster Cycle Strategy which entered consultation in the autumn of 2013.

Soho is covered by a number of Westminster City Council policy documents, including Westminster's City Plan (November 2013), The Core Strategy recognises the importance of pedestrian movement through policy S41, it also recognises the need to support sustainable transport options such as cycling.

This study does not supersede or replace other Westminster planning policy. For more information on specific WCC documents please refer to: [www.westminster.gov.uk/planning-policy](http://www.westminster.gov.uk/planning-policy)

As part of this study a process of consultation with various stakeholders and groups was undertaken by Publica, including the Soho Society, the Soho Steering Group, Shaftesbury Plc, Soho Estates, the Covent Garden Area 3 Steering Group, the London Borough of Camden the New West End Company and the Westminster Cycling Campaign. These meetings yielded many important findings and highlighted the priorities of local interested parties. The issues and opportunities raised in the conversations have been absorbed into the analysis and are reflected in the recommendations.

The Soho Public Realm Study provides a coherent strategy for incremental improvements to the streets and spaces of Soho. By outlining key observations and proposing a principle-led approach it provides a framework for new public realm projects in Soho with the aim of preserving Soho's unique character whilst improving the function of streets and spaces.

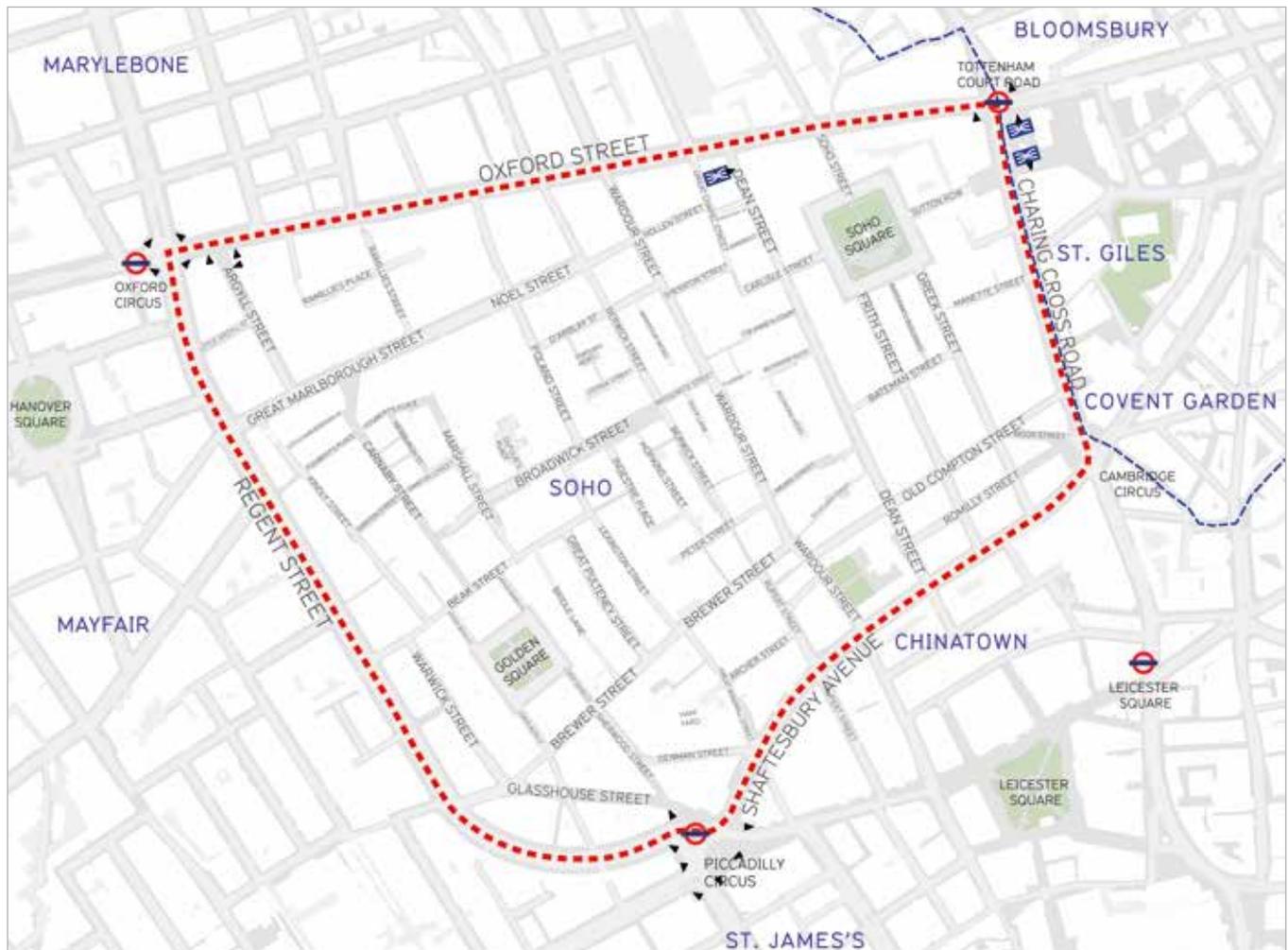
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# Contents

1	EXECUTIVE SUMMARY .....	3
2	AN OUTLINE OF THE BRIEF AND METHODOLOGY .....	6
3	KEY OBSERVATIONS .....	8
	Summary of key observations .....	8
	Soho's streets: what works well .....	12
	Soho's streets: challenges .....	14
	A day in the life of Soho's public realm .....	16
	The Soho street network: walking .....	20
	The Soho street network: cycling .....	22
	Street level land uses .....	24
	Portrait of a Soho street: Dean Street .....	26
	Evening and night life in Soho .....	30
	Soho is changing: recent and forthcoming developments .....	32
	Crossrail .....	34
4	DESIGN PRINCIPLES FOR SOHO'S STREETS AND SPACES .....	38
5	HEADLINE RECOMMENDATIONS AND SUGGESTIONS .....	42
	a. Protect the character of Soho's streets .....	44
	b. Maintain Soho's material character .....	46
	c. Work within the hierarchy of streets .....	48
	d. Create accessible routes and connections .....	52
	e. Improve cycling within Soho .....	54
	f. Further examine vehicle movement and servicing .....	58
	g. Introduce more flexible use of parking bays .....	60
	h. Improve key wider connections and respect Soho's network of interconnecting routes .....	62
6	IDEAS FOR PRIORITY STREETS AND SPACES .....	64
	1. Old Compton Street .....	66
	2. Romilly Street .....	70
	3. Soho Street and Soho Square .....	74
	4. Broadwick Street .....	78
	5. Beak Street .....	82
	6. Brewer Street .....	86
	7. Archer Street and Great Windmill Street .....	88
	8. Wardour/Old Compton/Bourchier/Brewer Street junction .....	92
	9. Wardour Street as a whole .....	98
	10. Bourchier Street .....	104
7	SUGGESTIONS FOR IMPROVEMENTS TO CYCLING IN SOHO .....	108
	1. Westminster City Council Draft Cycling Strategy .....	110
	2. Ideas for increasing cycle parking provision .....	111
	3. Additions to WCC Draft Cycling Strategy .....	112
	4. Further increased permeability for cyclists within Soho .....	116
	5. Design options for cycle contraflows in Soho .....	117
	6. Cycle contraflows in other parts of London .....	118
	7. Ideas for key streets and junctions for cycling .....	120

8	AREA SURVEYS .....	126
•	SOHO'S PUBLIC REALM IN CONTEXT .....	128
	Soho's place in the West End .....	130
	Soho as a neighbourhood .....	132
	A summary of local policy .....	134
	Listed buildings in Soho .....	138
	A history of Soho's streets .....	140
•	SURVEY OF THE STREETS AND SPACES OF SOHO .....	144
	Entrances to Soho .....	146
	Surface materials .....	156
	Recent public realm projects .....	160
	Currently proposed public realm projects .....	162
	Wayfinding and signage .....	164
	Pedestrian and vehicular space .....	165
	Perceived hierarchy of pedestrian use .....	166
	Outside tables and chairs .....	168
	Evening crowds on the streets .....	170
	Accessibility .....	172
	Servicing and vehicles in the public realm .....	174
•	CYCLING SURVEY .....	176
	Different kinds of cyclists in Soho .....	178
	Existing cycle infrastructure .....	180
	Draft Westminster Cycling Strategy Proposed Routes .....	181
	Cycle stand provision .....	182
	Reported bicycle accidents .....	184
	Cycling entrances and exits .....	185
	Key streets and junctions for cycling .....	186
•	MATRIX OF SOHO STREETS AS PRIORITY SITES .....	192
•	CONSULTATION SUMMARY .....	198
•	BIBLIOGRAPHY .....	200
•	WSP SURVEYS .....	202
	PERS Assessment of Old Compton Street .....	204
	PERS Assessment of Beak Street .....	206
	PERS Assessment of Brewer Street .....	208
	Comparable vehicle, bicycle and pedestrian counts .....	214
	TfL cycle hire data and journeys for Soho .....	224
	TfL vehicle and bicycle numbers for Great Marlborough Street and Old Compton Street .....	228
	TfL Wardour Street bicycle and pedestrian numbers .....	229

# An outline of the brief and methodology



- Study Boundary
- - - Borough Boundary
- ⊖ Underground Station
- ▶ Underground Exit

The red line boundary defines the area set out by Westminster City Council WCC in the brief for this study. The area defined as Soho for the purposes of this study is bounded by Oxford Street to the north, Charing Cross Road to the east, Regent Street to the west and Shaftesbury Avenue to the south.

Publica has previously undertaken area surveys and formulated public realm strategies in other areas of Westminster. We work for community groups, developers and local land owners as well as local authorities across London. Publica's approach is always based on first hand evidence gathered through on-site surveys, time spent on site, meetings, interviews and observation.

WSP are a global engineering consultancy and design firm with experience in the study of pedestrian movement patterns, analysis of vehicle and cycle flows, the design of roadways and pedestrian environments.

The brief sets out the aims of the study, "to formulate a strategy to improve walking and cycling provision in Soho to facilitate better movement through it and to other destinations in the West End."

One key observation about Soho in the brief was the statement that, "within the tight network of streets, each one with its own individual character, those

*unfamiliar with the area can feel confused by the prospect of navigating through.*" It is also important to note that the brief clearly states, *"There is no Council or local agenda to increase the numbers of people using the area, but there is a need to make it more comfortable for those who do go through it, and to encourage people to navigate the area and discover the hidden gems the area has to offer as well as reaching the transport nodes that sit on all four corners."*

The brief states that, *"The area, its streets, buildings and activities need to be sympathetically assessed with all of its users in mind."*

The recommendations, suggestions and ideas in this study are required to create a *"coherent masterplan of public realm improvement, allowing incremental opportunities to contribute improvements to a coherent strategy which aims to prioritise the pedestrian, improve key walking and cycling routes in a north/south and east/west direction, and provide for a safer and more comfortable experience for these two key users, while not unduly compromising the needs of other users."*

The recommendations and ideas set out in this report focus on potential changes to the streets and alleyways of Soho in order to better accommodate pedestrians and cyclists. The study does not focus on vehicular movement, capacity, servicing or parking which fall outside the remit of this work. As the brief makes clear, *"This study should not revisit previous unsuccessful schemes in changing traffic movement but should focus on threading pedestrian and cycling improvements into the existing network."*

The contents of this report are the result of on-street surveys, fieldwork and desk based research undertaken between August 2013 and April 2014. All maps using Ordnance Survey digital mapping as base information were overlaid onto a map base supplied by WCC. Base information reproduced from Ordnance Survey mapping with the sanction of Her Majesty's Stationery Office, Crown Copyright. Unauthorised reproduction may lead to prosecution or civil proceedings. City of Westminster LA 100019597 City Planning Group

The maps and visual materials within this report translate our quantitative findings and present our qualitative assessments, aiming for the greatest accuracy possible at all times. Any third-party images are for internal use only; further publication or use of images will require copyright usage approval. Contact Publica for information. This publication and its contents are © Publica 2014, all rights reserved.

The brief also states:

*"Although it is not intended to suggest changes to the movement of traffic in Soho, where changes to street layout (traffic/parking) are required to facilitate pedestrian movements or cycling improvements, those suggestions should be made."*

*"The main purpose of this study will be to inform key decision makers of the problems pedestrians and cyclists encounter in Soho and convince them that concept solutions, supported by key information, should be implemented."*

*"In addition to pedestrian movement there is a need to ensure a coherent set of routes for cyclists which complement the pedestrian routes and which can take advantage of the tight network of streets in this location. Soho's streets have the potential to provide quieter routes for cyclists away from the busier bus routes surrounding the area, particularly north-south movements, while Great Marlborough Street, Noel Street and Hollen Street could offer potential to be part of a central London network of routes."*

The ideas on cycling set out in this study should be read in parallel with the outcomes of current reviews of cycling routes and infrastructure taking place across London as part of the Mayor's Vision for Cycling as well as the Draft Westminster Cycle Strategy consultation on creating Quietways within Westminster. The development, consultation and finalisation of these plans is concurrent with the research and writing of this report and therefore will shape and inform the development of any improvements.

# Summary of key observations



The key observations on the public realm in Soho, based on the extensive surveys, data collection, consultation and analysis undertaken in this study, can be summarised as follows:

## **Soho is a well loved, unique, mixed and lively neighbourhood**

The special mixed character and atmosphere of Soho's public realm is well loved and should be safeguarded in any future upgrades and changes to the streets.

Soho is a district that is alive 24 hours a day. It is famously home to the UK's thriving world class media and film industry. The area is at the core of London's food and drink scene and has a remarkable heritage of music venues, entertainment and night life. As a result a varied mix of users come to Soho every day in addition to the sizable resident population.

Soho is a living neighbourhood with a complex mix of uses both at street level and on the floors above. The public realm needs to work for residents, businesses and visitors alike.

## **Soho is a district made up of a complex street hierarchy with a recognisable character**

Soho lies at the centre of the West End. The multitude of people and destinations in the area mean that the street network as a whole is important rather than a few main routes.

A hierarchy of street typologies can be identified within the Soho area. In some cases specific streets have a clear singular identity, such as Broadwick Street. However in the heart of Soho many streets have a shared character, look and feel that is associated with the district. Pavements are generally narrow and streets in the heart of Soho are generally paved in asphalt.



### **Soho's streets are shared by a multitude of people reflecting its fine urban grain of small buildings with multiple occupants and mixed land uses**

The predominant character of Soho's streets is created by smaller buildings, varied uses, shops, offices, cafés, restaurants and bars at ground floor as well as a number of residential units. Street space is shared between pedestrians, vehicles, deliveries, parking, cyclists and in some locations pavement tables, chairs and outside drinking areas.



### **Soho's street pattern can be confusing, but this is also part of its charm**

Soho can be a confusing place to navigate due to the historic development of the area as a mix of partial grid layouts and single streets. However this character is a central aspect of the charm of the area's public realm.

Soho's street network offers multiple parallel options for walking in some areas while focusing routes to pinch points in other places. The north-south routes in Soho are more numerous and easily understood than the east-west routes.

Most of Soho's streets are busy and bustling and many are at full pedestrian capacity at certain times. Nevertheless some streets and spaces could be better integrated in to the wider public realm. While others will remain quieter service and back spaces.



### **Soho's crowded footways accommodate many users and functions and pedestrians tend to also walk in the carriageway**

The footways of Soho work hard to accommodate pedestrian movement, servicing, street furniture, cycle parking, outside seating and in some cases gathering. In many places people feel comfortable walking in the carriageway due to the relatively low levels of vehicular traffic. The multiple uses and demands on footway space in Soho can create conflict between users with different priorities and cause equalities issues for those with disabilities.



# Summary of key observations



## A transition zone exists between Soho and the surrounding West End streets

Soho is entered from the surrounding thoroughfares of Oxford Street, Regent Street, Shaftesbury Avenue and Charing Cross Road. In a few cases the public realm immediately changes to a Soho character as one moves off the main thoroughfares. Along most edges there is a transition zone. Many streets at the edge of Soho have been historically dominated by backs of large buildings from surrounding streets and service entrances which need to be passed before one feels one is in the heart of Soho.

## Soho is changing

In recent years large redevelopments have been completed at the edges of Soho. Several further building developments are currently under construction or planned both along the fringes of the area and within the heart of the neighbourhood. These new buildings, along with public realm improvements, vehicular controls and material upgrades have changed the character of several streets. This has made some spaces, especially close to the edge of Soho, feel more related to the surrounding retail areas than the mixed character of the rest of the district.

One of the most notable changes to the area will be the arrival of Crossrail in 2018. Crossrail will provide much investment and opportunities for greater social and economic activity. However it will also alter the function, look and feel of several streets at the edge of Soho. The opening of Crossrail station exits at Tottenham Court Road and Dean Street will dramatically alter the flows of pedestrians into and around Soho. The large numbers of people expected to use the stations will result in increased pressures on the limited street spaces of Soho.

## There is limited accessibility within Soho

Accessibility to and within Soho for people with mobility problems, those in wheel chairs, the visually impaired or people pushing buggies is currently compromised by the design of the streets. The absence of dropped or level kerbs in some places, a multitude of obstacles in the footways, crowds



and narrow footways create a terrain that can be intimidating and problematic.

### **A large number of people come to Soho by bicycle**

Cycling is an important and growing mode of transport in London. Soho has a large number of cyclists coming to the area everyday and moving about within the area. As a result there is an increasing need for cycle parking and thought on the use of streets by cyclists.



The one way street system in Soho is successful at limiting and controlling vehicular traffic in the area, however it creates a barrier to some simple cycle journeys and results in a range of issues and conflicts, with some cyclists going the wrong way regardless. Consultation has highlighted cycling behaviour related to pedestrian safety as an issue. As a result of the one way system and street network, the streets of Soho do not currently provide many opportunities for cycle through-routes but Quietways are being investigated by TfL and Westminster.

### **Soho's small businesses require frequent deliveries and servicing**

The large number of small businesses in Soho mean that deliveries and servicing need to be frequent and numerous. Vehicle access to the streets is vital and any proposals should maintain this function.



### **Management, behaviour and enforcement**

Many issues that most concern residents and others spending time in the area relate to management, behaviour and enforcement. These issues are important, they have been recorded in some of the area surveys and held in mind. Solutions to many of these concerns are difficult to address in the scope of a public realm study such as this, or within ideas for the design of street layouts and paving. However, these issues have informed recommendations, suggestions and the ideas for public realm upgrades. There are no public realm proposals that can be made to work without regard to behaviour and management.



# Soho's streets: what works well



A mixed neighbourhood with a multitude of users



Changing activities and lively street life



Fine urban grain of smaller buildings, historic plot widths and a human scale



Attractive urban walks, the ability to get lost and discover Soho's unique streets and spaces



Major routes and transport at the edges, a different pace within Soho itself



A large number of people come to Soho on a bicycle



The streets of Soho are the public spaces



Special streets with distinct character



A paving material palette suited to a hard working neighbourhood



A shared and recognisable streetscape with a Soho character



Pedestrians often feel comfortable walking in the carriageway



Vehicles, cyclists and pedestrians often share the carriageway

# Soho's streets: challenges



Narrow, crowded footways and clutter obstruct pedestrian movement



Limited accessibility discourages some people from coming to Soho at all



A confusing street pattern is often difficult to navigate and there is limited space for wayfinding signs



There is a need for repair and maintenance of the public realm, which exacerbates other issues



There are few operating public lavatories to cater for the huge number of people using the area



There is a lack of public seating that is free to use



Demand for bicycle parking exceeds provision



Difficult junctions on the edges of Soho make cycling into or out of Soho problematic



Soho's one way system and street pattern can make cycling within Soho difficult



Cyclists often cycle against the one-way system



Large delivery vehicles on narrow streets create problems especially at tight corners



Traffic congestion can be an issue

# A day in the life of Soho's public realm

## Morning: the business day begins, school, deliveries, cleaning



St. Anne's Court: breakfast, meetings, going to work.



Old Compton Street: a postman and deliveries.



Old Compton Street: a multitude of delivery vans.

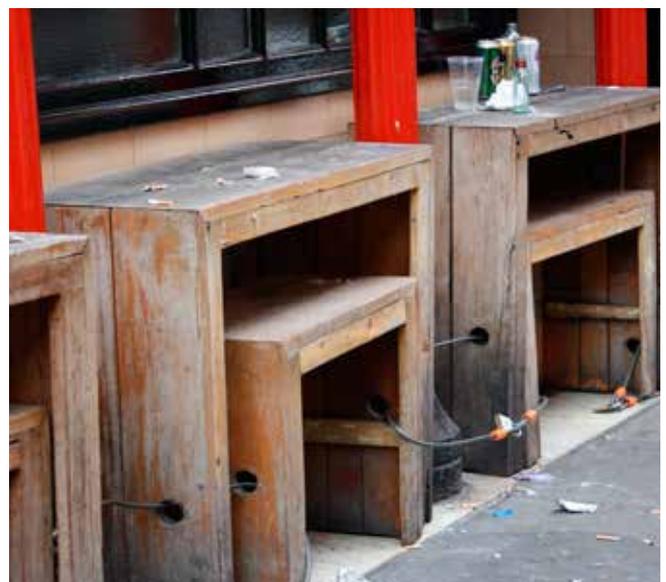


Great Windmill Street: parents and children on their way to school.

Soho's streets are relatively quiet in the mornings. The rush hour is marked by pedestrian movement to the commercial offices of the district but the industries present in Soho such as media and film production do not necessarily create a concentrated flow of people in the streets in a short timespan as seen in other districts of Central London. This lack of an obvious peak is also due to the Underground stations and bus stops all being located around the edge of Soho. With Crossrail exits proposed on Dean Street this may change in coming years.

Parents and children coming to Soho Parish Primary School, couriers delivering to businesses, cleaners and deliveries to restaurants are the predominant life on the street on week day mornings.

At weekends, office workers are less present in Soho's streets making them feel even quieter on Saturday and Sunday mornings.



Romilly Street: signs of the previous night

## Lunchtime: break, food, play, shopping



Berwick Street: the market in full swing.



Dean Street: outside dining



Berwick Street: people sit on the kerb to eat their lunch.



Golden Square: on a hot summer's day people sit in the square during their lunch break, socialising, enjoying the open public space.

At lunchtime the streets and alleyways of Soho become busier as more people come into the district.

Local workers come out onto the streets to get lunch. People make use of the public realm to sit out and pass their midday break. Shoppers walk around Soho and come in from of the surrounding streets to find refreshment and a seat. The pace of vehicular traffic, the scale of Soho's streets and the atmosphere in the district lend themselves to more relaxed use than other areas of the West End.

The open public spaces such as Soho Square, Golden Square and St Anne's Churchyard provide an invaluable amenity in the West End.

# A day in the life of Soho's public realm

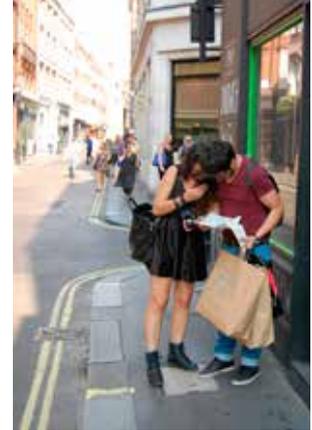
## Afternoon: an even bustle



Old Compton Street: pedestrians tend to walk along their direct desire lines, often in the carriageway



St. Anne's Court: a cyclist and pedestrian



Beak Street: confused visitors



Old Compton Street: a bustle of people and vehicles



Blore Court: local knowledge of the streets and alleyways



Beak Street: shoppers and local workers share pavement space

The afternoon pace of Soho's streets is a steady bustle of pedestrians, cyclists and vehicles.

The limited levels of vehicular traffic on Soho's streets, moving generally at low speed alongside the scale of the streets, their layout, and the high numbers of pedestrians create a condition where many people feel comfortable and safe walking in the carriageway, taking short cuts across streets along desire lines. Some streets in Soho have the characteristics of shared space streets in which pedestrians, vehicles and cyclists share the carriageway.

## Evening – night: socialising in the streets



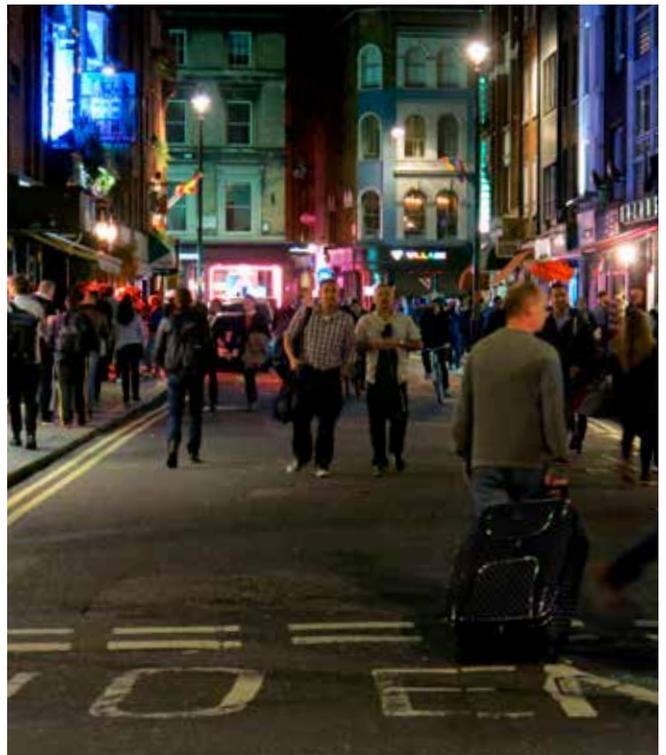
Broadwick Street: the pubs of Soho are a well established part of the character of the streets



Beak Street: crowds of drinkers outside pubs can take over some footways



Bateman Street: evening users

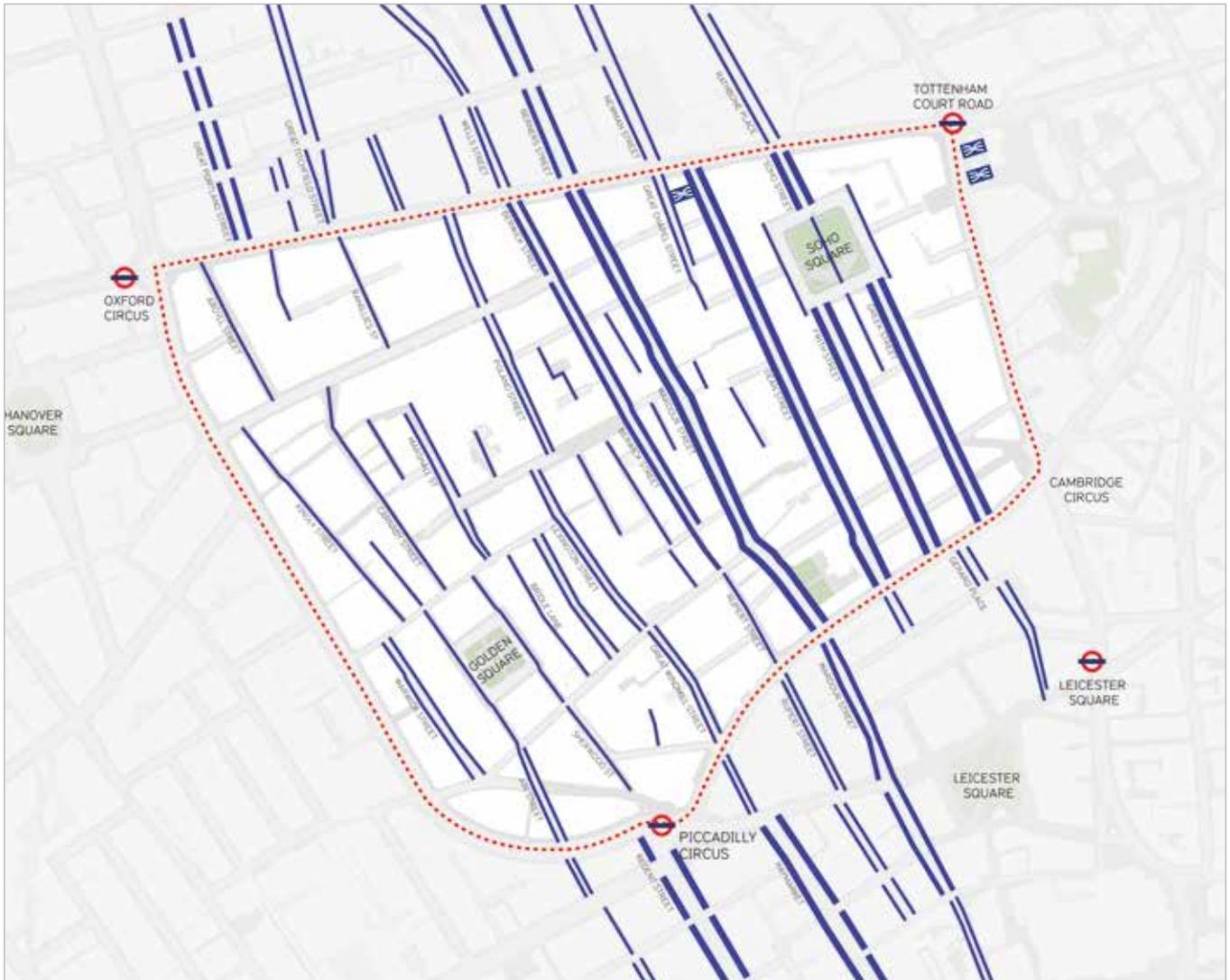


Old Compton Street: pedestrians walk in the carriageway

On Thursday, Friday and Saturday evenings local workers, tourists, visitors to London and people from across the city meet in Soho. This lively aspect to the streets is both an attraction for many and, in some cases, a headache for those trying to get around on the footways or sleep on the upper floors. Footways can become very congested and in some cases blocked to movement by crowds of people. Some streets are at their busiest for both pedestrians and vehicles in the evening and into the night.



## North-South connections

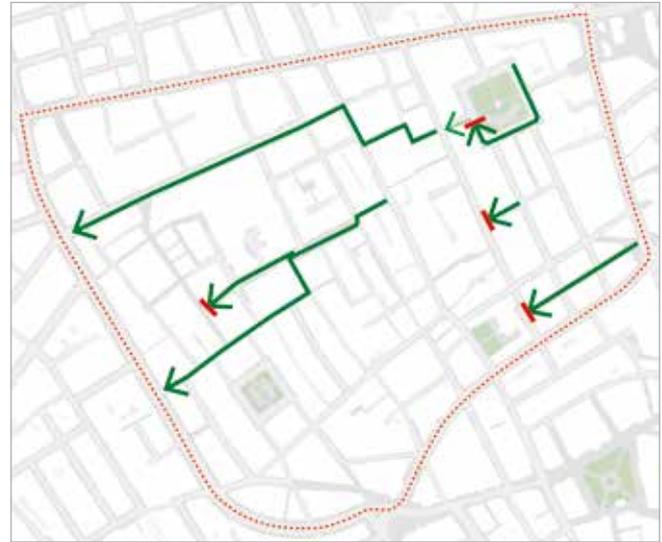


The streets that run north-south in Soho are generally longer than the east-west streets. They are more likely to traverse Soho and are often more direct.

Navigating Soho north-south is more straightforward, especially in the eastern side where a series of parallel streets form part of a loose grid. Interestingly the five parallel streets of this area can create some confusion in their similarity, even people who use them frequently are sometimes unsure of what street they are on or where exactly their destination is.

# The Soho street network: cycling

## East–West connections



Possible cycling routes east to west



Possible cycling routes west to east

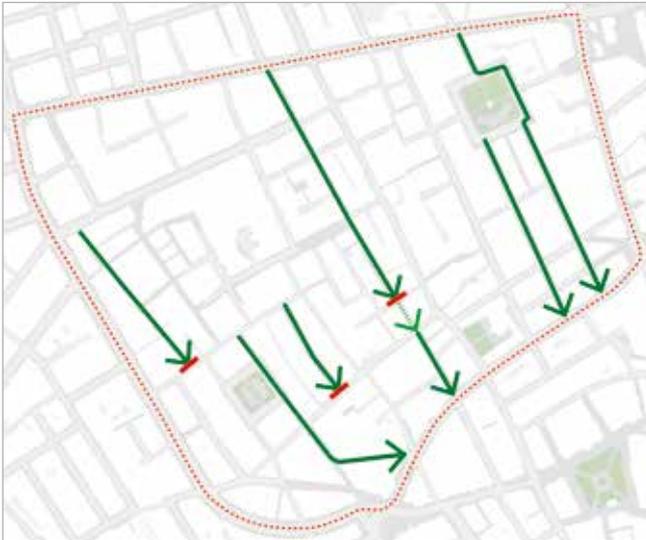
The maps on these pages illustrate all the potential east–west and north–south connections for cycling through Soho. The one way traffic system means that there are very few connected routes through Soho for cyclists without taking large detours or breaking the law.

Travelling east to west is particularly difficult, where there is no reasonable route through. Travelling south to north is the only direction in which there is more than one option.

With so many one way streets in Soho some cyclists are tempted to cycle the wrong way or use pedestrianised streets as short cuts rather than lengthen their route by a large distance. Many of these cyclists seem to be travelling to and from locations within Soho rather than crossing the district.

See page 178 for further information on Soho's one way street network and existing cycle contraflows.

### North-South connections



Possible cycling routes north to south



Possible cycling routes south to north



- Direct route across Soho
- Point at which a route is interrupted
- Section which forms an informal link

# Street level land uses



- |                                   |                                    |
|-----------------------------------|------------------------------------|
| ■ Retail: Independent /Specialist | ■ Theatre /Cinema                  |
| ■ Retail: High Street             | ■ Health (Practices/Pharmacies)    |
| ■ Cafe /Takeaway                  | ■ Community /Recreation /Education |
| ■ Restarurants                    | ■ Residential                      |
| ■ Pub /Bar /Nightclub             | ■ Hostel /Hotel                    |
| ■ Private Members Club            | ■ Religious Use                    |
| ■ Commercial (Offices /Studios)   | ■ Other                            |
| ■ Sex Industry /Strip Clubs       | ■ Unused /Construction Site        |
| ■ Gallery                         |                                    |

Land Use (October 2013)

Note: The land use categories used in the map were developed to portray the influence on street life and public realm, they do not necessarily reflect WCC policy land use classes.

The drawing opposite shows the street level/ ground floor land uses surveyed in Soho in October 2013. This map reflects the incredible richness and complexity of the area.

The land use categories used in the map were developed to portray the influence on street life and public realm, they do not necessarily reflect WCC policy land use classes.

The clusters of fine grain land uses have a direct impact on the public realm of the area. Different uses lend distinct atmospheres to the various streets of Soho and affect the use of footways and the number of pedestrians and cyclists on the streets at different times of day and night.

Oxford Street and Regent Street stand out in red as principal retail shopping streets. Argyll Street and Carnaby Street extend the West End retail district into the north-western part of Soho while the Crown Estate's developments on Glasshouse Street and Brewer Street extend the Regent Street quarter into the south-western part of Soho.

Shaftesbury Avenue is lined with theatres, shown in purple, with smaller food and drink premises and shops on the streets behind the larger buildings.

A large concentration of green denotes cafés, bars and restaurants notably clustered around Old Compton Street, Wardour, Dean, Frith and Greek Streets.

Areas of blue office space are visible with larger floor plate buildings around Golden and Soho Squares. A map of upper floors would show a much higher level of office and business space.

Residential uses, shown in yellow opposite, have a less obvious presence on this map than their proportionate presence in the area. Homes are generally on upper floors above other uses at street level. However, consideration of the residents living in Soho is vital to the future of the streets and alleyways, their use and occupation.



# Portrait of a Soho street: Dean Street

## Dean Street: street level land use

(October 2013)



Soho is a mixed neighbourhood; often one building houses a mix of retail or food and drink at ground floor with residential and commercial uses above. One block might contain a theatre, a specialist food shop, a local newsagent, a tailor, a media company, a film post-production studio, a sex shop, flats and a nightclub. The ground floor uses only tell part of the story.

Dean Street was surveyed in greater detail as it exemplifies the complexity of the area's uses and the number of businesses and residences that create the rich shared character of Soho's streets.

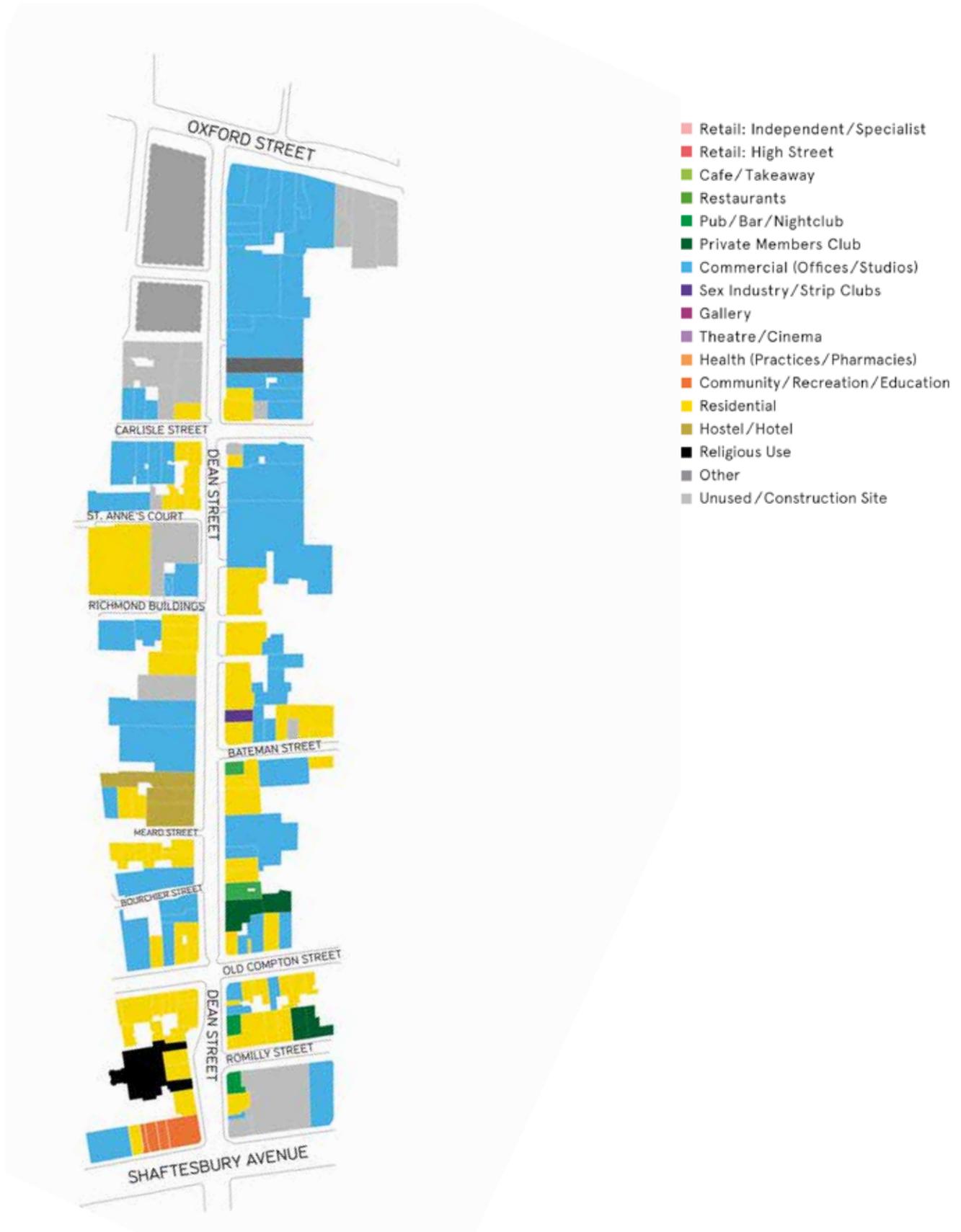
This multitude of uses brings a range of life to the streets of Soho at all times of day and night, a sense of oversight and community to the public realm that is perhaps unique in London and differs from areas that have one dominant use or larger buildings. This mix also creates a broad range of demands on the use of the public realm for connection, space, light, air, play, amenity, eating, drinking, deliveries and servicing.

In the drawing on this page the ground floor uses on Dean Street present a cross section of the area with retail along Oxford Street at the north, a mix of uses through Soho with commercial offices and residential entrances, and the increased presence of food and drink uses as one moves southwards.

The map on the facing page shows the predominant uses on the upper levels of the same buildings. The yellow in the drawings marks residential uses, reflecting the use of upper floors flats.

## Dean Street: predominant uses on upper floors

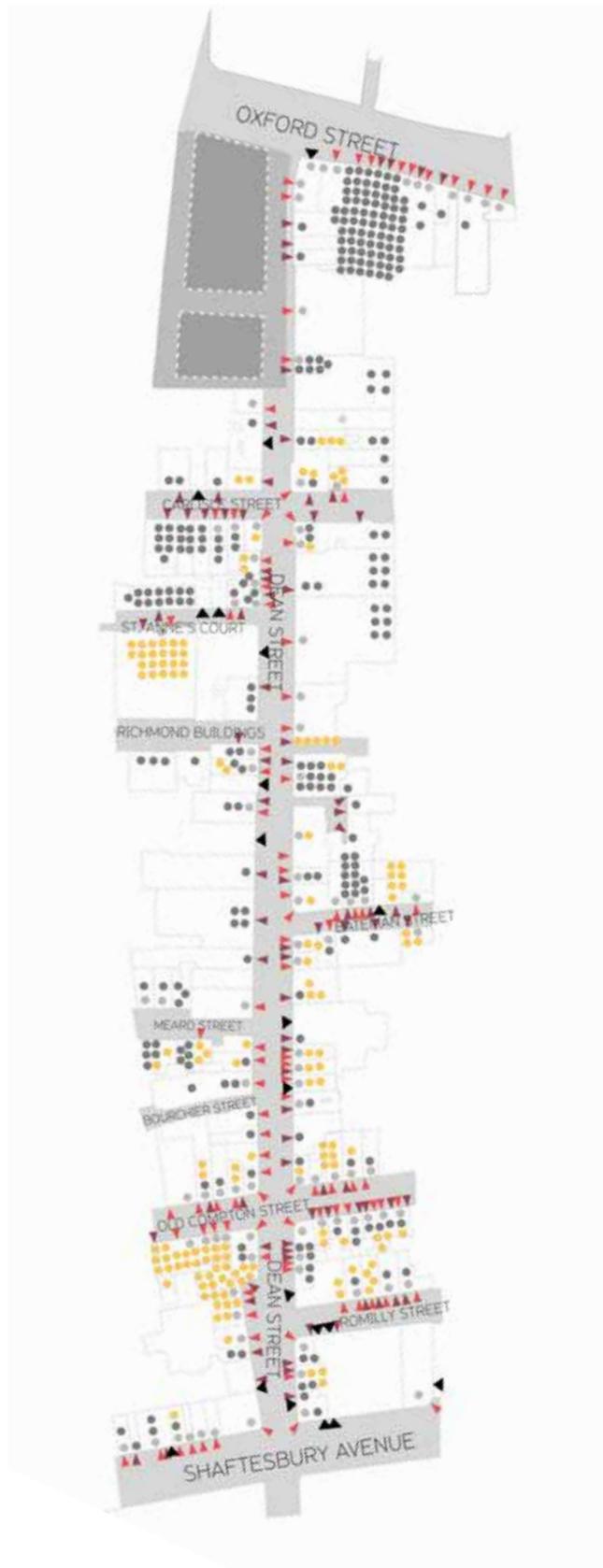
(October 2013)



# Portrait of a Soho Street: Dean Street

## Dean Street: Entrances, individual businesses and dwellings

(October 2013)



Ground floor level entrances to restaurants, cafés, pubs and shops have a clear and understandable impact on the street, influencing where people stand, sit and walk.

The drawing on this page shows an arrow for each individual entrance on the street, including those that lead upstairs or downstairs. The number of individual businesses are marked with grey dots, while dwellings are shown with yellow dots.

There are around 4,000 business rate payers in Soho\*. The prevalence of small businesses in Soho means that single entrances are often shared by a number of offices.

Around 4,000 people live in Soho\*. The multitude of homes with bedrooms looking over the streets and back spaces is clear from the number of yellow dots on the drawing on this page.

All these overlaid uses create a busy street life and a rhythm of people coming and going in Soho's public realm at all times of day, as well as a high number of deliveries and servicing movements.

\*Source: WCC in the Consultancy Brief for the Soho Public Realm Study, issued June 2013.

- Business, ground floor
  - Business, upper floor
  - Residential, estimated dwellings
- Entrances**
- ▲ Ground level entrance
  - ▼ Entrance to upper level / basement
  - ▲ Unused entrance / service / fire exit

**Dean Street: multiple entrances, multiple levels, varied uses**



# Evening and night life in Soho

## Evening and night-time licensing map. Thursday, Friday and Saturday

(September 2013)



Thursday 6pm–12am



Thursday 12am–3am

Soho's concentration of theatres, cafés, restaurants and bars mean that it has long been regarded as one of London's main evening and late night destinations. The evening and night life of Soho is a key feature of the neighbourhood and its economy.

The maps on these pages show all the licensed premises in Soho in September 2013. Data is taken from information provided by WCC (Details: West End, Licences Count, Licence Issued, Time Recorded, Licensing Act 03/10/2013).

Concentrations of people in certain streets in the evenings, and many visitors remaining into the early hours, creates an exciting atmosphere but also has negative impacts. The peaks for evening visitors are on Thursday, Friday and Saturday. A large number of premises remain open into the hours after midnight and in some cases until 5am. This means people are coming and going in the streets well through the night. At night, anti-social behaviour in the streets and alleyways of Soho can be a problem for residents and for other visitors.

Soho lies within the West End Stress Area that defines a part of Westminster where a high number of premises are licensed to sell alcohol. Within this area constraints have been implemented on the granting of new licenses.



Thursday 3am–5am

## Evening and night-time licensing map. Sunday

(September 2013)



Sunday 6pm-12am



Sunday 12am-3am

The maps show that the south east of Soho around Old Compton Street has the largest concentration of licensed premises.

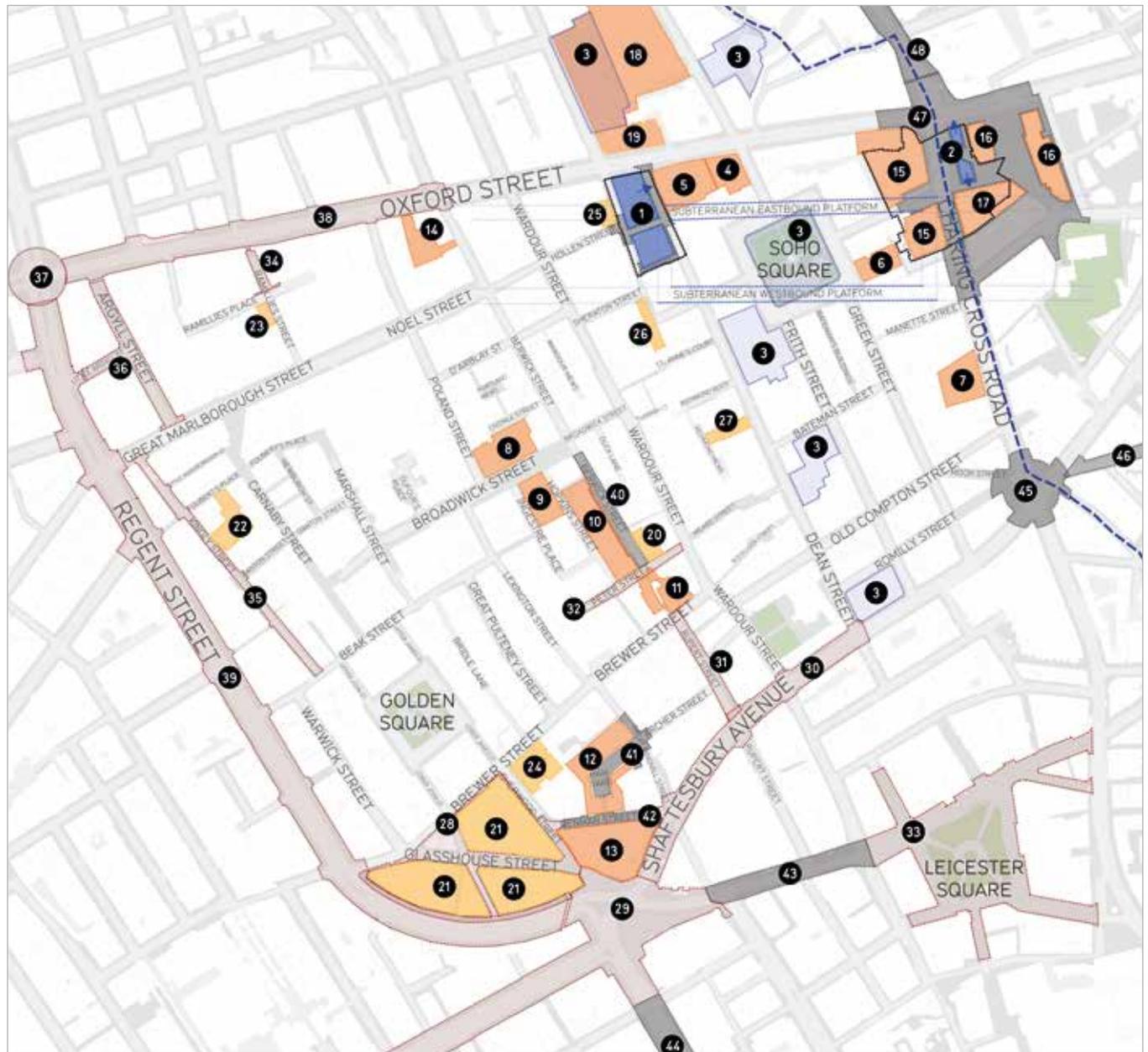
The late opening hours of many establishments in Soho itself, its location in the centre of the wider West End, and the presence of stations and night bus interchanges around all four sides of the district, give the streets of Soho a particular character at night. The historic lack of toilet facilities on the Underground as well as the limited hours of operation of public lavatories in the area conspire to influence behaviour in the public realm. The opening of Crossrail with its longer train journeys, but without provision of lavatories, may have an added impact on streets close to the station entrances at Dean Street and Tottenham Court Road.



Sunday 3am-5am

People sometimes misuse the smaller, often darker streets, public spaces and alleyways of Soho. Some of these issues are behavioural and societal and are much wider problems than can be addressed in a public realm study. However the design of streets and spaces, their materials and lighting and how upgrades are delivered does have an impact on behaviour and can be used to help improve conditions.

# Soho is changing: recent and forthcoming developments



- Borough Boundary
- ➔ Crossrail Exit
- Crossrail Development
- ⋯ Crossrail Tunnels
- ▨ Crossrail 2 'Areas of surface interest'
- Development Proposed or in Progress
- Development Recently Completed
- ▨ Public Realm Upgrade Recently Completed
- Public Realm Upgrade Proposed

Developments (April 2014).

The map is based on intelligence gathered in conversation with WCC and desk based research aiming for the greatest accuracy possible at the time, however the pace of change and development in Soho is constantly evolving.

**Crossrail Development**

- 1 Tottenham Court Road Western Ticket Hall & Over-site Development
- 2 Tottenham Court Road Eastern Ticket Hall

**Crossrail 2 Safeguarding**

- 3 Crossrail 2 'Areas of surface interest'

**Development Proposed or in Progress**

- 4 61 Oxford Street
- 5 72 - 81 Oxford Street
- 6 25 Soho Square
- 7 109 Charing Cross Road
- 8 St Lawrence House
- 9 Trenchard House
- 10 Kemp House
- 11 Walkers Court
- 12 Ham Yard
- 13 5-6 Sherwood Street
- 14 149 Oxford Street
- 15 1 Oxford Street
- 16 Centrepoint
- 17 Potential future development site (consolidate)
- 18 Rathbone Place
- 19 78 Oxford Street

**Developments Recently Completed**

- 20 4-5 Peter Street
- 21 The Quadrant
- 22 Kingly Court
- 23 Photographer's Gallery
- 24 69-75 Brewer Street
- 25 Oxford House
- 26 Caps House
- 27 76 Dean Street

Soho is constantly evolving and changing. The district has been built in a series of waves of change and construction.

The number of building developments and the pace of redevelopment of plots in and around the district has been increasing in recent years. Large redevelopments are underway or have recently been completed by the Crown Estate as part of their major rebuilding of Regent Street. The Ham Yard development will further change the character of south Soho.

**Public Realm Upgrade Recently Completed**

- 28 The Quadrant
- 29 Piccadilly Two Way
- 30 Shaftesbury Avenue Footway Widening
- 31 Rupert Street Surface Improvements
- 32 Peter Street Surface Improvements
- 33 Leicester Square
- 34 Ramillies Street
- 35 Kingly Street
- 36 Argyll Street
- 37 Oxford Circus
- 38 Oxford Street East Footway Widening
- 39 Regent Street Footway Widening

**Public Realm Upgrade Proposed**

- 40 Berwick Street Market
- 41 Great Windmill Street and Ham Yard  
(As part of the Ham Yard Development)
- 42 Denman Street  
(As part of the Ham Yard Development)
- 43 Coventry Street
- 44 Lower Regent Street  
(Regent Street St James's)
- 45 Cambridge Circus
- 46 Earlham Street
- 47 Public realm improvement as part of new development at Tottenham Court Road and Charing Cross Road
- 48 Tottenham Court Road 2 Way

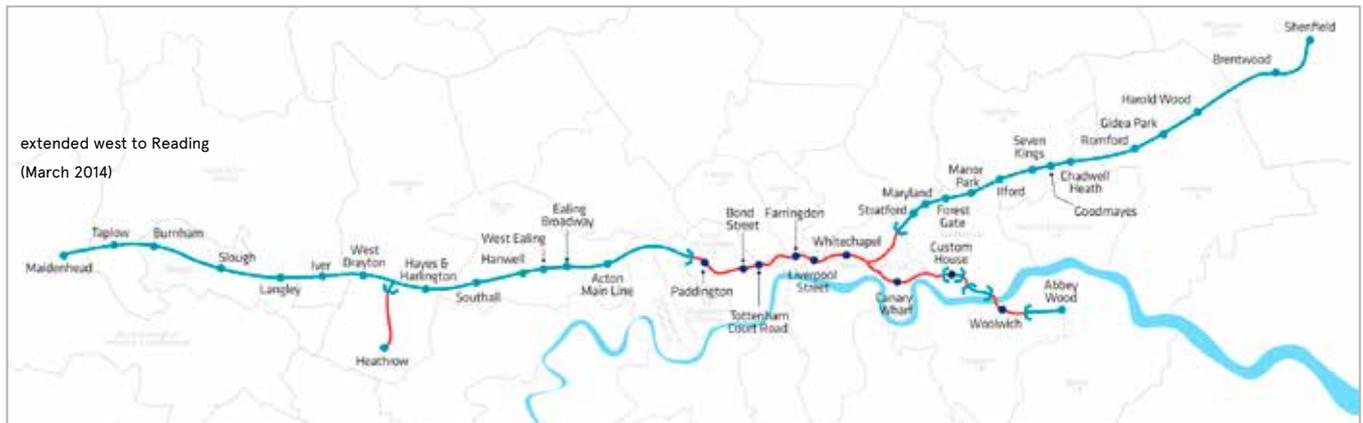
Crossrail has created a series of very large sites and will itself bring major changes to north east Soho.

A range of public realm developments, upgrades of streets, footways, crossings and junctions have also been completed, are under construction or are being planned.

The recommendations, ideas and priority sites that result from this Soho Public Realm Study will focus on additional streets that have not been prioritised for investment to date (see p190-195).

# Crossrail

## Routes, facts and figures



The most significant change coming to Soho in the coming years is the arrival of Crossrail in late 2018 with station entrances/exits at Tottenham Court Road and Dean Street.

Crossrail will stretch from Reading and Maidenhead in Berkshire to Shenfield in Essex via a number of central London stations including Paddington, Bond Street, Tottenham Court Road, Farringdon, Liverpool Street, Whitechapel and Canary Wharf. There will be additional branches to Heathrow and Abbey Wood.

The new Crossrail stations and exits will be fully accessible for wheelchair users and others from platform to street level. Today, many of Soho's streets are not currently accessible with a lack of dropped kerbs or level crossing points. In order to make the area more accessible to existing and future users of the streets, Soho would benefit from having accessible crossings and a series of accessible routes created.

The new Crossrail trains will be 200m long with a capacity of 1,500 passengers. A peak service of 24 trains per hour is planned, transporting 72,000 passengers per hour at full capacity. Crossrail is predicted to bring an additional 1.5 million people within 45 minutes commuting distance of Soho. An estimated 200 million passengers will travel on Crossrail each year, with Thameslink which it connects with at Farringdon, and the route will provide a 10% increase to rail capacity in the capital.

Source for all figures: [www.crossrail.co.uk](http://www.crossrail.co.uk)

### Tottenham Court Road Crossrail Station (TCR)



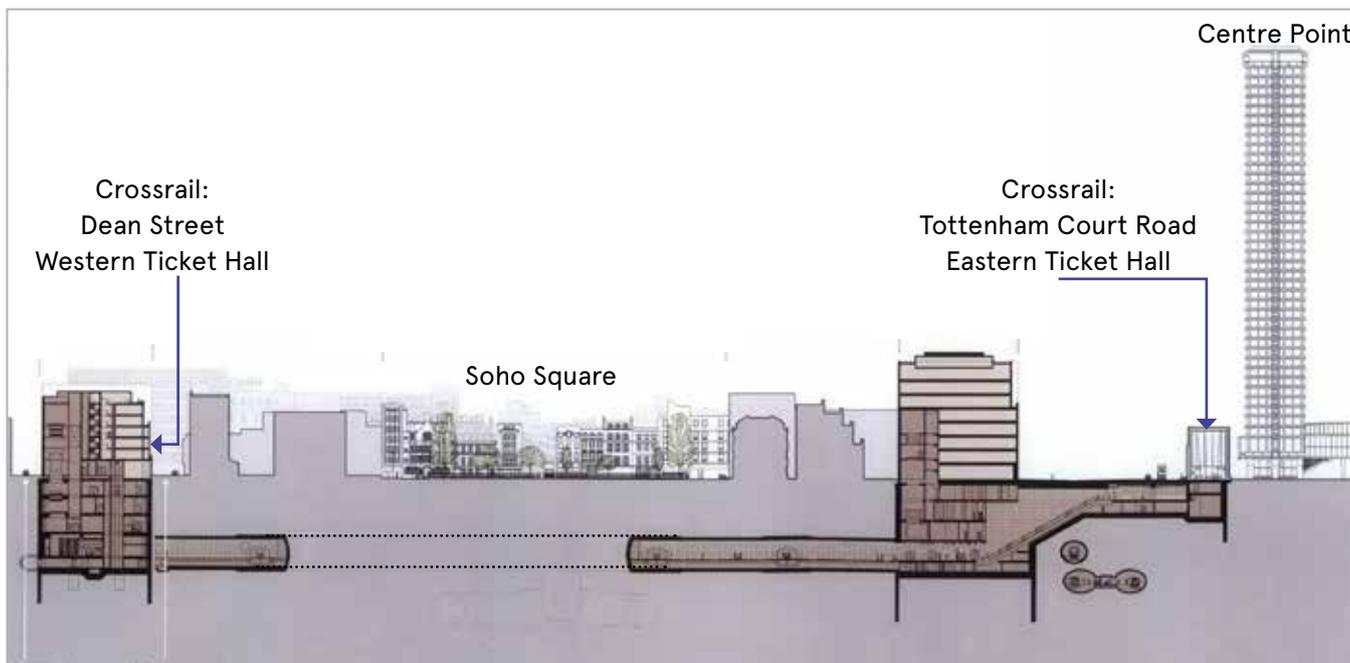
Facing page, top: Crossrail Regional Map [www.crossrail.co.uk/route/maps/regional-map](http://www.crossrail.co.uk/route/maps/regional-map) copyright Crossrail Ltd.

Facing page, bottom: Crossrail Network Map, Crossrail shown in purple. [www.crossrail.co.uk/route/maps/tube-map](http://www.crossrail.co.uk/route/maps/tube-map)

Left: Plan showing Tottenham Court Road Crossrail Station exits.

Bottom: Section showing Tottenham Court Road Crossrail Exits and their proximity to Soho Square.

*Image credit: p.48 'Tottenham Court Road Western Ticket Hall Over Site Development Sites C & D: Design and Access Statement, Hawkins Brown Architects for Crossrail, October 2011.*



The Crossrail station at Tottenham Court Road will have two separate ticket halls with entrances/exits. One exit will be at the north end of Dean Street and one at the north end of Charing Cross Road adjacent to Centrepont. The drawings above show the two exits and their proximity to Soho Square.

Crossrail at Tottenham Court Road Station will significantly improve access to London Underground Northern and Central lines. Crossrail will also significantly decrease journey times from the outskirts of London to Tottenham Court Road (TCR) and Soho:

**When Tottenham Court Road Crossrail Station opens in 2018, there will be an estimated 102,000 passengers using the station everyday for more than 200,000 journeys, an increase of over 50,000 passengers on current use as an Underground Station alone.**

Source for figures: [www.crossrail.co.uk/route/stations/tottenham-court-road/](http://www.crossrail.co.uk/route/stations/tottenham-court-road/)

To/From Tottenham Court Road	2013	2018
Ealing Broadway	27 mins	12 mins
Canary Wharf	21 mins	12 mins
Stratford	19 mins	13 mins
Heathrow	53 mins	28 mins
Romford	40 mins	32 mins

# Crossrail

## (TCR) Dean Street western ticket hall



- ▶ Proposed Crossrail Exit
- ▶ London Underground Exit

Top: Visualisations of the Dean Street Ticket Hall.

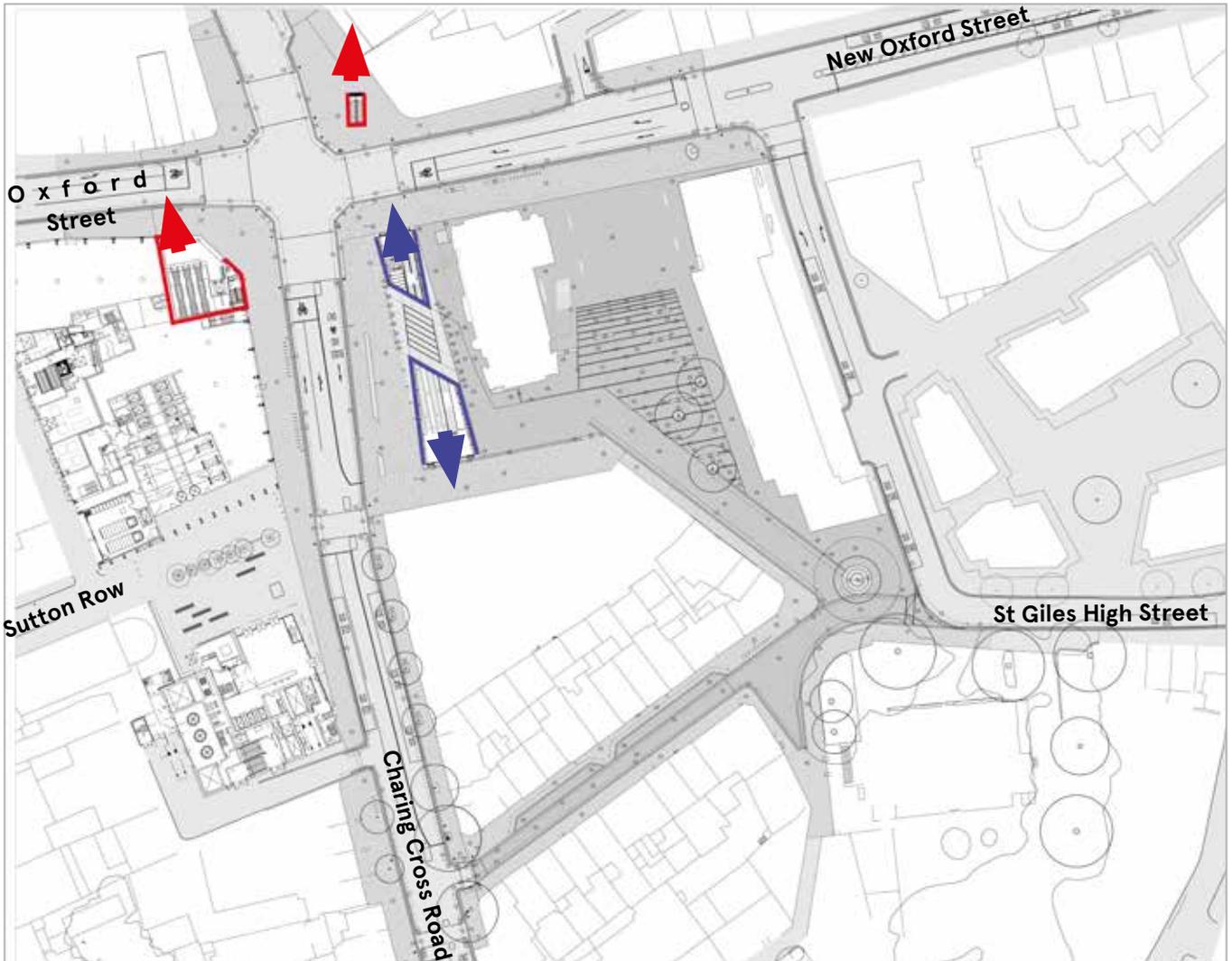
Left: Plan showing Crossrail exit at Dean Street.

*Image credits: 'Plan of aspirational public realm scheme—scheme is speculative and predicts pedestrianisation of Northern end of Dean Street' p. 52, 'Tottenham Court Road Western Ticket Hall Over Site Development Sites C & D: Design and Access Statement, Hawkins Brown Architects for Crossrail, October 2011.*

The western ticket hall of Tottenham Court Road Crossrail Station will be on Dean Street.

Associated public realm proposals include a pedestrian space at the northern end of Dean Street between Fareham Street and Oxford Street and at Diadem Court. Raised carriageways are proposed on Fareham Street and Great Chapel Street.

**(TCR) Tottenham Court Road eastern ticket hall**



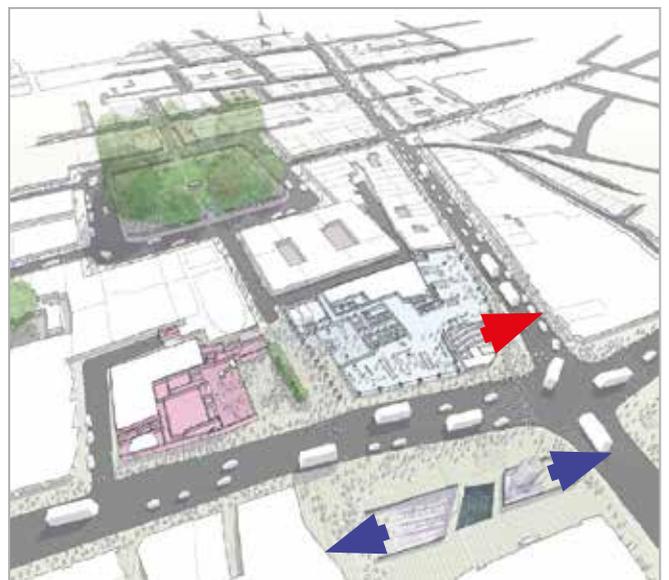
The eastern ticket hall of Tottenham Court Road Crossrail Station will exit into a new public space at the junction of Charing Cross Road and New Oxford Street.

The associated public realm proposals include a new public piazza around Centrepont and an open pedestrian space linking Soho Square and Charing Cross Road at Sutton Row as well as new crossings at Oxford Street/Charing Cross Road/Tottenham Court Road.

Above: Ground Floor plan showing the proposed public realm at St. Giles. The Tottenham Court Road Crossrail eastern exits are marked with a blue arrow. Image Credit: St. Giles Circus General Arrangement Plan, Gillespies, issued: 20.05.2013

Right: Bird's eye view of Tottenham Court Road Crossrail eastern exit and the proposed public realm at Sutton Row with Soho Square in the background.

Image credit: p. 36, *One Oxford Street Design And Access Statement*, AHMM Architects, 2011.



# Design principles for Soho's streets and spaces

The following principles for Soho's streets and spaces are based on Publica's analysis and extensive fieldwork (see the Area Survey section of this report for more detail). They reflect the aims set out in the brief written by Westminster City Council with Transport for London and the London Borough of Camden. The principles incorporate points raised in consultation with local stakeholder groups as well as consideration of the impact of upcoming new developments, infrastructural changes and possible future improvements to the area.

These principles are applicable to the whole of Soho and not just the ten priority streets. They summarise a holistic approach for the future of Soho's public realm by identifying aspects that need protecting and proposing ideas for improvement.

## 1. Maintain the unique character of Soho

Soho is a unique London neighbourhood, made up of a collection of streets and spaces that have a shared character. However, in some parts of Soho single streets have been upgraded to feel like separate places in their own right. Other streets at the edge of Soho have been repaved and redesigned making them feel more related to neighbouring retail areas.

*The character of Soho's public realm should be safeguarded. Upgrades to streets should ensure that Soho retains its character as a whole district. No singular street should be made to stand out to the point that it seems separate from, or unrelated to Soho as a whole.*

## 2. Improve pedestrian experience

The majority of people move through Soho on foot, with stations and bus routes confined to its border streets. Most of Soho's footways are narrow and accommodate a large number of functions alongside pedestrian movement, this can create conflict between users with different priorities and many pedestrians choose to walk in the carriageway, which can cause confusion for other road users.

*Pedestrian comfort should be improved by making the most of all existing pedestrian space. Rationalise all street furniture to reduce obstacles to pedestrian movement and favour clear footways. Where possible take out lamp posts and replace with wall-mounted lighting.*

*In some cases narrow footways cannot accommodate pedestrian movement as well as outdoor tables and chairs or standing drinkers. Careful case by case decisions are necessary. Refuse awaiting collection is also a major issue that should be resolved through management and enforcement.*

*Where footways are extremely narrow investigate all options for widening them, and on narrower streets consider raising the carriageway. Consider introducing raised parking and loading bays so when these are not in use the space favours pedestrians. Maximise all opportunities for creating small rest spaces.*

*With all new proposals for increasing pedestrian space consider the effects on the surrounding streets, other road users and kerbside functions (for example widening footways can have adverse effects on cycling and servicing). Ensure that new or essential pedestrian space intended for movement is not taken over by other street functions through management and enforcement of minimum clear widths where necessary.*

### 3. Improve accessibility for all users

Accessibility to and within Soho is currently compromised by the design of the streets and their use. A lack of dropped kerbs, narrow footways, street furniture and other obstacles in the footways make Soho uninviting to some users.

*Make accessibility for all users a priority, it is key to maintaining Soho's viability as a successful residential and working neighbourhood and a Central London attraction. All public realm improvements must take all users into consideration,*

*Maintain and improve level footway surfaces, rationalise street furniture, remove clutter to prioritise clear widths for access. Introduce dropped kerbs or level crossings where there is a need, consider widening footways or raising carriageways where footways are too narrow. Consider replacing lamp posts with wall-mounted lights.*

*There is a duty for WCC to provide equal accessibility for all as part of the Equality Act 2010.*

*Refer to page 52–53 for suggested accessible routes and priority areas for improvement.*

### 4. Maintain the material palette of a hard working neighbourhood

Most of Soho's streets have a shared look and feel associated with the area; they are hard working streets servicing a vibrant mixed-use neighbourhood. The materials used are practical and robust, predominantly asphalt for carriageways, a mix of materials for footways and historic or reclaimed granite setts and limestone in some places.

*New public realm projects should fit in with Soho's existing material palette, favouring practical and robust materials that are easy to replace and maintain, over costly or bespoke ones. Materials used should be appropriate to the street type and therefore sit well within Soho's street hierarchy. In general asphalt should be used for carriageways.*

*Refer to page 46–47 for more detailed recommendations on an appropriate material palette for Soho.*

### 5. Improve wayfinding whilst maintaining Soho's network of interconnecting routes

Soho's confusing street pattern is also part of its charm, visitors can enjoy getting lost and discovering Soho's streets. The area works well as a network of streets offering a number of parallel options rather than singular main routes that could become too busy.

*Wayfinding in Soho should encourage movement throughout the whole area rather than channel pedestrians down a few routes. Finger posts are not always appropriate for Soho where there are countless destinations in many directions and some could be removed. Where possible, install maps over directional signs, if these were wall mounted this could aid de-cluttering.*

*Consider upgrading street names on the narrower alleyways to include 'leading to...' to aid wayfinding without adding more street furniture e.g. 'Bourchier Street leading to Dean Street'.*

*Numbering and naming of properties and shops along streets can greatly aid wayfinding and location of destinations. This should be encouraged and enforced if appropriate.*

# Design principles for Soho's streets and spaces

## 6. Improve cycling into and within Soho

Cycling is a popular mode of transport amongst many of Soho's users. The street pattern and one-way system create barriers to simple journeys in Soho and result in a range of conflicts and issues. The junctions between Soho and the surrounding main streets can be difficult to negotiate and problematic for cyclists.

*Improve provision for cycling into, out of and within Soho in line with other London and Westminster wide cycle schemes. Consider the introduction of cycle contraflows and assess the junctions on the border streets.*

*Refer to page 54–57 for recommendations on cycling and chapter 7 (page 108–125) for suggested improvements to cycling in Soho.*

## 7. Increase cycle parking provision

There is a high demand for bicycle parking in Soho that is currently not being met. As a result bicycles can be found chained to street furniture all over the area further reducing accessibility and limiting pedestrian space.

*Investigate all options to increase the amount of bicycle parking provided in Soho whilst considering the effect on pedestrian movement and accessibility. Encourage increased provision in existing buildings and new developments. Where possible, consider subterranean bicycle storage and provision of new bicycle storage as part of upcoming developments.*

*Review the use levels of vehicle delivery and parking bays to ascertain whether any could be converted into bicycle parking bays.*

*Where possible, consider encouraging property owners to allow vertical bicycle storage on blank frontages and bicycle storage along railings where it does not impede pedestrian flows.*

## 8. Accommodate vehicles and servicing without compromising other street functions

Vehicle access for street cleaning, refuse collection and other servicing is vital. Deliveries to Soho's small businesses need to be frequent and numerous, especially for smaller businesses. Out of hours servicing and deliveries may not be compatible with the nature of many businesses or the needs of the residential population.

The shared nature of Soho's streets often seems compromised by the number and size of vehicles coming to the area daily. In comparison few private vehicles come through Soho unless they have business within the neighbourhood.

Taxi through-routes do exist and minicabs come to the area in large numbers. Some vehicular access to the streets of Soho is vital if the area is to remain a functional office and media district and a feasible location for the small businesses, nightlife and entertainment it currently houses. However with increased numbers of pedestrians and cyclists in Soho rationalising vehicular use of the streets could help.

*Access, servicing, refuse collection and vehicle size limits should be further investigated. Accommodate vehicles and servicing without compromising other street functions. Raise delivery bays so that when not in use they become part of the pedestrian realm. Consider timed use, shared use, access only, or other traffic control measures for some streets. Investigate the feasibility of reducing the amount of on-street delivery bays and kerbside loading. Consider a system for consolidated deliveries. Encourage local businesses to develop a 'Soho friendly' delivery and servicing policy and sharing of resources and deliveries.*

*Refer to page 58–59 for further information on vehicle movement and servicing.*

## 9. Ensure the integration of new developments

Soho is constantly evolving and changing. There has been an increase in the number of building developments in the area recently, with Crossrail stations precipitating major change to the area and its edges. New developments can present opportunities for improvements to the existing streetscape and increased public space, however associated material upgrades can alter the character of streets and spaces.

*Ensure all new spaces and streetscape improvements meet the standards outlined in this report and use the material palette defined for Soho in this document which falls within the Westminster Way guidelines. New investment and developers' upgrades of the public realm should adhere to a Soho material palette.*

*Maximise opportunities for pedestrian space, improved connections to surrounding neighbourhoods, bicycle storage and other amenity in the public realm.*

*Refer to page 46–47 for more detailed recommendations on an appropriate material palette for Soho.*

## 10. Provide amenity to keep Soho's public realm inviting

Soho is a famously cosmopolitan neighbourhood welcoming people from all walks of life and from across London, the United Kingdom and the world. This character exists alongside a sizeable local residential community and a large number of local business owners and employees who have long standing relationships with the area. Despite this rich social infrastructure, public amenities can appear scarce. There are few public benches outside of the garden squares, seating often requires spending money in a cafe or restaurant and public toilets are often closed. As a result, Soho's streets and spaces can feel uninviting and exhausting for some people. Public amenity is vital to creating a truly public and inviting neighbourhood.

*Consider all the users coming to Soho; their age, ability, mobility and economic means and ensure that their needs are met. Maintain Soho's public and inviting character and ensure that this is safeguarded and improved upon within the public realm. Ensure that public toilets are operational. Add more public benches where possible. Increase the provision of free bicycle parking.*

*Further to the principles, these points are presented in further detail in chapter 5 of this report **Headline Recommendations and Suggestions** (p42–63).*

*In addition, ten priority streets for improvement have been identified as part of this study. Ideas for each street, which exemplify and translate these principles, can be found in section 6 of this report (p64–107).*

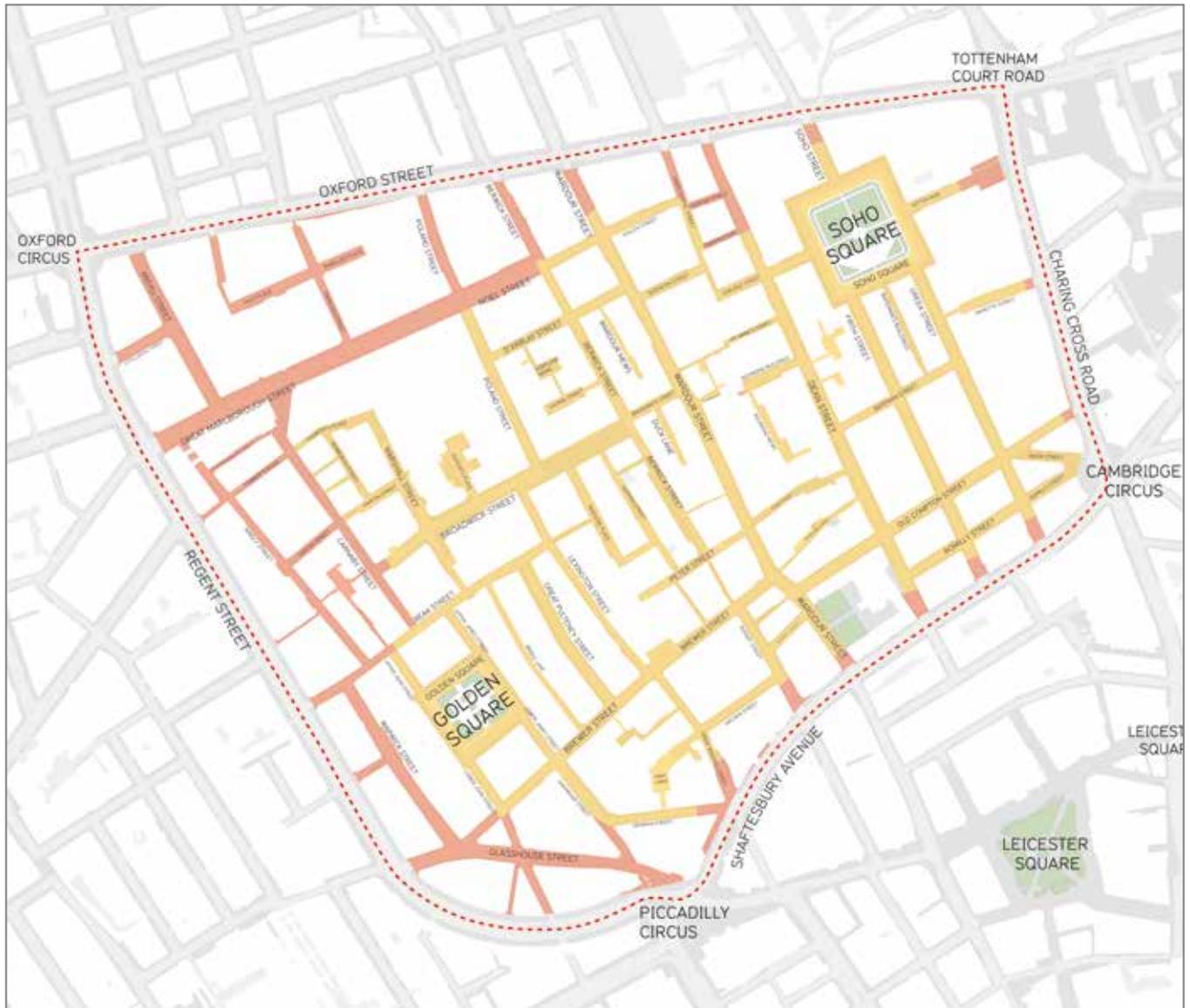
# Headline recommendations and suggestions

**HEADLINE RECOMMENDATIONS  
AND SUGGESTIONS:**

- a. Protect the character of Soho's streets**
- b. Maintain Soho's material character**
- c. Work within the hierarchy of streets**
- d. Create accessible routes and pedestrian connections**
- e. Improve cycling within Soho**
- f. Further examine vehicle movement and servicing**
- g. Introduce more flexible use of parking bays**
- h. Improve key wider connections and respect Soho's network of interconnecting routes**

# a. Protect the character of Soho's streets

Refer to Principles 1, 2, 4 & 9



- Typical Soho streets
- Soho edge zone

## Busy west end streets, an edge zone of upgraded back spaces and finally the streets that feel like Soho

Soho as defined for this study is bounded by Oxford Street, Charing Cross Road, Shaftesbury Avenue and Regent Street. When approaching Soho from the boundary roads the perceived point of arrival in Soho, with its public realm character, is usually about one block in from the edge streets.

An edge zone exists around Soho, shown in the map on the facing page, a transition zone of streets between the busy boundary roads and the neighbourhood within. One block in from Oxford Street and Regent Street several former back streets have been upgraded with investment in the public realm and new paving materials such as grey granite setts. Along Shaftesbury Avenue and in the east the edge zone is less distinct, however this is set to change as public realm improvements associated with Crossrail on Dean Street and Sutton Row are built out.

The more typical Soho streets, the area within the edge zone, are shown in yellow on the map. These streets have a shared look and feel. They are generally paved in asphalt lending them the character of a hard working neighbourhood. It is this look and feel in the public realm that is perhaps more associated with Soho and its distinct atmosphere.

## Acknowledge the edge zone of transition streets and spaces, but protect the feeling of Soho's inner streets and spaces

The edge zone is necessary as it provides amenity to the busy streets surrounding Soho and as such it should be acknowledged and improved upon. However, the character and use of the edge zone is different to that of inner Soho and therefore all efforts should be made to protect the look and feel of Soho's more typical streets and spaces.



Typical condition in Soho: asphalt carriageways with granite kerbstones and concrete or asphalt footways on Bateman Street.



New edge condition: English Pennine stone footways, granite kerbstones and tricolour granite setts in the carriageway on Air Street.



Upcoming edge condition: Crossrail visualisation showing new arrangement and paving to Sutton Row and around St Patrick's Church with Soho Square in the background.

*image source:*

[www.crossrailart.co.uk/image-library/tottenham-court-road](http://www.crossrailart.co.uk/image-library/tottenham-court-road)

## b. Maintain Soho's material character

Refer to Principles 1, 2, 4 & 9



Surface materials in Soho  
(August 2013).

- Asphalt carriageway
- Granite setts (reclaimed)
- Granite setts (new)
- Asphalt footway
- Concrete paving (ASP)
- Brick paving (grey/brown)
- York stone paving slabs
- Grass
- Soft planting

### Materials recommended for Soho streets:

- Asphalt carriageways.
- Granite kerbstones.
- Footways in asphalt or concrete paving slabs at WCC conservation area grade with recessed covers, or in certain instances such as Garden Squares enhanced conservation area grade stone.
- Raised parking/loading bays in dark, uniform granite setts to harmonise with footways and kerbs.
- In some cases small passageways and mews streets that connect between streets could be paved with a single material to enhance wayfinding.

## The existing material condition in most of Soho is mixed, with a zone of upgraded materials along its edge.

The material map opposite shows all of the surface material finishes in Soho (as surveyed in August 2013). In Soho the streets are predominantly paved with asphalt. Footways and carriageways are generally separated by granite kerb stones. In some instances the carriageways have been paved with reclaimed granite setts, for example on Broadwick Street and Rupert Street. Footways are paved in a mix of materials; predominantly asphalt and concrete pavers with the occasional use of limestone. The materials used are practical and robust and in most cases should be easy to maintain or replace. However it should be noted that the surface condition of many streets in Soho is currently not in good repair.

A different palette of materials has developed in streets at the edges of Soho, especially where street upgrades have taken place as part of new developments. Here some streets have been paved in a single, continuous surface, others in limestone paving slabs and new tricolour granite setts. These streets stand out from the rest of Soho as places in their own right or as more akin to the surrounding retail areas, they do not feel part of the normal character of Soho's streets.

## Control the material palette and limit the erosion of Soho's character by new street upgrades.

New public realm projects should fit in with Soho's existing material palette, favouring practical and robust materials that are easy to replace and maintain, over costly or bespoke ones. Improvements should not seek to create unique streets that stand out from the rest of Soho. Materials should adhere to the Westminster Way policy. The materials used should be appropriate to the street type and therefore sit well within Soho's hierarchy of streets (see next page).



Typical condition: concrete paving with granite kerbstones and asphalt carriageway. Where footway widths are sufficient aim to maintain this material palette. In many cases better maintenance is required, however material changes are not recommended.



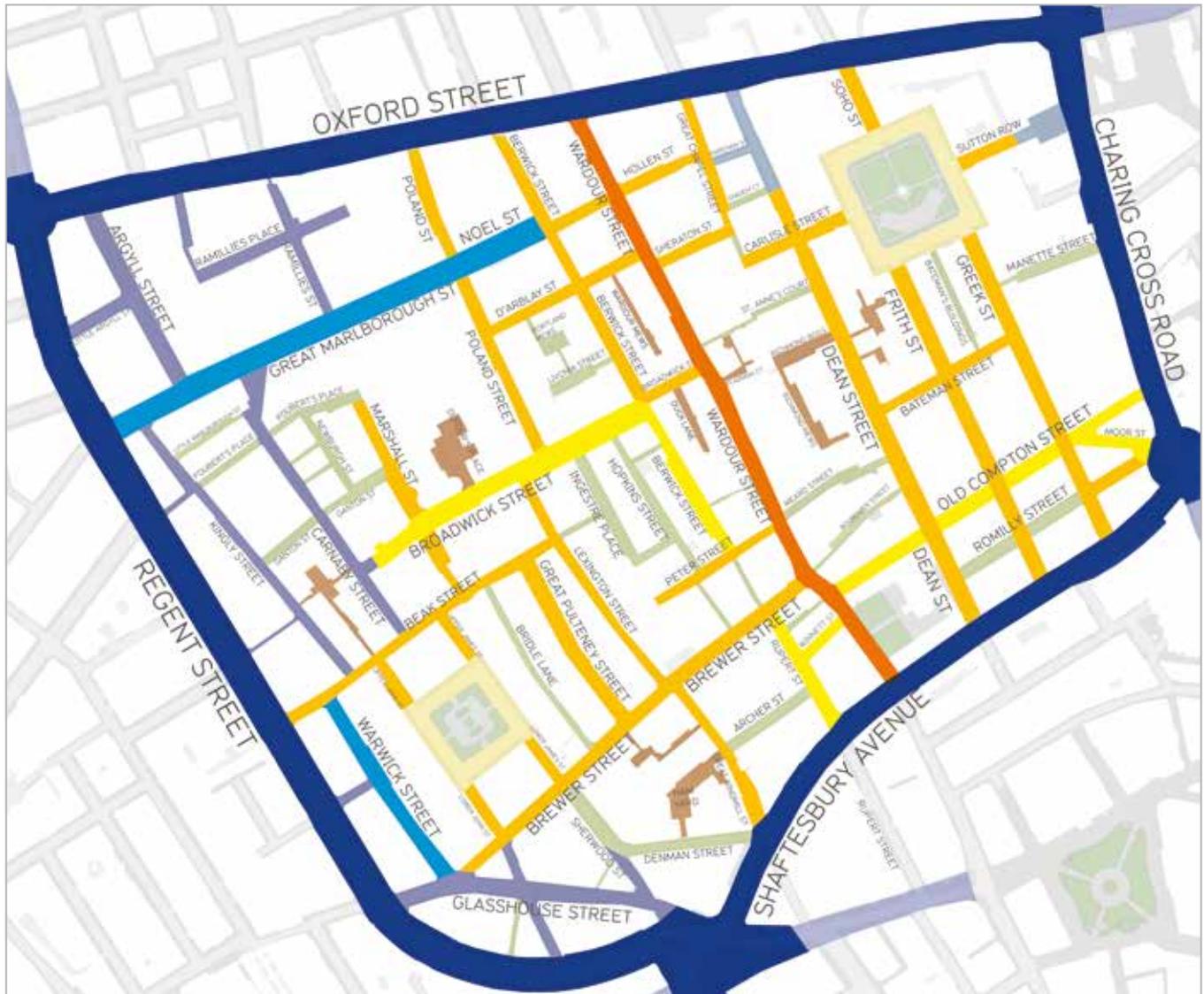
Potential improvements where footways are very narrow: concrete paving with granite kerbstones, raised parking/loading bays in dark, uniform granite setts, re-laid asphalt carriageway potentially level with footway if this is beneficial.



Paving for edge streets or pedestrian spaces should still feel like it belongs in Soho. Reclaimed granite setts laid flush have been successfully used on Rupert Street.

## c. Work within the hierarchy of streets

Refer to Principles 1, 2 & 9



- 1 Typical Soho grid streets. A balance of pedestrians, vehicles and cyclists. E.g. Frith Street, Beak Street, Brewer Street
- 2 Busy route for vehicles, pedestrians and cyclists crossing Soho. E.g. Wardour Street
- 3 Wider streets or spaces with less traffic or special material surface. E.g. Broadwick Street, Old Compton Street, Berwick Street, Rupert Street
- 4 Pedestrian back streets/mews/lanes small scale connecting streets. E.g. Meard Street, St Anne's Court, Manette Street
- 5 Back spaces and dead ends that do not lead anywhere. E.g. Duck Lane, Dufours Place
- 6 Garden Squares. E.g. Golden Square, Soho Square
- 7 Edge streets in Soho that have been recently upgraded as part of improvements to other areas/streets. E.g. Argyll Street, Glasshouse Street
- 8 Typical London streets found across the West End and Mayfair. Wider than typical Soho streets with a grander scale of buildings. E.g. Great Marlborough Street, Warwick Street
- 9 New pedestrian spaces to be developed as part of Crossrail public realm works.
- 10 Main cross London streets surrounding Soho. E.g. Oxford Street, Regent Street, Shaftesbury Avenue, Charing Cross Road

Although Soho's street hierarchy can be confusing to navigate, the area is clearly defined by the bounding edge streets, through the scale of the buildings within Soho, street widths and paving materials used.

When making proposals for upgrades to Soho's streets and spaces, consideration should be given to the street types and the appropriate materials as outlined below.

### 1. Typical Soho grid streets

Minimal material change is preferred to maintain the character of these streets. Carriageways are to be resurfaced in asphalt and footways in asphalt or concrete paving. There is potential to raise the carriageway where footways are very narrow, or to widen footways by raising parking and delivery bays and paving them in dark grey granite setts.

### 2. Busy route for vehicles, pedestrians and cyclists (Wardour Street)

Wardour Street has been studied as one of the 10 priority streets see section 6.

### 3. Wider streets with less traffic or special material surfaces.

These streets need to be considered individually. In some cases, such as Broadwick Street, they already have different paving from the normal asphalt. This generally enhances their identity as public spaces. Projects have recently been undertaken on Rupert Street and Winnett Street re-using worn granite setts but creating better level surfaces. Where possible granite setts should be reclaimed, reused and relaid to harness the patina and character rather than introducing brand new sawn granite setts that can feel alien to Soho. Detailed ideas for Broadwick Street and Romilly Street can be found in section 6.



1. Typical Soho grid streets, Peter Street.



2. Busy route for vehicles, pedestrians and cyclists, Wardour Street.



3. Wider streets with less traffic or special material surfaces, Rupert Street.

## c. Work within the hierarchy of streets



4. Pedestrian back streets/mews/lanes with few vehicles, Bourchier Street



5. Back spaces and dead ends that do not lead anywhere



6. Garden squares.

### 4. Pedestrian back streets/mews/lanes small scale connecting streets

Each of these streets should be considered separately as they have unique identities and create special moments of discovery. These streets often have very narrow footways and therefore raising the carriageway is a viable solution to increasing accessibility. The materials used on the footways and carriageway should be selected with care as they can alter the character of these small streets significantly. In general favour well kept asphalt carriageways. In some cases small passageways and mews streets that connect between streets could be paved with another material such as limestone or granite to enhance wayfinding. In such cases favour reclaimed granite setts for carriageways and avoid materials such as new grey sawn granite setts if they are likely to create an over sanitised character. Where existing granite kerbstones exist aim to maintain them.

### 5. Back service mews and dead ends

These are often quiet spaces that act as 'the tradesman's entrance' to Soho with delivery entrances and places to smoke and take a phone call. They add to the hard working character of the neighbourhood and contrast with the busier streets. These spaces should be maintained as functional places. These places are often used as informal amenity spaces by workers from surrounding buildings. This function should be maintained and can be encouraged through the provision of wall mounted bicycle racks and other amenities if there is space. Materials in these spaces should remain asphalt to keep the back of house character and differentiate them from other small scale connecting streets that may be upgraded to improve wayfinding.

### 6. Garden squares

Soho's garden squares function well as recognisable moments in the maze of streets and are well used and well loved public spaces. More could be done to improve amenities. For example there is a great deal of potential to increase cycle parking on the generous pavements or in replacement of some car parking spaces. Soho Square has been looked at in more detail on p. 74-77.

### **7. Edge streets in Soho that have been recently upgraded as part of improvements to other areas/streets**

The character of these streets relates to other parts of the West End more than to Soho itself in part due to the material palette used. These upgrades have provided improved and interesting public spaces but the approach taken is not necessarily appropriate for streets further into Soho.

### **8. Typical London streets found across the West End and Mayfair. Wider than typical Soho Streets with a grander scale of buildings.**

The built character and scale of these streets means that they have a different character to typical Soho streets. There is often more space in these streets than others in Soho and therefore opportunities for wayfinding maps, further bicycle stands and benches should be pursued.

### **9. New pedestrian spaces to be developed as part of Crossrail public realm works**

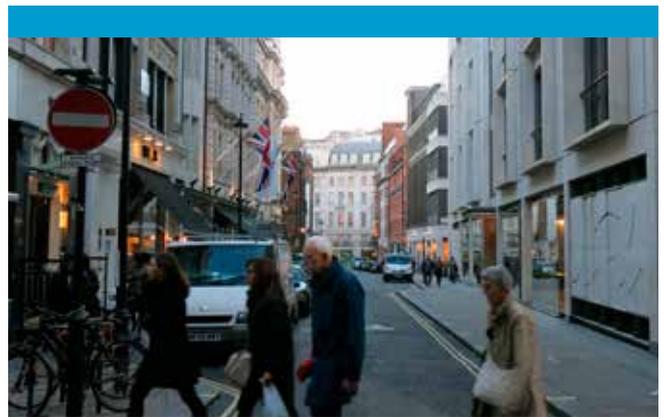
These spaces will give priority to pedestrians to accommodate the predicted large numbers of people entering and exiting Crossrail, they will be surrounded by new developments and as such will have a different look and feel to typical Soho streets. Where possible minimise the shrinkage of Soho's typical streetscape by referencing the material palette stated in this report. The use of reclaimed granite setts and other materials with a patina that will fit in with Soho's character should be encouraged.

### **10. Main cross London streets surrounding Soho**

The thoroughfares surrounding Soho are of a different larger, metropolitan character. In most cases they have wider footways than streets within Soho. Although they are very busy with pedestrians and have bus stops along their length they may be able to accommodate some added public amenity that would serve the whole district such as wayfinding maps and cycle stands.



7. Edge streets in Soho that have been recently upgraded as part of improvements to other areas and neighbouring streets, Glasshouse Street



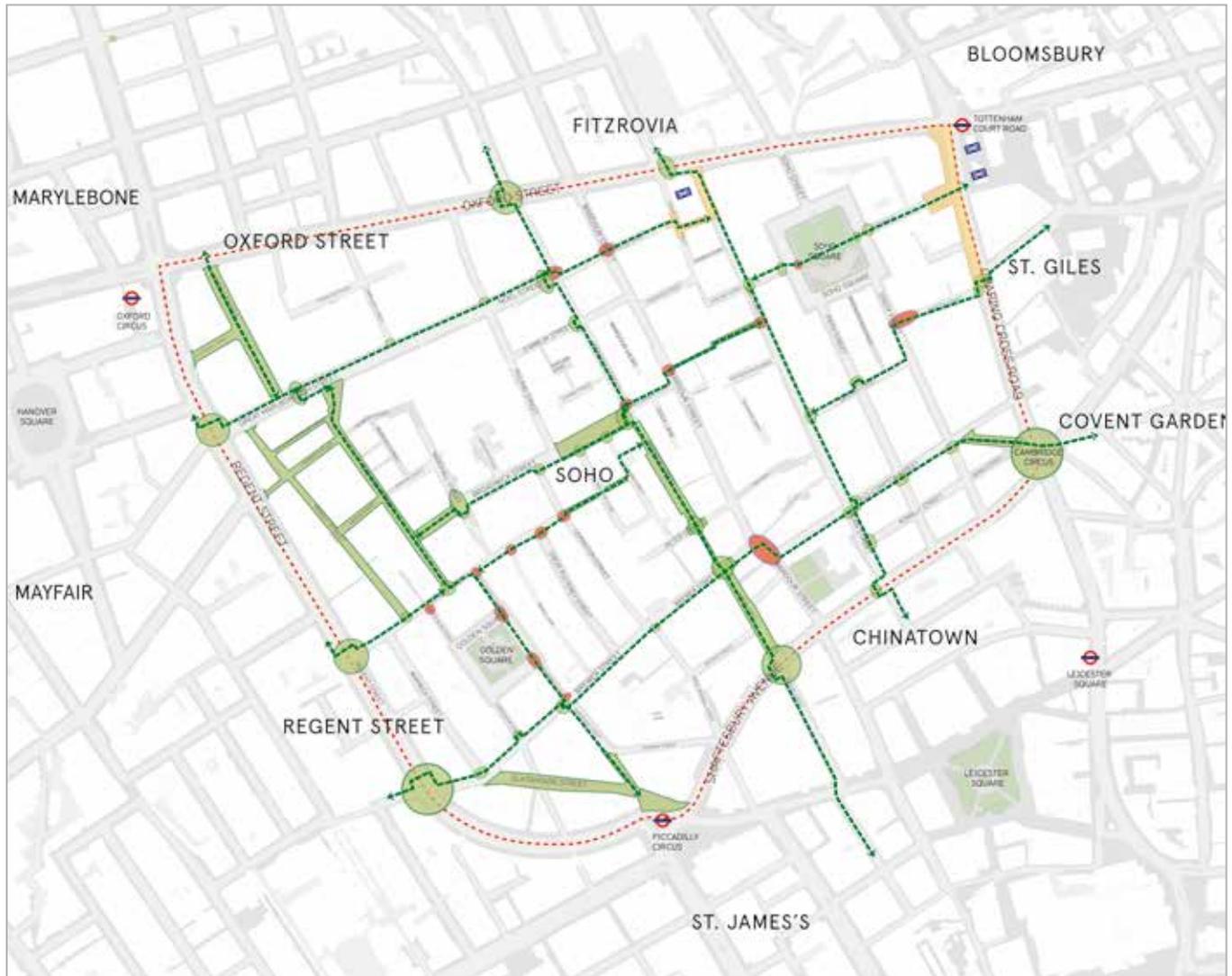
8. Typical London streets found across the West End and Mayfair. Wider than typical Soho streets with a grander scale of buildings, Warwick Street



9. New pedestrian spaces as part of Crossrail public realm works, Sutton Row.

# d. Create accessible routes and connections

Refer to Principles 3, 4 & 5



-  Proposed accessible routes within Soho
-  Crossing point with kerbs along route. This is where improvements are required to create the accessible routes.
-  Existing shared/level surface/dropped crossing point along proposed accessible route
-  Improved spaces as part of Crossrail public realm improvements

NB: The recommendations and suggestions presented in this report are strategic ideas that will require further consultation, investigation, engineering and testing before implementation.

## There is limited accessibility across Soho.

Accessibility into and within Soho for people in wheelchairs, those pushing prams, those who are visually impaired and people with other mobility problems is currently compromised by the design of the streets, maintenance issues and the use of footways for street furniture. A lack of dropped or level kerbs in certain locations, the presence of street furniture and obstacles in the middle of footways, uneven paving, crowds and narrow clear widths create a terrain that can be intimidating and problematic to navigate. There is a duty for WCC to provide equal accessibility for all as part of the Equality Act 2010.

## Prioritise accessible routes through Soho to create a number of options for all users to come to and through the area.

Some simple solutions applied across Soho could create significant improvements for accessibility. The accessible routes shown in the map on the facing page identify key routes through Soho that are useful and already accessible in a lot of places. Focussing improvements to the areas marked in red along the proposed accessible routes would be a quick way of creating a network of accessible routes through the district.

Add dropped kerbs or level crossing points, remove street furniture wherever possible, enforce removal of clutter, A boards and tables and chairs if they severely hinder movement. Wherever possible replace lampposts with wall mounted street lights. Widen footways and/or raise the carriageway if appropriate to allow better accessibility.

## Improve the maintenance of the streets of Soho to keep it inviting to all users. Make the public realm fit for purpose.

The upkeep and maintenance of Soho's streets is key to creating and maintaining accessibility through the area.



Crossing points without dropped kerbs or a raised carriageway can cause problems for a number of users.



The design of the streets, street furniture and its positioning often reduces accessibility.

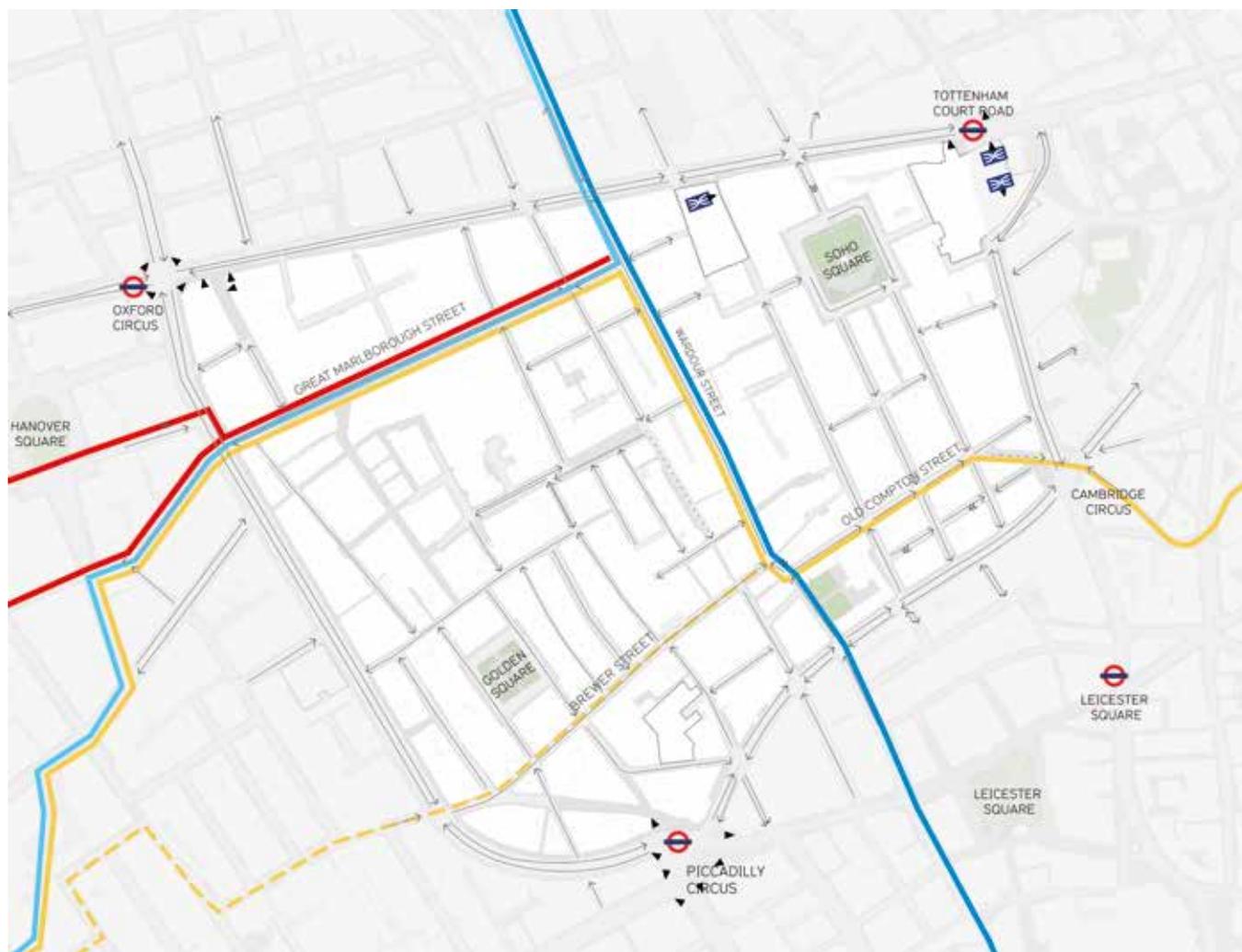


Simple solutions applied across Soho could create significant improvements to accessibility. In the first instance, focussing on the accessible routes identified would allow more users to come to and pass through the whole of Soho.

## e. Improve cycling within Soho

Refer to Principles 6 & 7

Current proposals within the Draft Westminster Cycling Strategy



The proposals within the Draft Westminster Cycling Strategy were published for consultation in the Autumn of 2013. Westminster City Council have proposed several cycle Quietways within Soho as part of the Draft Westminster Cycling Strategy 2013, as mapped above. These routes were published for consultation during the period that this study was completed. If the proposed routes are implemented they will introduce legal two way cycling on certain streets in Soho and may help to regularise the current situation of cyclists travelling in both directions on one-way streets. The design and function of the Quietways is currently not finalised. Depending on their realisation they could go a long way to improving cycling in Soho.

When considering cycling in this study the proposals of the Draft Westminster Cycling Strategy have been treated as a base-line future position.

### WCC Draft Cycling Strategy Proposed Cycle Routes

- ← Direction of traffic flow
- ≫ Cycle contraflow
- Victoria line Quietway
- Central line Quietway
- Quietway 19
- Quietway 88
- - - Possible alternative route

Cycling is a popular mode of transport in Soho. A large number of cyclists in Soho are coming to or from Soho rather than traversing the area. The street pattern and one-way system can create barriers to simple journeys in Soho that frustrate cyclists and result in a range of conflicts and issues. The junctions between Soho and the surrounding main streets can also be difficult to navigate and problematic.

There is a high demand for bicycle parking in Soho that is currently not being met, as a result bicycles can be found chained to street furniture all over Soho reducing accessibility and pedestrian space on narrow footways. Limited street space means there are few places to locate additional bike racks.

As part of this study some extra interventions have been suggested, shown in the map on the following page and in chapter 7, page 108–125. Several additional ideas beyond the draft Quietways proposals have been identified by this study and are presented in more detail in chapter 7 of this report, Suggestions for improvements to Cycling in Soho (chapter 7 page 108–125). These ideas are aimed at improving cycle permeability into and within Soho, opening up routes that are currently blocked due to the one way system, while being sensitive to the shared nature of specific streets and the potential of conflict with some pedestrian users,



## e. Improve cycling within Soho

### Summary of initial WestOne thinking for Quietway proposals as part of the Central London Cycle Grid

#### QUIETWAY 88

##### Wardour street

Modify operation to allow for two way cycling, possibly through use of shared space principles and rationalisation of parking/loading. Improvements at junctions with Oxford Street and Shaftesbury Avenue to allow onward cycle route connectivity in both directions.

#### QUIETWAY 19

##### Great Marlborough Street

Improve junction with Regent Street, review how to improve cycle and pedestrian movement and safety, particularly at the western end, possibly through rationalisation of parking/loading bays, changes to the carriageway layout and a review of pedestrian crossing opportunities.

##### Noel Street

Provision of eastbound contraflow cycle facility through rationalisation of parking/loading bays and improved junctions with Wardour Street and Berwick Street to enhance pedestrian and cycle safety.

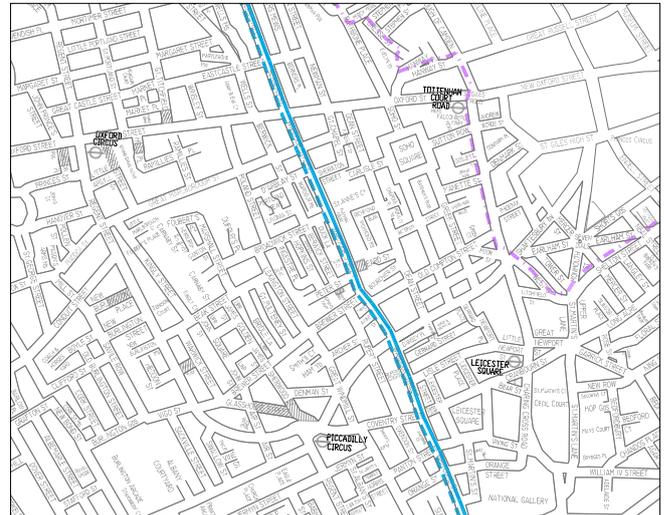
##### Wardour street

As Quietway 88

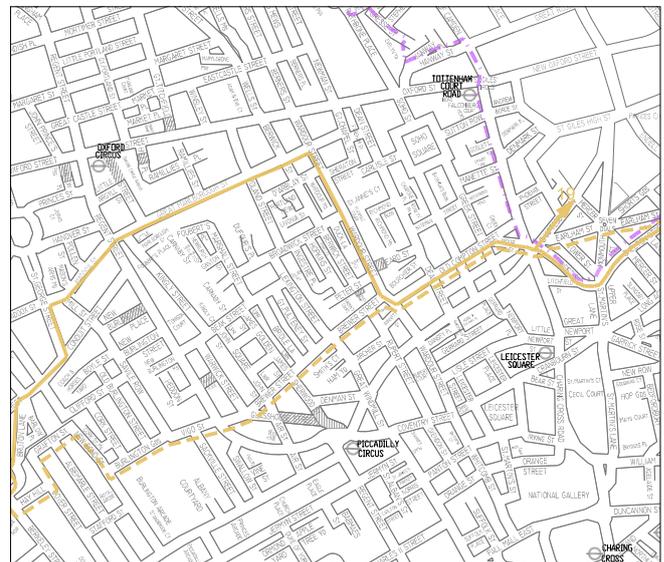
##### Old Compton Street

Permit contraflow cycling, with a longer term aspiration for a shared space environment.

*Detailed proposals for these streets have not yet been developed and are subject to feasibility, design work and consultation with the local community and stakeholders.*



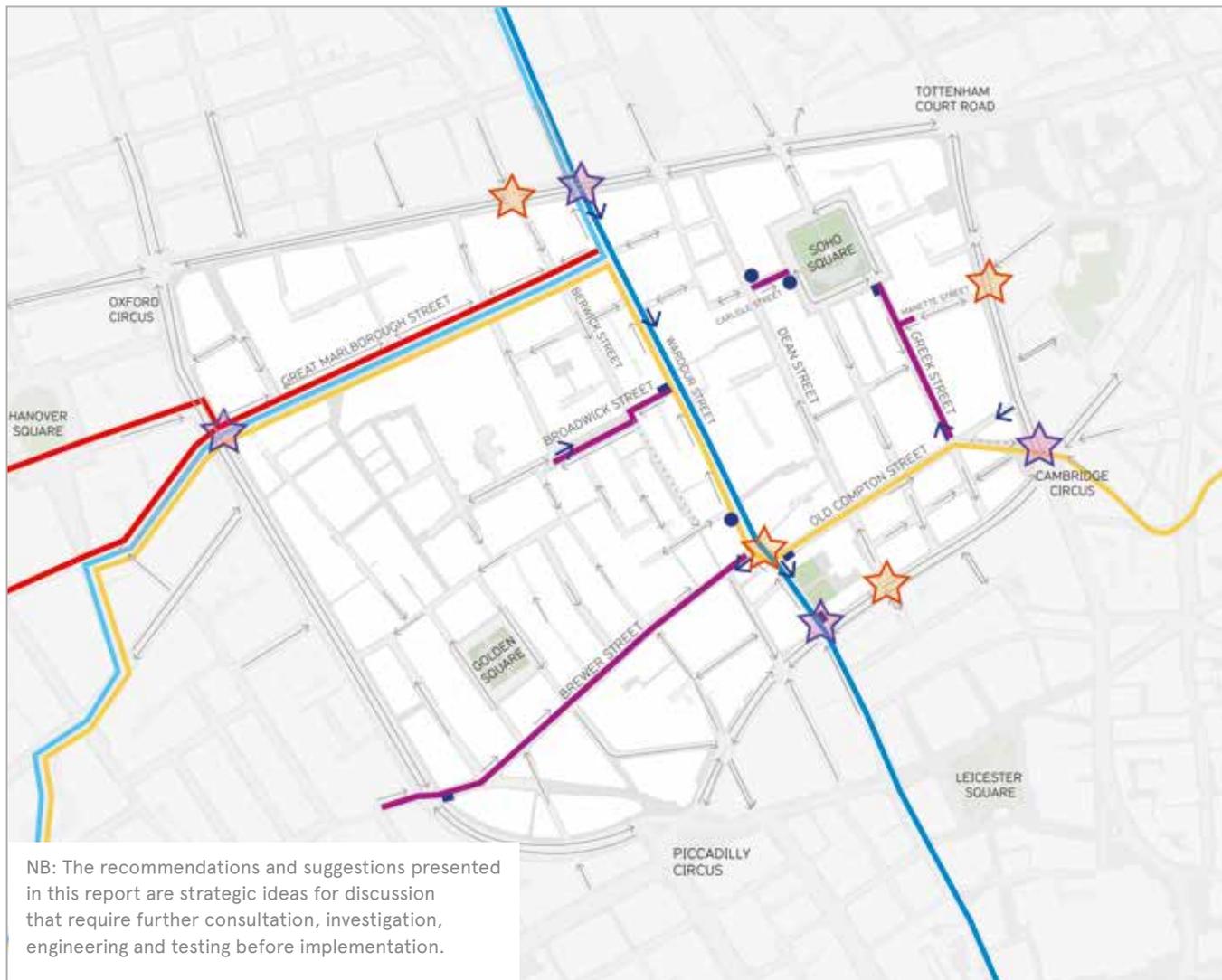
Soho section of Quietway 88



Soho section of Quietway 19

**Refer to Principles 6 & 7**

**Additional ideas for cycling suggested by this study**



The map above details the added improvements for cycling suggested in this report. These build upon the proposals included in the Draft Westminster Cycle Strategy.

Based on analysis of the conditions for cycling to and within Soho, and where conflicts with other users can occur, as well as the aims of the brief for this study, a limited number of further cycle contraflows on certain streets are suggested along with improvements to some key junctions at the edges of the district.

Each suggested idea is further examined and explained in chapter 7 of this report on pp108-125 Suggestions for Improvements to Cycling in Soho.

- ← Existing direction of traffic flow
- ←-- Timed or restricted vehicle access
- WCC proposed cycle routes:**
  - Victoria line Quietway
  - Central line Quietway
  - Quietway 19
  - Quietway 88
- ★ Junction where improvements for cycling are likely as part of WCC cycling strategy
- Other Suggestions by Publica**
  - Suggested additional cycle contraflow
  - Signage at street corners warning of cycle contraflow
  - ➔ Segregation for cyclists at entry to contraflow
  - Segregation for cyclists at exit of contraflow
  - ★ Suggested additional improvements to junction

## f. Further examine vehicle movement and servicing

### Refer to Principle 8

The one way system discourages most drivers from passing through Soho, but certain streets are still dominated by vehicles with business in the area. The creation of access only restrictions might not hold much potential for reducing the number of vehicles.

Servicing of businesses, deliveries and refuse collections are major issues in Soho. The streets are narrow, leaving little room for the users competing for space. Large commercial vehicles can dominate the spaces as they pass through, bringing other users to a standstill. The majority of businesses in Soho employ less than 10 people making night time deliveries or consolidated services difficult to implement. As a result the majority of servicing and delivery vehicles use the streets during office hours predominantly in the morning. The residential population in Soho means night deliveries and refuse collections are a nuisance. In the evenings taxi minicabs and pedicabs can dominate, often parking at restricted kerbsides.

### Accommodate vehicles and servicing without compromising other street functions or the needs of small businesses

There are many potential solutions to issues related to servicing and vehicular movement. A limit on vehicle size and access by HGVs could be one way of helping to reduce the impact of vehicles. Another way forward could be a freight consolidation scheme for local businesses. However as a first step further studies are required in order to assess the viability of any ideas for improvement. The solutions to problems around vehicle movement and servicing in Soho will require a combination of management, enforcement, concerted joined up efforts by businesses and perhaps a shift in patterns of sourcing and logistics.

In some places rethinking the control of vehicle loading could have positive impacts. Raised delivery bays with roll over kerbs could offer some improvements. When not in use they can appear more part of the pedestrian space and may help to discourage illegal parking and loading at other times.

Any strategies for consolidated or time controlled access should be sensitive to the needs of churches and smaller businesses, which will not be able to open for deliveries outside of normal business hours.



With 4000 business within Soho, there are frequently service vehicles negotiating the streets.



Whilst the one way system discourages most drivers from passing through Soho, the route down Berwick Street and through Broadwick Street is often congested.



Simultaneous deliveries on Old Compton Street



Soho's narrow streets are difficult spaces for manoeuvring large vehicles



A minicab parked on the bicycle lane on Romilly Street



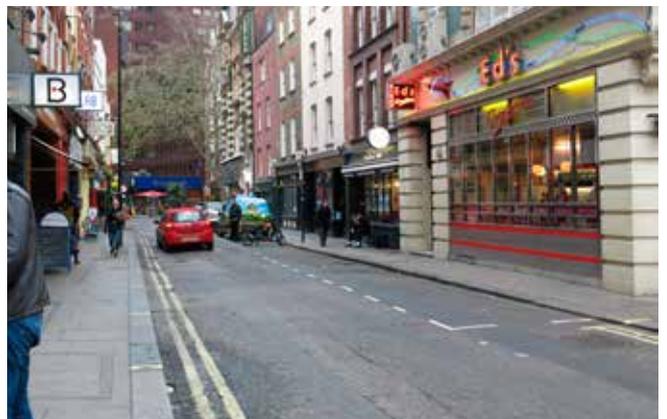
Facade damage caused by a delivery vehicle negotiating a tight corner.



In many cases, deliveries happen at all hours



Larger vehicles mounting the footway in narrow streets



Allocated parking bays are often seen empty, an assessment of parking bay use could help identify areas where spaces might be reallocated or used more efficiently

## g. Introduce more flexible use of parking bays

Refer to Principles 2, 3, 7, 8 & 10

**Narrow footways already accommodate many functions and there is often limited carriageway space. A more flexible use of parking/loading bays could help to free up space**

In Soho footways are narrow and clear widths for pedestrian movement are often limited. Soho's footways accommodate servicing to doorways, street furniture, cycle parking, outside seating, signage lamp posts and other features. In certain places groups of people standing in the footways regularly fill up the space. This happens outside pubs and at other points. These uses can often over ride space for pedestrian movement, blocking routes or making them inaccessible for some people. This causes pedestrians to walk in the carriageway instead, which can be unsafe.

Space in the carriageway is also constrained and sometimes intensely used. This limits the opportunities for footways to be easily widened. On streets where cycle contraflows are proposed these tensions may become even more apparent. Never the less, in some places the space allocated to vehicle parking and/or loading is underused at times, restricted to particular hours for loading or limited to metered use or resident parking permit holders. With different materials or the re-design of levels and more flexible thinking the parking and loading bays could be used to accommodate other street functions. This may be the only way of gaining space for improvements in many of Soho's streets and freeing up footway space for pedestrian movement and clear widths without compromising carriageway space.

A further detailed study and consultation on ideas for flexible use of street spaces could be undertaken with stakeholders, local people and businesses.

Consideration could be given to the creation of a Restricted Parking Zone or Pedestrian Priority Zone covering Soho. These might have the benefit of changing drivers' and pedestrians' behaviour within Soho. However, the negative implications of extra signage, street clutter and road markings, especially at the entrances and exits of any zone, should be weighed against the aspiration of reducing clutter and improving accessibility across Soho.



Social space can limit footway widths in the evenings but is a well loved use of the street space for many and an intrinsic part of Soho life.



The high demand for bicycle parking in Soho leads to informal solutions which can often compromise other street functions.



Competing uses of the footway can lead to narrow clear widths while carriageway space is relatively generous by comparison.

## London and international precedents

There are many examples in many cities where public space is limited yet there is a need for increased outdoor public amenity. The solutions are varied and specific to the demands of the particular location but may be instructive for imaginative solutions in Soho:

- Raised parking/loading bays often result in the space forming part of the pedestrian realm when not in use by vehicles.
- Timed sharing of parking bays e.g. flexible bicycle parking in Copenhagen.
- Permanent change from parking bays to other uses e.g. in many American cities where residents and business owners are able to apply to create 'parklets'.
- Small public spaces in place of parking bays), temporary one-off use of a parking bay for other functions e.g. 'Park(ing) Day'.
- Using of parking bays to test demand for other functions e.g. bicycle racks in Hackney.



Public Parklets, San Francisco.  
Source: San Francisco Parklet Manual, February 2013.



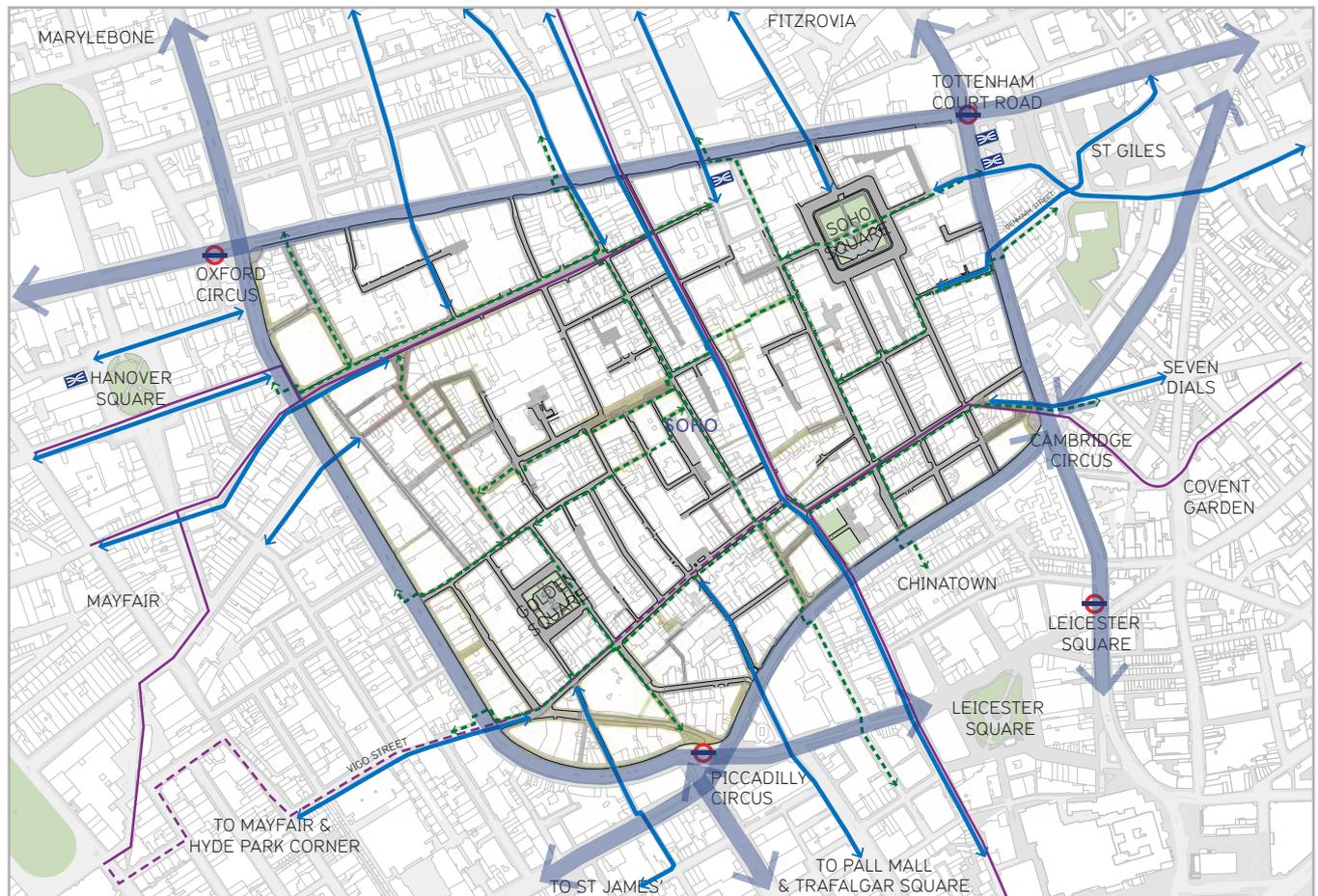
Flexible bicycle parking, Copenhagen: [www.gehlcitiesforpeople.dk/2013/09/04/flex-parking](http://www.gehlcitiesforpeople.dk/2013/09/04/flex-parking)  
Bicycle parking allowed during the day from 7am to 5pm, cars are allowed to park between 5pm and 7am.



Cyclehoop car shaped bicycle rack, London Borough of Hackney, fills the same footprint as a parking space while accommodating ten bicycles. The racks are installed temporarily in locations selected by popular demand. Their use is monitored and where demand is found they are replaced with permanent facilities and the temporary bike ports relocated.

# h. Improve key wider connections and respect Soho's network of interconnecting routes

Refer to Principle 5



-  **Main city wide streets**  
Major routes and destinations in their own right, the bounding streets of Soho are within this category
-  **Wider connections from Soho into surrounding neighborhoods**
-  **Proposed accessible routes within Soho**
-  **WCC Cycle Strategy proposed routes**

Soho works well as a network of streets offering a number of options rather than singular routes. The street network can be confusing but is learned over time by regular users. The maze of streets and the range of spaces and scales are part of the charm of the public realm in Soho.

Wayfinding in Soho should encourage movement throughout the whole area, rather than channelling people down certain streets. The character of the streets and their narrow widths would make a strategy of encouraging a few primary walking routes undesirable. The successful Legible London system should be further enhanced and extended in the area. The close proximity of major landmarks and destinations as well as the interconnected nature of the streets would be best communicated through maps for public use.

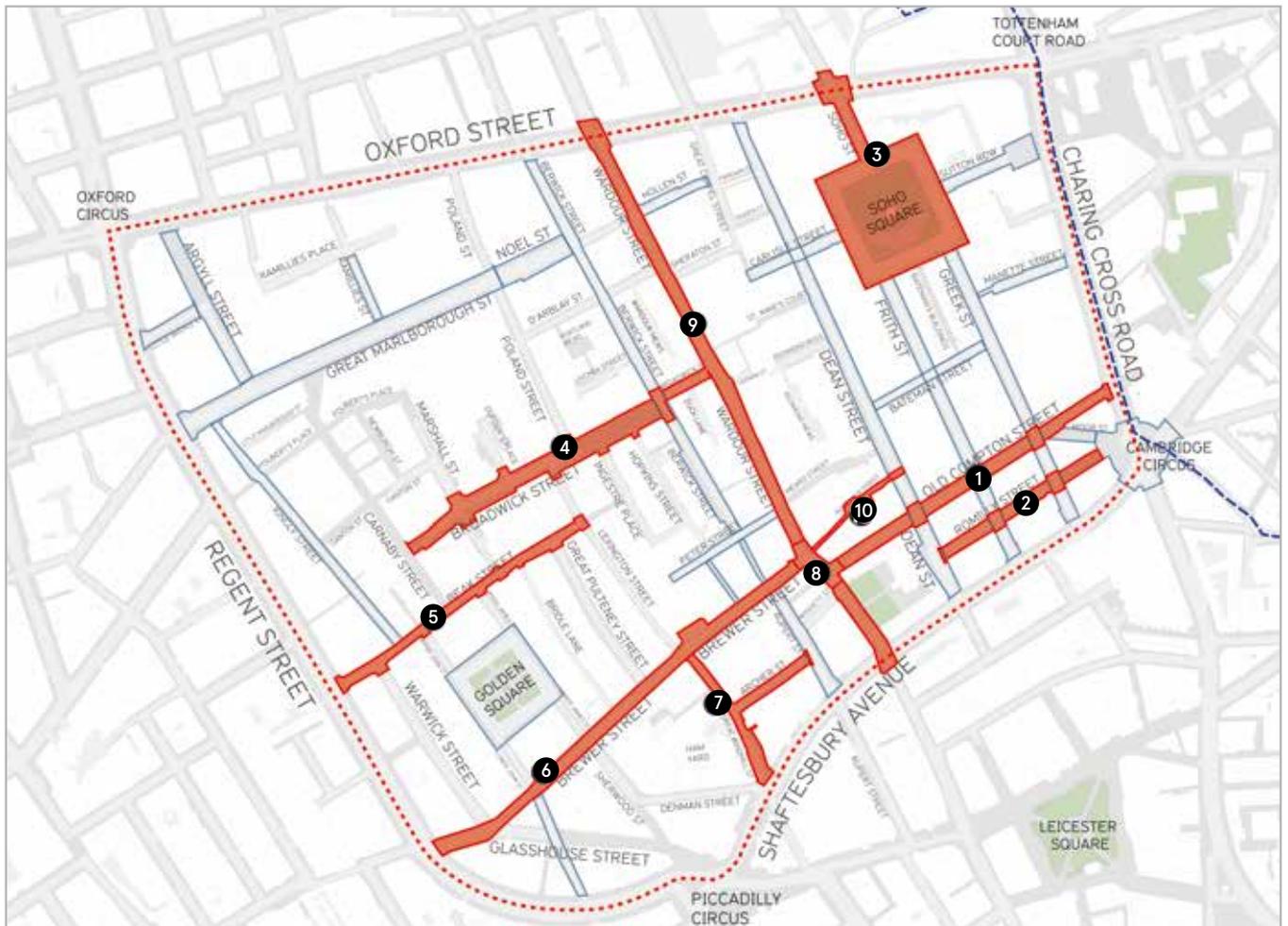
Improved crossings, de-cluttering and upgraded paving, better sight-lines, level access routes and better design of junctions on the main thoroughfares around Soho would greatly improve connectivity for the district.

Improvements to Soho's cycle network should also look at the street network as an interconnected whole (see section 7 p108–120 of this report). Improvements to signage and wayfinding for cyclists could also be made. Alongside improvements to cycle routes as part of the Central London Cycle Grid work, TfL is currently developing a cycling wayfinding strategy which will be applied to cycle grid routes through Soho. Digital wayfinding and apps would also help cyclists to plan routes into and out of Soho.

Wider walking routes and connections across this part of London should be encouraged from Soho into neighbouring districts such as Chinatown, Mayfair and East Marylebone. A number of public realm projects are planned in Camden close to Soho. These present one-off opportunities to create links that will benefit this part of London as a whole.

Digital wayfinding, mobile phone applications and other new technologies are increasingly used for pedestrian navigation. In Soho these should be embraced and explored for their potential contribution. Attention should be paid to making sure the fine network of pedestrian only routes are properly integrated into programmes that may have been initially developed for very different urban conditions.

# Ideas for priority streets and spaces



As part of this study Westminster City Council requested the identification of ten streets or spaces as priority sites for improvements. These have been selected after considering the findings of fieldwork, analysis of issues and opportunities as well as consultation with local stakeholders and WCC.

A wide range of streets were considered against a matrix of parameters including pedestrian pressure points, potential for improvement, predicted increase in pedestrian or cycle use and material condition. A full table of streets considered is shown on pp192–195.

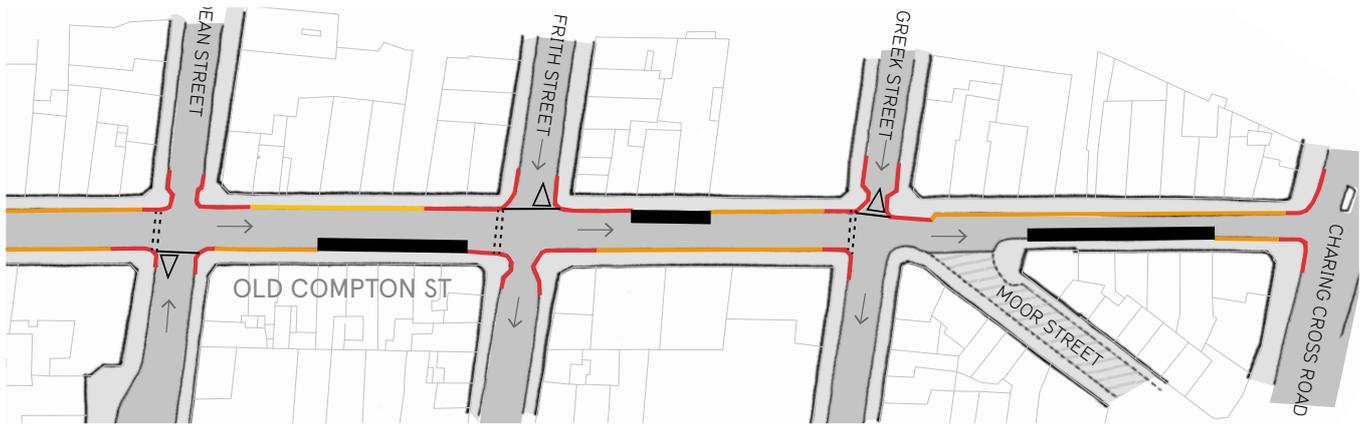
The streets and spaces selected are places that would benefit from public realm improvements beyond those that may be undertaken as part of other projects already under consideration in the area. For example, Cambridge Circus has not been included as it is already subject to analysis and proposals by WCC and LB Camden, however detailed design of Cambridge Circus will take into account the issues set out in this report.

The sites selected can also be seen as representative of the range of streets and spaces in Soho and the issues that are prevalent in the public realm.

The following streets were selected (shown in red in the map above). The spaces outlined in blue were considered but not selected. In the following pages each street or space is analysed and ideas put forward for how improvements might be made:

- ① Old Compton Street
- ② Romilly Street
- ③ Soho Street and Soho Square
- ④ Broadwick Street
- ⑤ Beak Street
- ⑥ Brewer Street
- ⑦ Archer Street and Great Windmill Street
- ⑧ Wardour/Old Compton/Bourchier/Brewer Street junction
- ⑨ Wardour Street as a whole
- ⑩ Bourchier Street

# 1. Old Compton Street



## Existing Condition

Old Compton Street has a particular place in the hierarchy of public spaces of Soho, designated a 'wider street with less traffic or special material surface' (see p48–49). The width of the street, the terminating façades at either end, the light conditions due to its east-west orientation and the height of buildings, the views at crossroads, its usefulness as a route, the retail life on the street and the number of pedestrians at all hours give Old Compton Street its unique character. This street is extremely busy at certain times. The current layout and design does not meet the needs of all users and has been identified as a priority space that would benefit from improvements.

The asphalt carriageway is patchy and in need of repair. Footways are generally paved in concrete ASP with granite kerbstones. Dropped kerbs are provided at junctions.

WSP undertook analysis of the current conditions on Old Compton Street according to Transport for London's Pedestrian Environment Review System (PERS) and also by counting numbers of pedestrians, cyclists and vehicles at different times of day on Thursday 16th January 2014. WSP's PERS survey of the street can be found on pp202–216 of this report. Data sets for counts on the street are on p223.

Pedestrian flows on Old Compton Street peak in the evening. The WSP survey recorded 5072 people walking in the section between Greek and Frith Street during the two hours from 17:00–19:00. Flows are almost equal in both directions and 18% of all the pedestrians recorded across the whole day were walking in the carriageway. On Thursday, Friday and Saturday evenings Old Compton Street are effectively informally pedestrianised by the sheer numbers of people walking in the carriageway.

- Existing footway
- Existing asphalt carriageway
- ▨ Existing granite setts
- No stopping / loading / unloading at any time (double yellow line with double yellow kerb markings)
- No loading between 8.30am – midnight (double yellow line with single yellow kerb markings)
- Loading permitted between 6.30pm – 11am stopping only between 11am – 6.30pm (double yellow line)
- Parking bays (including taxi ranks, residents only and pay and display)

The peak period for vehicular traffic on the street is in the later evening (22:00–24:00), reflecting an increase in taxis catering for the people visiting bars, restaurants and theatres.

The peak period for cyclists is in the early evening reflecting the overlap of commuters, the local business day and people coming into Soho after work. In the survey around 18% of cyclists were recorded cycling westwards against traffic flows.

Tables and chairs take up footway space on Old Compton Street. Large groups also congregate outside some premises at certain times. These uses are a key feature of the life of the street but can narrow the clear width of footways to a point that it becomes very difficult for other users of the street, for example people in wheelchairs have been observed in the carriageway, avoiding the crowded footways.

Parking and loading restrictions are in place on the street with various markings on bays and kerbsides. However these regulations are not always adhered to, the design of the street has large areas of carriageway meaning that there are opportunities for vehicles to stop and park illegally without causing obvious obstructions.



Old Compton Street looking west showing the wide one-way carriageway, relatively narrow footways with sign posts and lamp posts, current junction arrangements and life on the street



Old Compton Street looking east showing



Deliveries to the many cafés, restaurants, bars and shops are vital for the business life of the street.



Tables, chairs, street furniture and informal cycle parking, amongst other elements, take up footway space creating issues for users with accessibility issues.



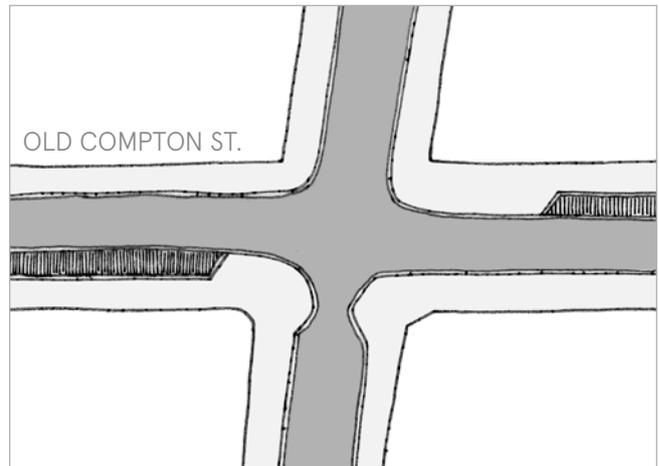
The critical mass of pedestrians combined with relatively little traffic at certain times of the day results in people feeling safe to walk in the carriageway. A cyclist feels safe to cycle against the one way system.

# 1. Old Compton Street

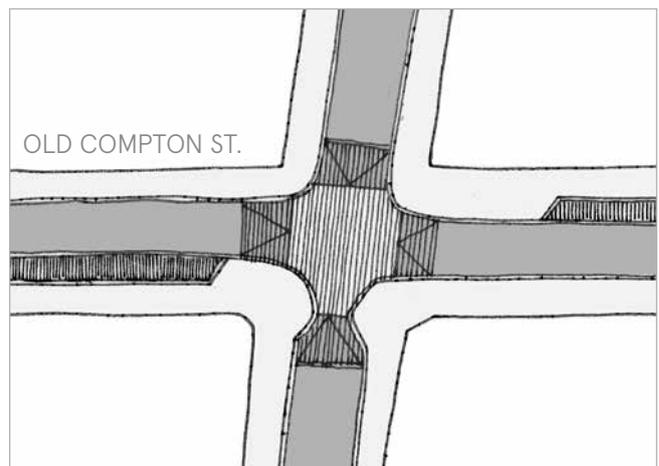
## Potential options for improvement

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

- The improvements for Old Compton Street should first and foremost recognise it as a key pedestrian connection through the area, a street with particular patterns of use due to large numbers of pedestrians in the evenings, the presence of the theatre and many cafés, bars and restaurants as well as shops.
- Footways should be widened wherever possible to allow free movement and minimum clear widths. Footway build-outs at key junctions should also be considered.
- De-cluttering, relocation of street lighting onto façades and rationalisation of street furniture should be undertaken.
- Two-way cycle operation, as proposed in the WCC draft cycling strategy, should be carefully integrated with the look and feel of the street rather than applied as a materially alien element in the streetscape.
- Any improvements should be within the logic of the material palette for the inner streets of Soho maintaining asphalt carriageways. Material upgrades could be made using concrete paving slabs (ASP) on footways, granite setts for parking bays and perhaps for raised table crossings.
- Parking bays and loading restrictions should be examined and reviewed to ensure vehicles have the minimum impact on the street while maintaining vital access for businesses.
- Timed use of parking bays could considered.



Idea 1: widened footways in concrete paving with raised parking/loading bays in dark granite setts, asphalt carriageways throughout.



Idea 2: widened footways, raised parking/loading bays in dark granite setts, raised tables at junctions in granite setts.

Idea 3 as 2 above with the addition of a raised carriageway and flush kerbs throughout.



Idea 1: widened footways in concrete paving with raised parking/loading bays in dark granite setts.



Raised parking bays, Vigo Street, WCC.

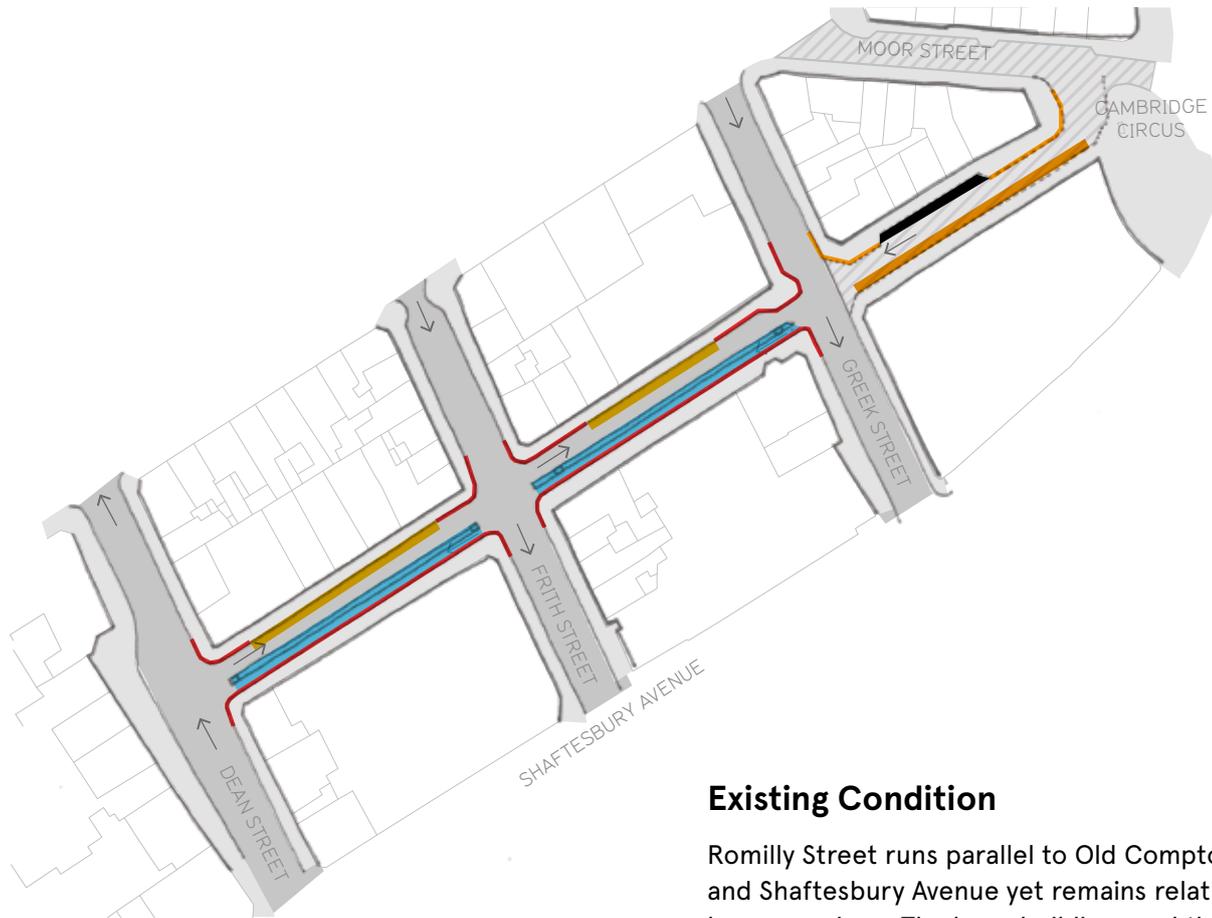


Idea 2: widened footways, raised parking/loading bays as above, with added granite setts to mark raised tables and flush kerbs at junctions.



Granite sett raised crossing on Kingsland High Street, London Borough of Hackney

## 2. Romilly Street



- Existing footway
- Existing asphalt carriageway
- Existing granite setts
- Bicycle contraflow lane
- No stopping/loading/unloading at any time (double yellow line with double yellow kerb markings)
- No loading between 8.30am – midnight (double yellow line with single yellow kerb markings)
- Loading permitted between 6.30pm – 11am (double yellow line) Stopping only between 11am – 6.30pm (double yellow line)
- Parking bays (including residents only and pay and display)

### Existing Condition

Romilly Street runs parallel to Old Compton Street and Shaftesbury Avenue yet remains relatively quiet by comparison. The large buildings and theatre on Shaftesbury Avenue have historically turned their backs to this street. The view to St. Anne’s church tower at the western end of Romilly Street is a strong identifier and townscape landmark that aids wayfinding. The street feels wide and spacious compared to most of Soho’s Streets. A number of public houses attract crowds but their presence does not generally inhibit use of the footways by others. A very short dedicated cycle contraflow route runs along the street. Consultation revealed that this street’s quiet nature brings anti-social behaviour and crime. There is a possibility that a new station exit for Crossrail 2 may be built at the southern end of Frith Street, which would dramatically alter the character of Romilly Street and necessitate a re-design of the space.

The presence of a relatively quiet, wide street close to such busy spaces presents opportunities to increase public amenity in an area such as Soho. Changes to the design and layout of this street would allow it to accommodate more features, increased provision of public realm amenities and greenery serving Soho as a whole while enlivening this problematic back space.



Romilly Street looking west from Greek Street showing the cycle lane and street layout



The eastern end of Romilly Street has flush kerbs and is paved with granite setts.

## 2. Romilly Street



### Potential improvements

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

- Capitalise on the relatively underused street by creating a high quality amenity space for Soho.
- Acknowledge and respond to the possible creation of a Crossrail 2 station and the probable increase in pedestrian numbers in any improvements.
- Extend pedestrian priority westwards along the street.
- Consider closing the central section of the street between Greek Street and Frith Street to traffic.
- Remove the cycle contraflow as Old Compton Street is proposed to become two-way for cycling.
- Create a new pedestrian space in the central section of the street providing a valuable new public space for Soho responding to the historic grid of streets and the civic presence of the church spire.
- Investigate all opportunities to introduce planting in the proposed new public space on Romilly Street.



Romilly Street looking west across Greek Street showing the idea of a new public space

### 3. Soho Street and Soho Square



- Footway
- Carriageway
- Traffic direction arrow
- Bicycle contraflow lane
- Pedestrian crossing
- No stopping/loading/unloading at any time (double yellow line with double yellow kerb markings)
- No loading between 8.30am – midnight (double yellow line with single yellow kerb markings)
- Loading permitted between 6.30pm – 11am
- Stopping only between 11am – 6.30pm (double yellow line)
- Parking bays (including residents only, car club, motorcycle)
- Parking, doctor only and pay and display
- Suspended parking bay
- Development site hoarding
- ||| Bicycle stands
- ||| TfL bicycle hire docking station
- Public bench
- Table tennis table
- Public toilet
- Telephone box
- Wayfinding sign

#### Existing Condition

Most of the street connections into Soho from Oxford Street can appear rather indistinguishable and anonymous. Soho Street and the views into Soho Square are a clear exception. Views down this short and relatively wide street are closed by the mature trees of Soho Square Gardens making this one of the more memorable entrances to Soho.

This is a primary entrance to Soho. The street and the square are part of a key route between Soho, Rathbone Place, Charlotte Street and Fitzrovia. This is one of the most important routes across the Oxford Street corridor however more could be done to aid pedestrian movement and connections.

Current construction and Crossrail works have changed the feel of the street and square in recent years but upon completion these developments will undoubtedly make these spaces even more important and necessitate changes to the design of levels and footways.

The general redevelopment along eastern Oxford Street and Rathbone Place to the north is likely to



Looking down Soho Street to Soho Square from Oxford Street

add to the importance of this entrance and pressure on the street and square with increased the numbers of people wanting to pass through and rest in Soho Square.

Soho Square is the most iconic public space in the area. The gardens in Soho Square are owned by a group of Trustees; the square is then leased to the Council who looks after it on a day to day basis. The interests of the garden and those of the owners and occupiers of buildings fronting the Square are looked after by the Soho Square Garden Committee, on which a number of the Trustees sit.

The gardens at the centre of the square are surrounded by railings and closed at night, as is typical of London garden squares with public access. The space is well loved and very well used, especially in the summer months when the benches are over subscribed and people often sit on the lawns. The roadway around the square is dominated by vehicle parking and footways are often narrow or obstructed by objects in the public realm. The material character of the square does not meet the same standard as other historic London public spaces and could benefit from investment in enhanced conservation area materials.

The arrival of Crossrail and the redesign of Sutton Row and connections across Charing Cross Road, as well as the other developments in the area, will place more pressure on the footways and gardens of Soho Square which will accommodate increased numbers.

A clear strategy is needed to guide investment and upgrades that are made to Soho Street and Soho Square in order to safeguard the positive aspects of the Square while improving pedestrian connection and access to meet expected demand.



Looking across Oxford Street to Soho Square from Rathbone Place (2012, before construction works on Oxford Street)



The layout of carriageway and footway in Soho Square (April 2014).

### 3. Soho Street and Soho Square



#### Potential improvements

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

- Soho Street could be treated with surface material upgrades as one of the entrance spaces within the transition zone at the edge of Soho.
- Footway widening would benefit the high numbers of pedestrians using this street and tackle accessibility issues. A raised carriageway with granite sett surface could further enhance the prominence of this key entrance into Soho for pedestrians.
- Improved crossings on Oxford Street to Rathbone Place could be considered, as well as a material relationship between the two streets. Any future upgrades to Rathbone Place could mirror those in Soho Street to enhance this key pedestrian connection.
- Soho Square should be respected as one of London’s historic garden squares. Upgrades and changes to the public realm should recognise this through sympathetic material specification and layout while seeking to improve the function of the space for contemporary use.
- The special ownership and custodianship of Soho Square Gardens, along with the impact of Crossrail works creates a special set of circumstances where investment and renewal of the space as a whole could be undertaken. WCC should work together with stakeholders to harness opportunities.
- The removal or rationalisation of parking should be considered. This would greatly improve the look of the square and free up space for pedestrians, cyclists and other amenities.
- Widened footways around the gardens and at the edges of the square should be created. Granite setts and flush kerbs could introduced reflecting its importance as a key public space.
- Proposals for Sutton Row, as part of Crossrail public realm works, should maintain the look and feel of a traditional street line in order to draw the eye down into Soho Square. This approach could also be applied to the northern section of Dean Street.



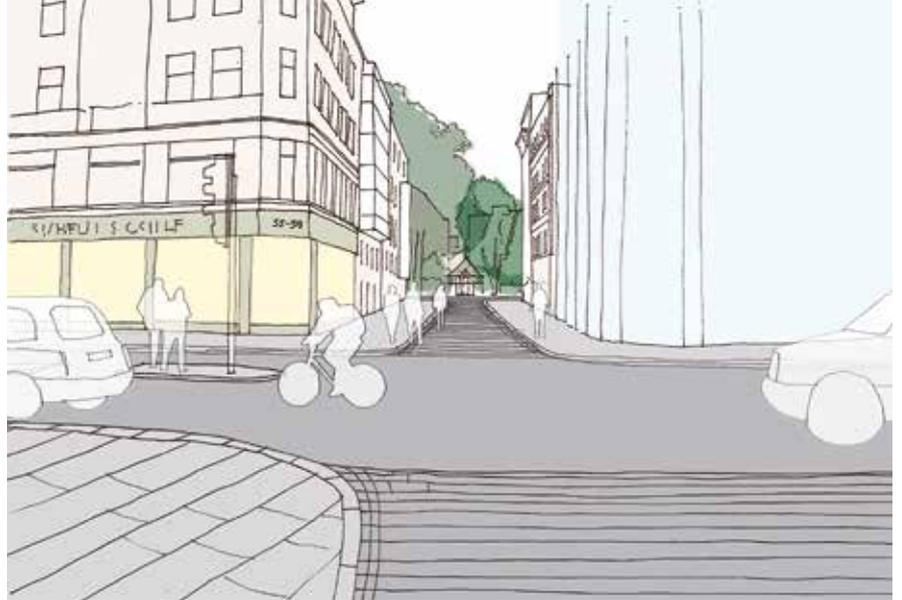
Bedford Square, showing redesign that respects the historic design of the square



Fitzroy Square, showing pedestrian priority space and recent material upgrades.



Soho Square Gardens should be safeguarded and continued investment ensured for this important public amenity



Looking down Soho Street showing upgraded surfaces and footways



Soho Square imagined with parking reconsidered, improved paving, wider footways, flush kerbs, increased seating.

# 4. Broadwick Street



- Footway
- Carriageway
- New grey granite sett paved carriageway
- Historic granite sett paved carriageway
- Traffic direction arrow
- |||| Bicycle stands
- |||| TfL bicycle hire docking station
- Tree
- Public toilet
- Market stall
- Telephone box
- ⊙ Historic water pump
- Wayfinding sign
- Lamppost
- Signpost
- Bollard
- Utility box
- Letterbox
- Dustbin

## Existing Condition

Broadwick Street is central to the public realm network of Soho. The street has a special character with the proportions of a public space due to its broad width, materials, connections and proximity to Berwick Street and the market. The street can appear like a pedestrian space, however in truth this is one of the busier vehicle routes observed during the study. The junction of Broadwick Street with Berwick Street can be a point of conflict between the various users of the street. This street also accommodates public amenities such as the large number of cycle stands and the public lavatories. The space attracts many people to rest and socialise, especially outside pubs in the evenings

As part of this study WSP undertook analysis of the current conditions at the Broadwick Street/Berwick Street junction by counting numbers of pedestrians, cyclists and vehicles at different times of day on Thursday 16th January 2014. WSP’s data sets for counts on the street are on p224

The dominant pedestrian flow was along Broadwick Street heading east across Berwick Street. Pedestrian flows peaked in the evening. 6413 pedestrians were recorded moving across the junction in all directions during the two hours from 1700–1900.

The dominant vehicle and cycle flows identified were both from the north of Berwick Street turning left into Broadwick Street heading west. The peak period for vehicles was in the morning. Cycle movements peaked in the evening period (1700–1900).



Broadwick Street looking east. The terminating facade, trees, paving materials and public amenities give this space a civic character.



There is a high demand for public seating.



The street surface is uneven and in need of repair and maintenance.



Despite the need for repair, the granite setts are attractive and give character.



The material look and feel of the street make it appear like a pedestrian priority space. However, despite the flush kerbs and setts in the carriageway, at the corner of Broadwick Street and Berwick Street traffic accelerates up the incline and around the corner across pedestrian desire lines.



Broadwick Street is one of the few streets in Soho that becomes congested with vehicles.

# 4. Broadwick Street



## Potential improvements

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

- Broadwick Street would benefit from a review of its layout, design and function, in conjunction with new developments and local stakeholders, to review the potential options set out below.
- Enhance Broadwick Street’s function and character as a special public space, almost like a town square for Soho.
- As part of improvements to cycling within Soho a cycle contraflow has been proposed along the eastern section of Broadwick Street (see pp112–117). Consider different material treatment for example granite setts laid in a different direction and/or occasional bicycle symbols in the carriageway to show this.
- The existing granite setts should be repaired, relaid and improved, as on Rupert Street in 2013.
- Other improvements could include de-cluttering of wide footways favouring clear zones of movement and better sightlines, providing more seating, improving cycle stand provision, celebrating the historic water pump, relocating some market stalls within the space to improve sightlines and clear widths and ensuring access to the public lavatories.



Broadwick Street looking east showing ideas for improved paving surfaces and de-cluttering



Broadwick Street looking west showing ideas for extended granite setts area in front of historic townhouses widened footways where possible and de-cluttering.

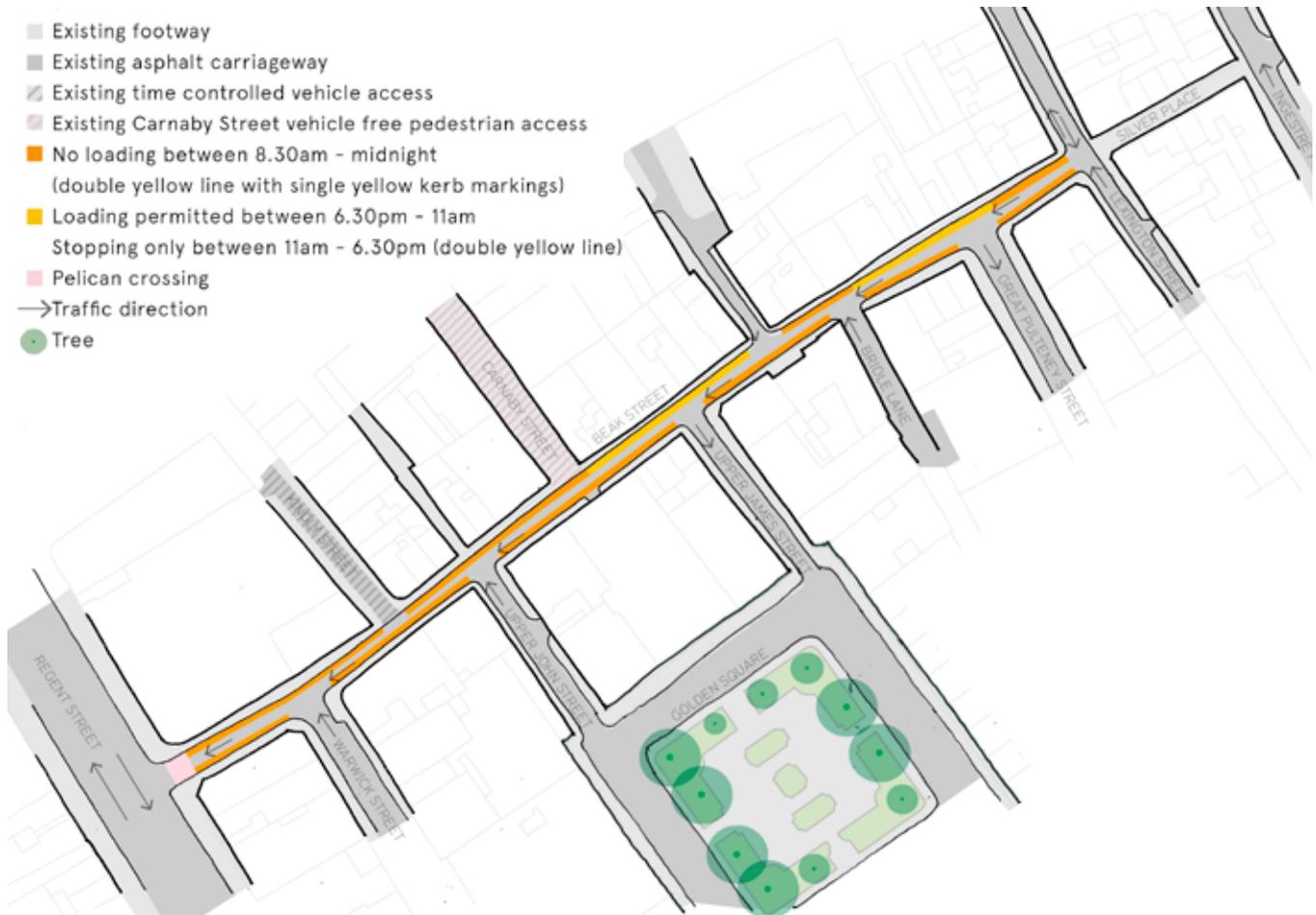


James Street, Covent Garden: controlled vehicular access, simple material palette, reduced clutter



Covent Garden Piazza: historic granite setts bringing character, patina and quality to the public space.

# 5. Beak Street



## Existing Condition

Beak Street is one of the narrower streets of Soho with very narrow footways. The street is one way westbound for vehicles. The street is characterised by increasing retail and food and drink uses but has very narrow footways which are below 1.5 metres wide in many places and just 1 metre wide on the south side near Marshall Street.

The street has a typically Soho look and feel with an asphalt carriageway, asphalt footways and high granite kerbstones.

Beak Street connects across the ends of Carnaby Street, Kingly Court and Kingly Street and is one of the few Soho streets that joins directly to Regent Street. This location close to major retail destinations and at the end of three pedestrian priority streets leads to high levels of pedestrian use. This coupled with extremely narrow footways means that people often walk in the carriageway which can lead to potentially dangerous situations

with vehicles. At certain points the narrowness of the footways along with objects in the public realm such as signs, bollards and the high kerbs make pedestrian movement along footways almost impassable and severely inhibit people with impaired mobility.

As part of this study WSP undertook analysis of the current conditions on Beak Street according to Transport for London’s Pedestrian Environment Review System (PERS) and also by counting numbers of pedestrians, cyclists and vehicles at different times of day on Thursday 14th January 2014. A summary of WSP’s PERS survey of the street can be found on pp206–213 of this report. Data sets for counts are on p225.

The peak for pedestrians recorded on Beak Street was in the evening with 3126 people walking in the section studied between 17:00–19:00. Across all hours over 26% of pedestrians were recorded walking in the carriageway rather than on footways.



Beak Street looking east.



Pedestrians and a cyclist share the carriageway with a delivery vehicle turning onto Beak Street behind them.



Deliveries can completely block Beak Street at certain times and often mount kerbs.



Narrow footways and street furniture create limited accessibility and narrow clear widths.

Beak Street is one of the principal vehicle exits from Soho with the one way system leading drivers here and then feeding them out onto Regent Street. It is notable that the WSP survey recorded a higher number of vehicles, motorcycles and cycles turning left from Beak Street down Upper James Street than the travelling straight westbound along Beak Street's length. This was the case at all times of day.

Loading is permitted on both sides of Beak Street, however in practice delivery vehicles are not able to park on both sides simultaneously without completely blocking the street. This means that the overall capacity of the street for loading is limited to the equivalent of one side.

The conditions of pedestrian use, vehicle movement and scale of the street means that Beak Street would greatly benefit from improvements to aid safety, accessibility and connectivity for pedestrians.

# 5. Beak Street

## Potential improvements

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

- As per the over arching principles, any improvement of surface materials should be undertaken within the guidelines of the material palette for Soho’s inner streets. Material upgrades could be made using ASP concrete paving slabs on footways, granite setts for parking bays and/or raised tables whilst maintaining an asphalt carriageway.
- Parking and loading restrictions should be reviewed to improve pedestrian and cycle use of the street space, while maintaining vital access for local businesses.
- Parking and loading bays could be raised flush with footways and surfaced with complimentary materials such as grey granite setts to give a feeling of more pedestrian priority.
- Street clutter, lamp posts and objects in the public realm should be rationalised and removed wherever possible to increase functional width of footways. Some bollards are listed and therefore relocation needs careful consideration. Street lighting should be moved to wall mounted brackets if possible.
- The function of the street as a continuous through route for vehicular traffic should be reviewed. Many benefits for pedestrian use and safety might be unlocked by providing greater pedestrian priority in sections. The section of Beak Street between Upper James Street and Upper John Street could potentially be redesigned to provide wider benefits.



Idea: create widened footways with raised loading bays on the southern side of the street only.



Idea: create widened footways wherever possible with loading pads on the southern side of the street only, introduce flush kerbs and reduce clutter throughout.



Parking bays and loading pads with flush kerbs can help feelings of pedestrian priority, Brick Lane, London Borough of Tower Hamlets

Idea: introduce some traffic restrictions between Upper James Street and Upper John Street creating a more pedestrian priority space.



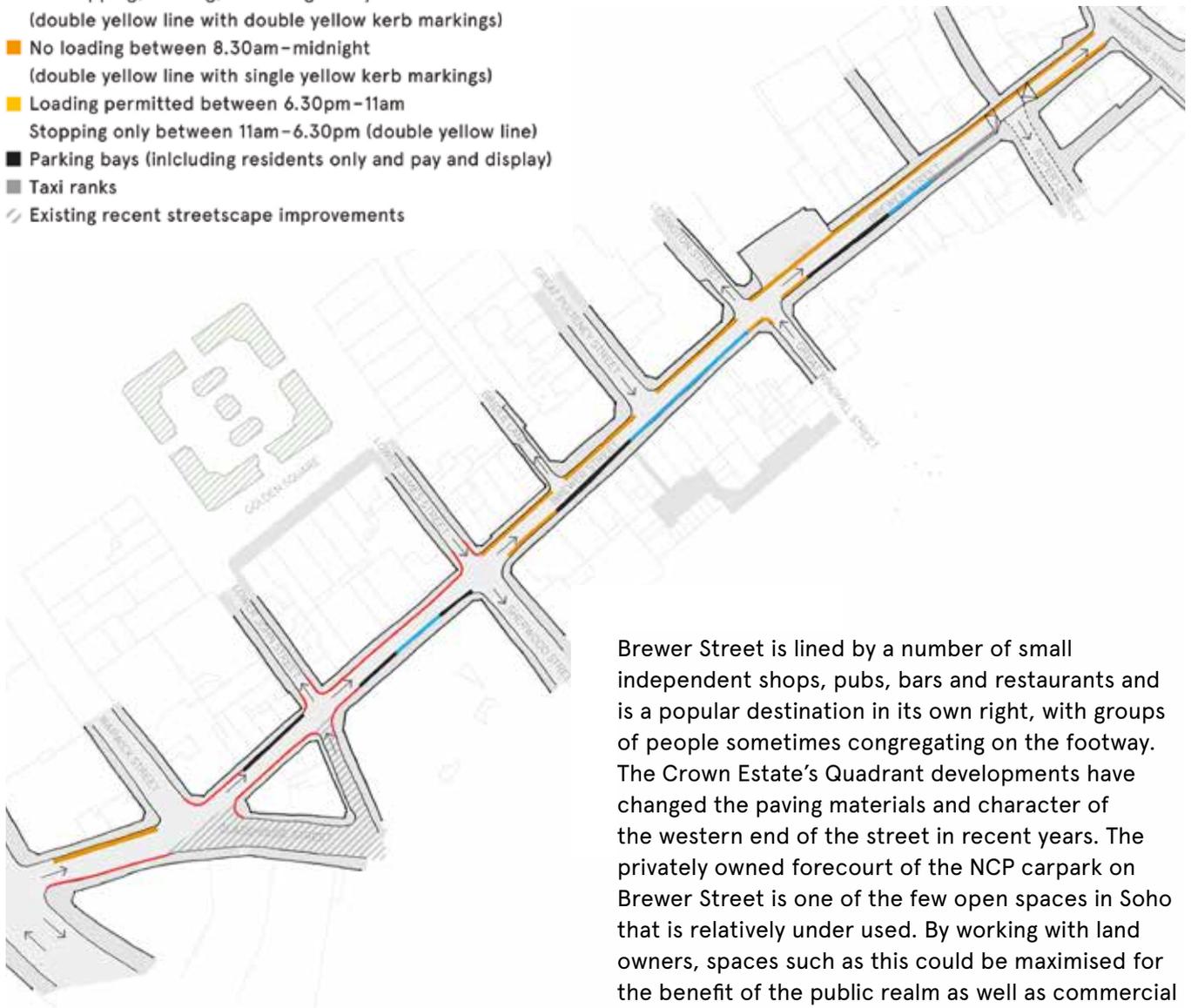
Idea: create a more pedestrian priority space between Upper James Street and Upper John Street to accommodate the high numbers of pedestrians in the street and help to slow vehicles.



Battered kerbstone to allow occasional vehicle access, Waterloo Place Westminster, raised loading and parking bays could use a similar solution on Beak Street

# 6. Brewer Street

- Bicycle contraflow lane
- No stopping/loading/unloading at any time (double yellow line with double yellow kerb markings)
- No loading between 8.30am – midnight (double yellow line with single yellow kerb markings)
- Loading permitted between 6.30pm – 11am Stopping only between 11am – 6.30pm (double yellow line)
- Parking bays (including residents only and pay and display)
- Taxi ranks
- ◇ Existing recent streetscape improvements



## Existing Condition

Together with Old Compton Street, Brewer Street forms part of the most direct east-west route through Soho. The street is one-way eastbound, making the western end of Brewer Street a key entrance into Soho for vehicles and bicycles from Regent Street. Footways are narrow and often can not accommodate the number of pedestrians using them. There are several pinch points with obstructions such as lamp posts that make passing and moving along the street difficult.

Brewer Street is lined by a number of small independent shops, pubs, bars and restaurants and is a popular destination in its own right, with groups of people sometimes congregating on the footway. The Crown Estate’s Quadrant developments have changed the paving materials and character of the western end of the street in recent years. The privately owned forecourt of the NCP carpark on Brewer Street is one of the few open spaces in Soho that is relatively under used. By working with land owners, spaces such as this could be maximised for the benefit of the public realm as well as commercial aims.

The WCC Draft Cycling Strategy 2013 highlights Brewer Street as a potential route for a Quietway and two way cycling. This would require the creation of a cycle contraflow.

The various competing demands on Brewer Street as well as the potential for cycling infrastructure mean that this street would greatly benefit from considered re-design and improvement.

As part of this study WSP undertook analysis of the current conditions on Brewer Street according to Transport for London’s Pedestrian Environment Review System (PERS) a summary of which can be found on pp208–213 of this report.



Photos above: the current conditions of material condition; narrow footways; obstructions to clear widths and use of the street; the NCP car park forecourt,

## Potential improvements

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

Many of the issues and potential improvements on Brewer Street mirror those on Old Compton Street and Beak Street, aiming to increase space and level access for pedestrians. (see pp66–69 and pp82–85). See also Ideas for cycling improvements to Brewer Street pp110–125.

- Widen footways and create build outs wherever possible. Vehicles turning on and off this narrow street may require occasional over-runs of some areas in order to maximise footway widths.
- Street clutter should be rationalised and removed wherever possible to increase effective width of footways.
- Unlock space for cycling in two directions.
- Parking and loading bays could be raised flush with footways and treated with complimentary materials to narrow the appearance of the carriageway and encourage more pedestrian priority. Consider raising the whole carriageway to facilitate flush crossings and simple design of the street for improved accessibility.
- A reduction in the area of the street used for parking may be the only way to unlock other benefits in the case of Brewer Street. Parking and loading restrictions should be reviewed to improve pedestrian and cycle use of the street, while maintaining vital access for businesses.
- As per the over arching principles in this report, the upgrade and improvement of surface materials should be undertaken within the logic of the material palette for Soho's inner streets. Material upgrades could be made using ASP concrete paving slabs on footways, granite setts for parking bays and/or raised tables and maintaining an asphalt carriageway.

## 7. Archer Street and Great Windmill Street



- No stopping/loading/unloading at any time (double yellow line with double yellow kerb markings)
- No loading between 8.30am - midnight (double yellow line with single yellow kerb markings)
- Parking bays (including residents only and pay and display)
- ⊗ York stone pavers (as part of Ham Yard proposals)
- ▨ Granite setts
- ||| Cycle stands

### Existing Condition

Archer Street and Great Windmill Street present a microcosm of many of the issues facing Soho's public realm. To some, these streets can appear as a dark backwater off Shaftesbury Avenue. Yet the streets also house popular public houses and smart restaurants. The presence of the local primary school gives these streets a completely different aspect at the heart of the local community during the day. Despite the presence of the school many of the footways on these streets are very narrow with objects in the public realm such as lamp posts creating extreme pinch points for accessibility.

The poor material condition of these streets, along with a low level of accessibility, narrow footways, the local civic character of the school. Recent piecemeal upgrades and their place in the wider street network make these streets together a priority site within this study,



Archer Street looking east showing the material conditions and use of the footways and carriageway



Great Windmill Street looking north showing the current wider footway area at the southern end of the street.



above: narrow footways and obstructions on Great Windmill Street inhibit access



above: the varied character of Great Windmill Street from the southern entrance zone off Shaftesbury Avenue to the more typical Soho condition towards Brewer Street

## 7. Archer Street and Great Windmill Street



- No stopping/loading/unloading at any time (double yellow line with double yellow kerb markings)
- No loading between 8.30am – midnight (double yellow line with single yellow kerb markings)
- Parking bays (including residents only and pay and display)
- ⊗ York stone pavers (as part of Ham Yard proposals)
- ▨ Granite setts
- ||| Cycle stands

### Potential improvements

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

- Improvement of surface materials and layout of these streets would be of major benefit. This should be undertaken within the logic of the material palette for Soho using asphalt carriageways for inner streets and allowing more special paving in the entrance street spaces at the edge of the district. The new three colour setts at the Ham Yard development should not to be continued further north than the junction with Archer Street.
- The southernmost section of Great Windmill Street, where it widens towards Shaftesbury Avenue, could be treated as one of the entrance spaces within the edge zone of Soho.
- The existing granite setts at the Shaftesbury Avenue junction could be extended northwards in this space to join with those at the junction of Archer Street and Great Windmill Street.
- Footways should be widened wherever possible. Street clutter and objects in the public realm should be rationalised and removed to increase functional width of footways.
- Parking and loading bays could be raised flush with footways and surfaced with complimentary materials such as grey granite setts to give a feeling of more pedestrian priority.
- Other amenities such as cycle parking could be provided on wider footway areas especially in the southern part of Great Windmill Street.
- Consider the particular needs of people visiting the school in terms of level access, clear footway widths and safety at exits onto the street.



Archer Street: Widened pavement on north side with raised parking bays, de-cluttered and improved material condition.



Great Windmill Street: new unified granite zone, widened pavement, decluttered, added cycle parking.

## 8. Wardour/Old Compton/Bourchier/Brewer Street junction



### Existing Condition

This junction lies at the very centre of the route network through Soho. It is a busy point for pedestrians and cyclists, and lies on the only vehicle route that crosses through the whole of Soho up Wardour Street. This space also accommodates a short cycle contraflow and cycle hire docking point within the carriageway zone.

It is not always clear who has priority in this space, nor is it very clear what behaviour is expected of pedestrians or drivers. Connected spaces often look similar but have very different patterns of use and behaviour, for example the balance between pedestrians and vehicles on Old Compton Street in the evenings is very different to that on Wardour Street. This means that pedestrians can enter the junction without realising that they are crossing a faster vehicular route.

This junction is a decision point where pedestrians and most cyclists have to negotiate a connection rather than just continue along a street line. The continuum of the east west route along Old Compton Street and Brewer Street is not readily apparent as there are no clear sight-lines between the streets.

Footways are remarkably narrow around the junction if one considers the complexity of movements and flows of pedestrians, cyclists and vehicles at this point.

The Draft Westminster Cycling Strategy proposes two Quietway routes through this junction, no19 and no88. In order to realise these a cycle contraflow will need to be created along the length of Wardour Street and into Old Compton Street

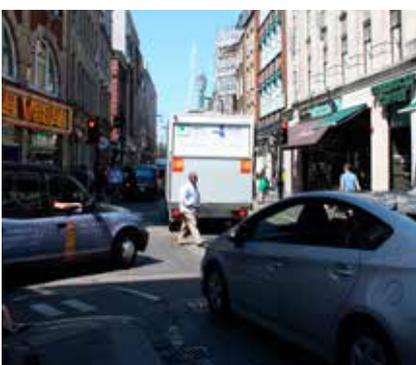
As part of this study WSP undertook analysis of the current conditions at the Wardour/Old Compton/Bourchier/Brewer Street junction by counting numbers of pedestrians, cyclists and vehicles at different times of day on Thursday 14th January 2014. Data sets for counts are on pp220–222.

The WSP survey revealed that the peak for pedestrian movement through the junction was in the evening from 17:00–19:00. During those two hours over 10,000 pedestrians crossed between Wardour Street north of the junction, Wardour Street south of the junction, Old Compton Street, Bourchier Street, Brewer Street and Tisbury Court. Movements at this time were highest down Wardour Street, up Wardour Street, and from Wardour Street into Old Compton Street.

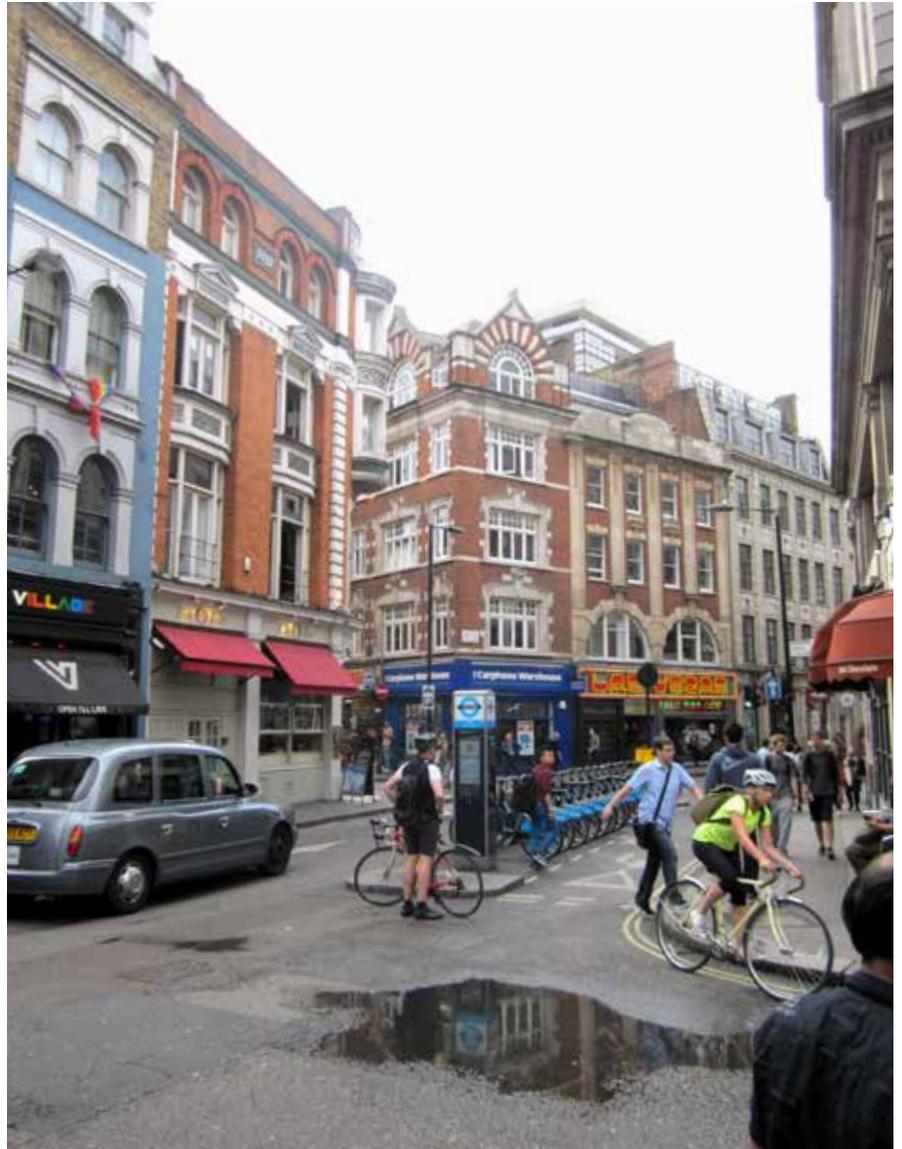
Cycling through the junction as recorded by the WSP survey also peaked in the evening hours 17:00–19:00 with 367 bicycles crossing the junction in that time. The highest number of movements in that time was from Brewer Street into Old Compton Street with 129 cyclists using the cycle contraflow connection.

Vehicle movements recorded across the junction have a morning peak between the hours of 10:00–12:00. In those two hours 1123 vehicles crossed the junction, with 675 of those travelling straight up Wardour Street.

The high numbers of people using this space and its centrality in the street network of Soho make it very important for the district as a whole in terms of vehicle access and cycling as well as for pedestrians. Careful consideration of the hierarchy of users and the design of this space is needed. The need to improve accessibility, wayfinding, comfort and safety for pedestrians and cyclists at this junction have made it one of the priority spaces identified within this study.

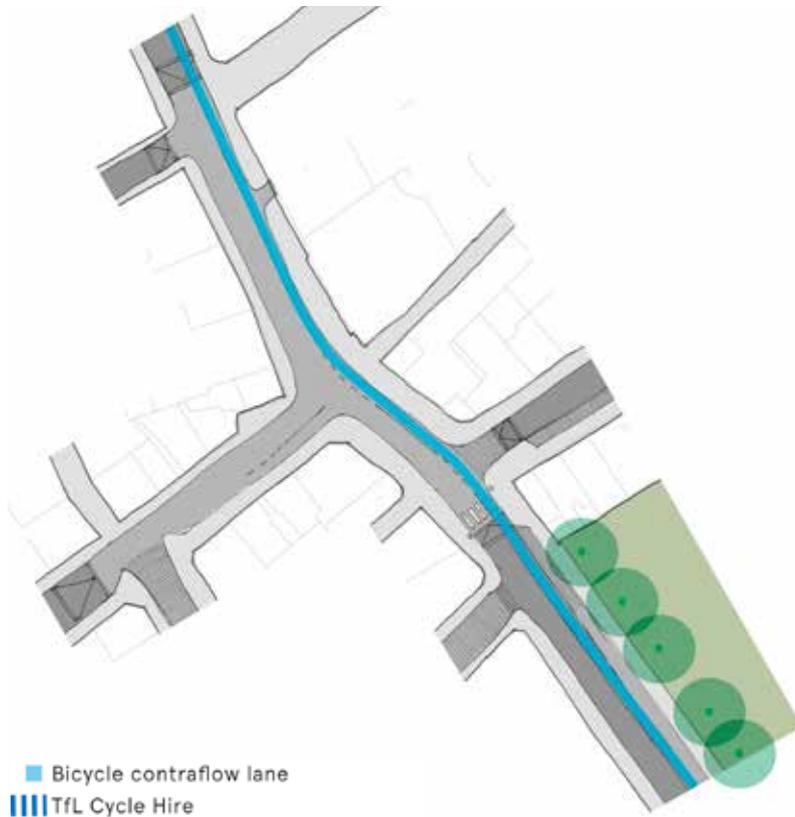


Above: the cycle contraflow is well used; but can be confusing for pedestrians; vehicles turns out of Brewer Street across pedestrian flows; Bourchier Street could be an alternative route directly connecting Dean Street and Brewer Street



Above: The junction is used by vehicles as a through route; cyclists move through a dedicated contraflow and make turns while others dock and un-dock Tfl hire cycles. Meanwhile the businesses around the space attract many people and require servicing. Pedestrians have to negotiate this key moment in the street network without the benefit of clear sight-lines, adequate crossing facilities or footway space.

## 8. Wardour / Old Compton / Bouchier / Brewer Street junction – delineated spaces



### Potential improvements

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

All changes and improvements to this junction, and Wardour Street as a whole, are dependent on the proposals adopted as a result of the Draft Westminster Cycling Strategy. The draft strategy has proposed Quietways and two-way cycling on Wardour Street and Old Compton Street.

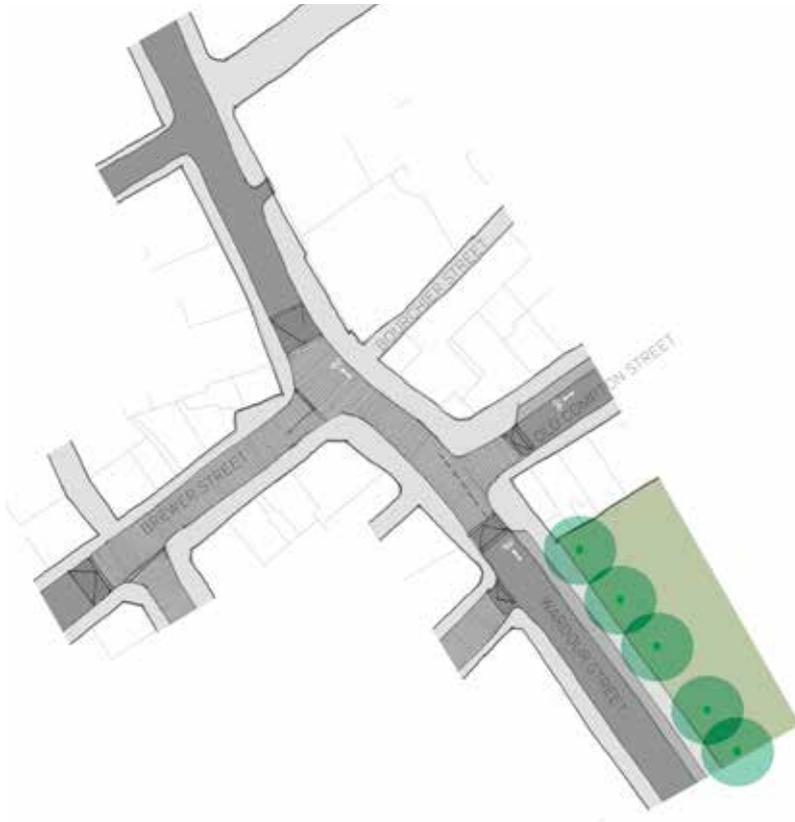
- One way that this junction could be improved for cyclists and pedestrians would be to better define areas for each user group and send signals about the nature of Wardour Street as a through route. Ideas that could be compatible with this approach would include:
- Relocation of TfL cycle hire docks out of the centre of the carriageway to free up space for movement. Potential sites for the relocation of TfL cycle hire docks might include: Romilly Street, Soho Square, Golden Square amongst others.
- Widening footways and creating build outs wherever possible.
- Street clutter should be rationalised and removed wherever possible to increase effective width of footways and improve sight-lines.
- Unlock space for cycling in two directions.



Looking north up Wardour Street towards Tisbury Court and Brewer Street showing ideas for a dedicated cycle contraflow, improved crossings, paving surfaces and de-cluttering

- This approach could allow for a dedicated southbound cycle contraflow through the space on the east side of Wardour Street.
- As per the overarching principles in this report, the upgrade and improvement of surface materials should be undertaken within the logic of the material palette for Soho's inner streets. Material upgrades could be made using ASP concrete paving slabs on footways and maintaining an asphalt carriageway.
- A raised table could be created along Wardour Street between Old Compton Street and Meard Street to mark this key junction. This would allow level access and crossings between streets as well as sending signals to drivers that large numbers of pedestrians may be crossing this junction.
- The end of Old Compton Street at the point where the raised table begins could be paved with setts to mark a distinction between this street and the busier flows of vehicles on Wardour Street.
- The pedestrian (PELICAN) crossing to the north of the junction could be moved to the south of Old Compton Street. This would allow pedestrian crossing on desire lines and perhaps better mark the start of the junction for traffic moving north. Other crossing types could be considered such as zebra.
- If large flows of cyclists are expected along Brewer Street in future re-design of the junction and signalling should not be to the detriment of that route. Signalling to allow cyclists to safely turn into and out of Brewer Street may have to be considered.

## 8. Wardour / Old Compton / Bouchier / Brewer Street junction – a more shared space



### Alternative improvements

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

All changes and improvements to this junction, and Wardour Street as a whole, are dependent on the proposals adopted as a result of the Draft Westminster Cycling Strategy. The draft strategy has proposed Quietways and two-way cycling on Wardour Street and Old Compton Street.

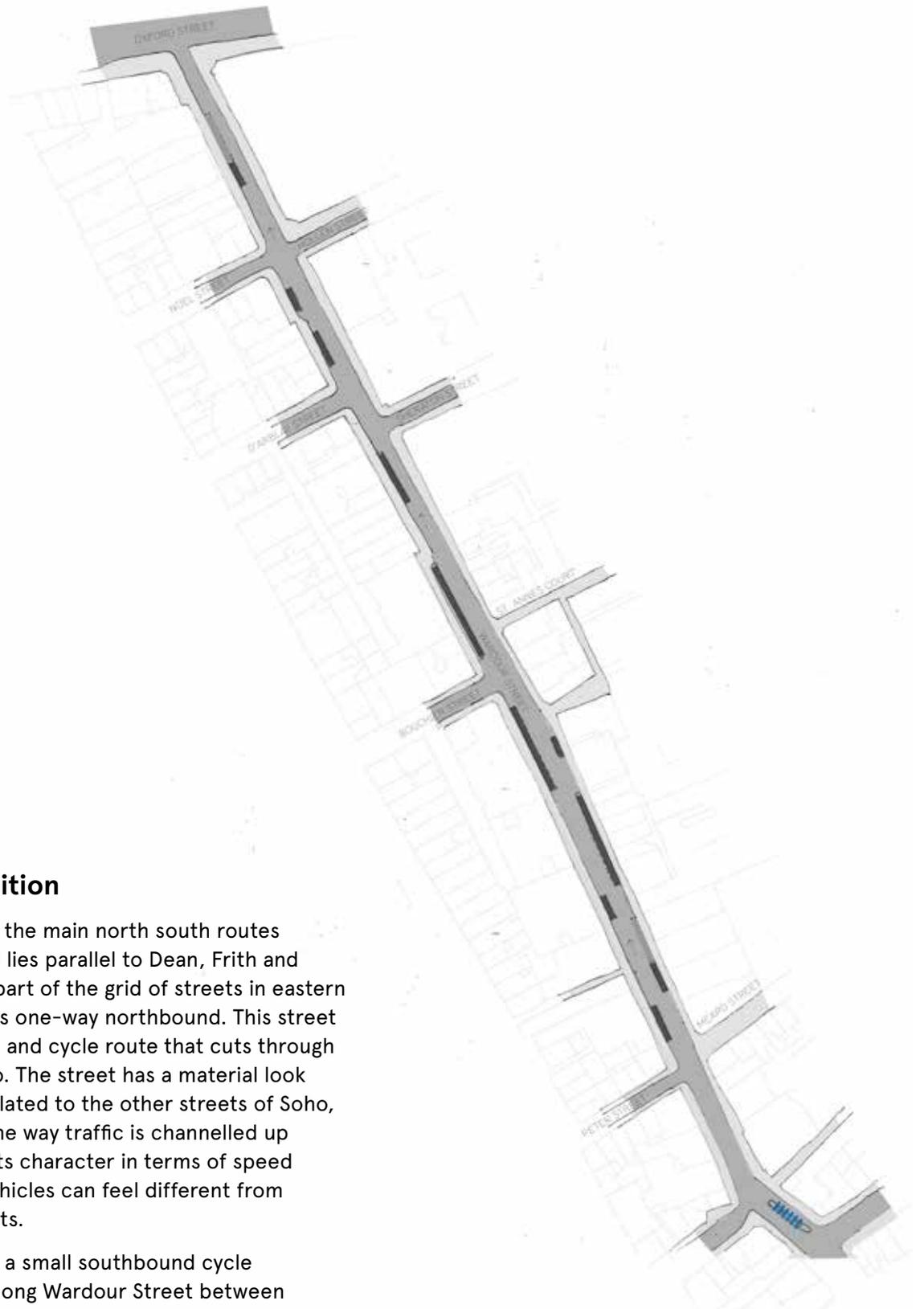
- A different way that this junction could be improved for cyclists and pedestrians would be to create a more shared priority space for all user groups. This would change the character of Wardour Street at this point. Ideas that could be compatible with this approach would include:
- Relocation of TfL cycle hire docks out of the centre of the carriageway to free up space for movement.
- Widening footways and creating build outs wherever possible.
- Street clutter should be rationalised and removed wherever possible to increase effective width of footways and improve sight-lines.



Looking north up Wardour Street towards Tisbury Court and Brewer Street showing ideas for a shared priority space for cycles, pedestrians and vehicles

- A raised table could be created along Wardour Street between Old Compton Street and Bouchier Street to mark this key junction. This would allow level access and crossings between streets as well as sending signals to drivers that large numbers of pedestrians may be crossing this junction.
- Unlock space for cycling in two directions without creating a delineated contraflow lane. The success of such an approach would be dependent on a change in behaviour and expectations by all users moving through the junction.
- Rather than creating a delineated cycle contraflow, cycling could be allowed both ways through the junction and be marked by symbols and directional arrows, repeated where necessary. More information on this can be found in *Suggestions for Improvements to Cycling in Soho – Design options for cycle contraflows in Soho* p117-119. This approach may not be compatible with the levels of use on Wardour Street but could be investigated for its potential benefits at this junction where channelling movements, speeding up flows or creating a sense of priority for one user group may not be desirable.

## 9. Wardour Street as a whole



### Existing Condition

Wardour Street is the main north south routes through Soho and lies parallel to Dean, Frith and Greek streets as part of the grid of streets in eastern Soho. The street is one-way northbound. This street is the only vehicle and cycle route that cuts through the whole of Soho. The street has a material look and feel that is related to the other streets of Soho, however due to the way traffic is channelled up Wardour Street, its character in terms of speed and number of vehicles can feel different from surrounding streets.

There is currently a small southbound cycle contraflow lane along Wardour Street between Brewer Street and Old Compton Street.

The Draft Westminster Cycling Strategy proposes three Quietway routes along Wardour Street. Quietway no88 is proposed along the street's length, with no19 potentially extending between Great

- Parking bays (including residents only, motorcycles and pay and display)
- Taxi ranks
- |||| Bicycle Stands
- |||| TfL Cycle Hire



Looking north up Wardour Street showing the present conditions.

Marlborough Street and Old Compton Street and also part of the Victoria Line Quietway routed along the northern part of Wardour Street. In order to realise these routes a cycle contraflow will need to be created along the length of Wardour Street.

At present, footways feel narrow on Wardour Street in relation to the number of pedestrians and vehicles using the street. There are several pinch points where lamp posts, sign posts or other objects in the public realm narrow the clear widths of footways. Some businesses put out tables and chairs, a-boards and other objects on footways and this can further narrow the clear widths.

Wardour Street has an asphalt carriageway and footways along most of its length separated by granite kerbs, as is typical of the character of Soho's inner streets.

Despite its relatively narrow width, busy footways and similar appearance to most Soho Streets, vehicles seem to travel more quickly on Wardour Street and traffic is more dominant here than on connecting streets. This is due to the street's status as a through-route.

The special status of Wardour Street in the street network of Soho along with the proposals to run a more formal cycle route along this street mean that investigating the function and future possibilities for Wardour Street are important at this time.

## 9. Wardour Street as a whole – delineated cycle contraflow



### Potential improvements

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

All changes and improvements to Wardour Street as a whole are dependent on the proposals adopted as a result of the Draft Westminster Cycling Strategy. The draft strategy has proposed Quietways and two-way cycling on Wardour Street.

Ideas for potential improvements should be read alongside suggestions for the Wardour/Old Compton/Bourchier/Brewer Street junction (Ideas for Priority Streets and Spaces—8).

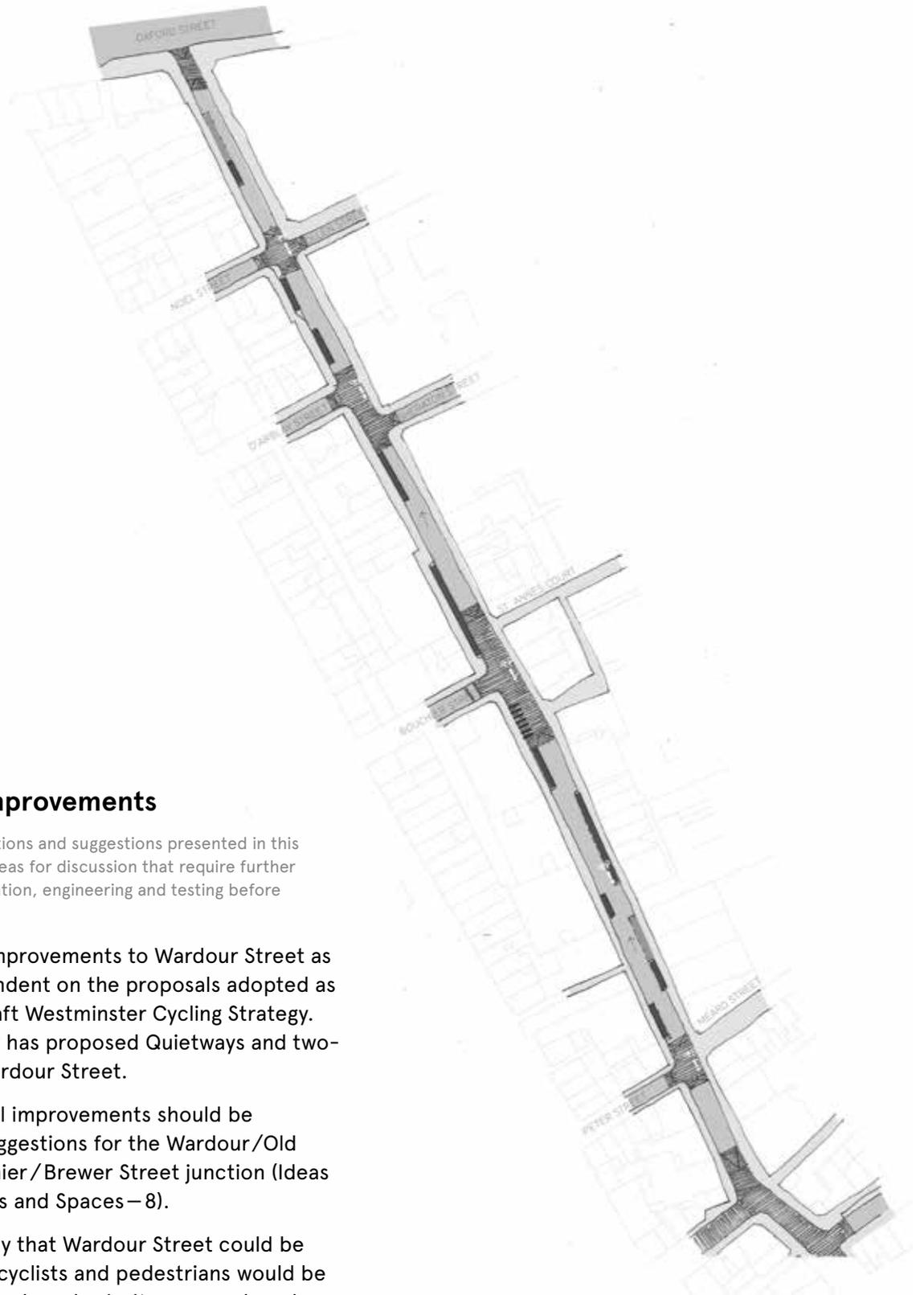
- Parking bays (including residents only, motorcycles and pay and display)
- Taxi ranks
- |||| Bicycle Stands
- |||| TfL Cycle Hire



Looking north up Wardour Street showing the ideas for a dedicated cycle contraflow, flush carriageway in parts, parking and servicing kept to the west side of the street, improved paving surfaces and de-cluttering

- One way that this street could be improved for cyclists and pedestrians would be to better define areas for each user group and send signals about the nature of Wardour Street as a through route. Ideas that could be compatible with this approach would include:
  - Unlocking space for cycling in two directions.
  - This approach could allow for a dedicated southbound cycle contraflow along the whole east side of Wardour Street.
  - This approach could require the rationalisation or removal of parking and loading on the east side of the street. Parking and loading may have to be kept to the west side of the street.
  - Widening footways and creating build outs should be investigated wherever possible.
  - In order to accommodate two-way cycling, adequate footways and space for servicing the limiting of furniture, a-boards and other objects in the public realm may be necessary on this street more than others in Soho.
- Street clutter should be rationalised and removed wherever possible to increase effective width of footways and improve sight-lines.
- The carriageway could be raised flush with footways in sections of the street in order to would allow level access and crossings between streets as well as sending signals to drivers that large numbers of pedestrians may be crossing this junction.
- As per the over arching principles in this report, the upgrade and improvement of surface materials should be undertaken within the logic of the material palette for Soho's inner streets. Material upgrades could be made using ASP concrete paving slabs on footways, granite setts for parking bays and/or raised tables and maintaining an asphalt carriageway.

# 9. Wardour Street as a whole – less formal two-way cycling



## Alternative improvements

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

All changes and improvements to Wardour Street as a whole are dependent on the proposals adopted as a result of the Draft Westminster Cycling Strategy. The draft strategy has proposed Quietways and two-way cycling on Wardour Street.

Ideas for potential improvements should be read alongside suggestions for the Wardour/Old Compton/Bourchier/Brewer Street junction (Ideas for Priority Streets and Spaces – 8).

- A different way that Wardour Street could be improved for cyclists and pedestrians would be to take a more shared priority approach and allow different users to share the space of the carriageway. Ideas that could be compatible with this approach would include:

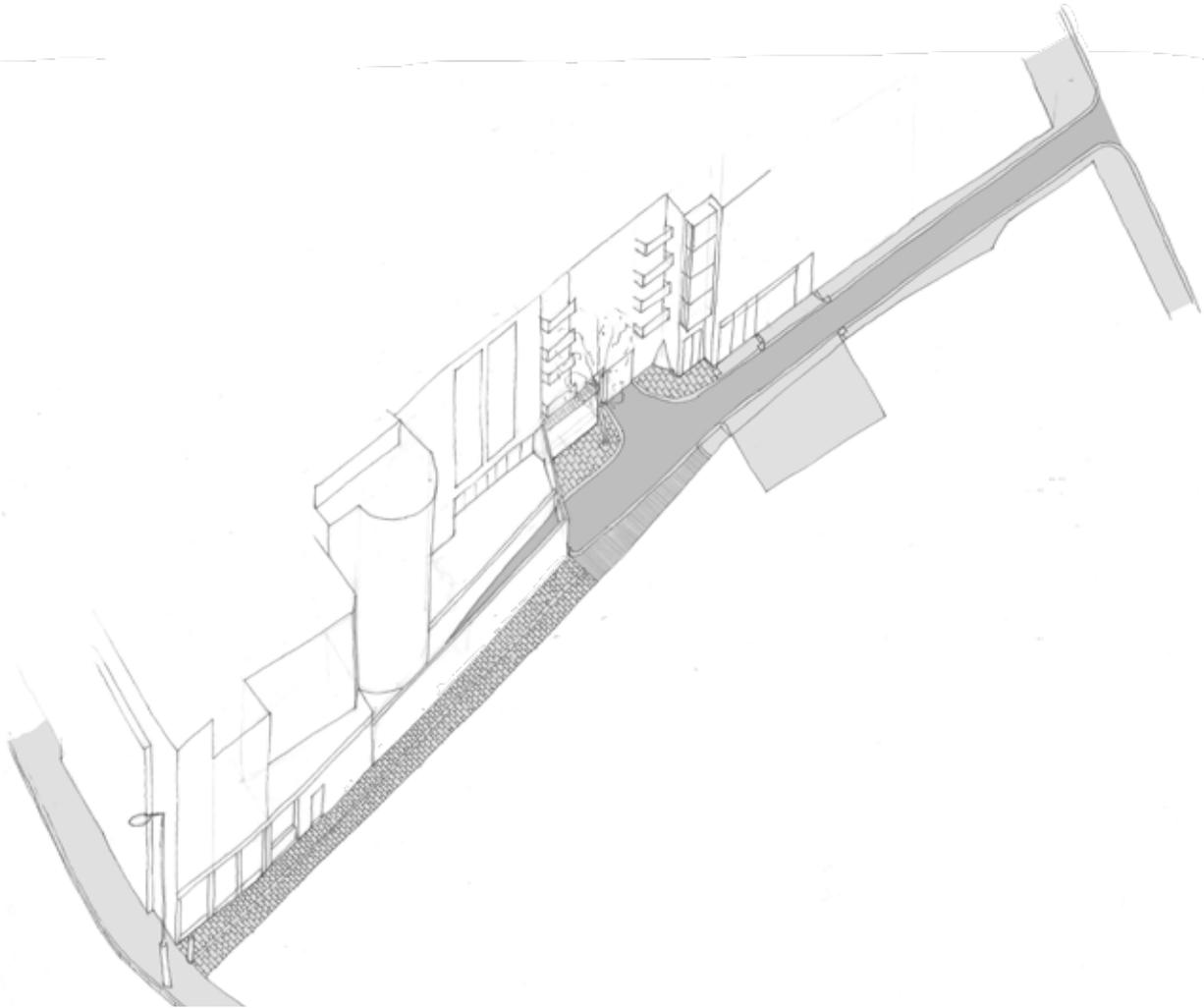
- Parking bays (including residents only, motorcycles and pay and display)
- Taxi ranks
- |||| Bicycle Stands
- |||| TfL Cycle Hire



Looking north up Wardour Street showing the ideas for less delineated two-way cycling, raised tables, parking and servicing alternating between east and western sides, improved paving surfaces and de-cluttering

- Unlocking space for cycling in two directions.
- Rather than creating a delineated cycle contraflow, cycling could be allowed both ways along the length of the street and be marked by symbols and directional arrows, repeated where necessary. More information on this can be found in Suggestions for Improvements to Cycling in Soho – Design options for cycle contraflows in Soho p117-119. This approach may not be compatible with the levels of use on Wardour Street but could be investigated for its potential benefits here where further channelling movements, speeding up flows or creating a sense of priority for one user group may not be desirable.
- This approach would be less likely to require the rationalisation or removal of parking. Parking and loading could remain on both sides of the street.
- In order to accommodate two-way cycling, adequate footways and space for servicing the limiting of furniture, a-boards and other objects in the public realm may be necessary on this street more than others in Soho.
- Street clutter should be rationalised and removed wherever possible to increase effective width of footways and improve sight-lines.
- The carriageway could be raised flush with footways at key points and junctions in order to would allow level access and crossings between streets as well as sending signals to drivers that large numbers of pedestrians may be crossing this junction.
- As per the over arching principles in this report, the upgrade and improvement of surface materials should be undertaken within the logic of the material palette for Soho's inner streets. Material upgrades could be made using ASP concrete paving slabs on footways, granite setts for parking bays and/or raised tables and maintaining an asphalt carriageway.

# 10. Bouchier Street



## Existing Condition

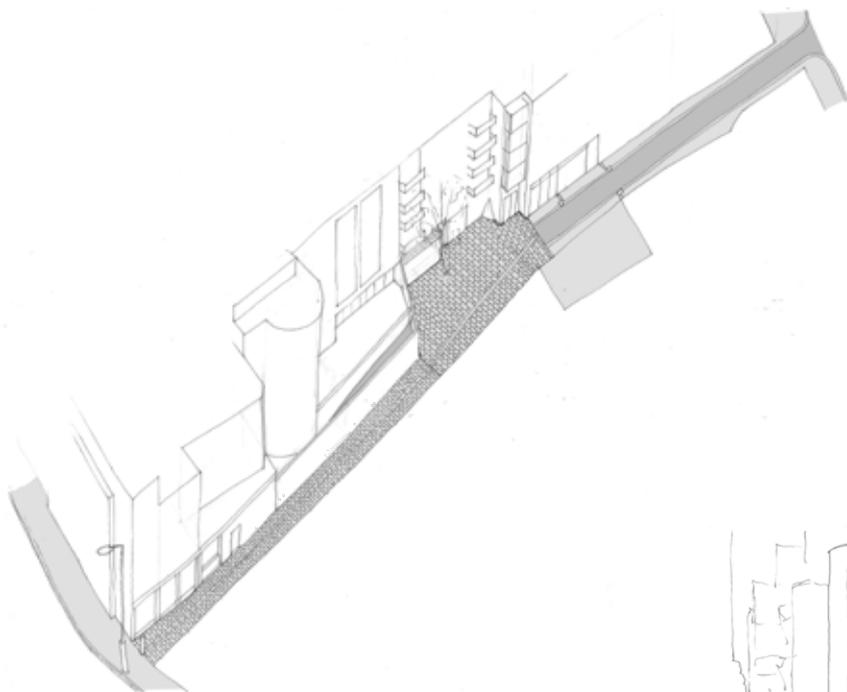
The alleyways of Soho are one of its key features. This narrow street runs parallel to Old Compton Street from the busy Wardour/ Old Compton/ Brewer Street junction to Dean Street. Half of the street is formed of a narrow pedestrian alleyway connecting to Wardour Street; the remainder is a small scale street open to vehicles.

The route is only apparent to those with real local knowledge and presents an uninviting aspect in some people's eyes as it appears to be a dead end or only a service space. The increased use of Dean Street once Crossrail opens may further reveal this street as an under utilised connection.

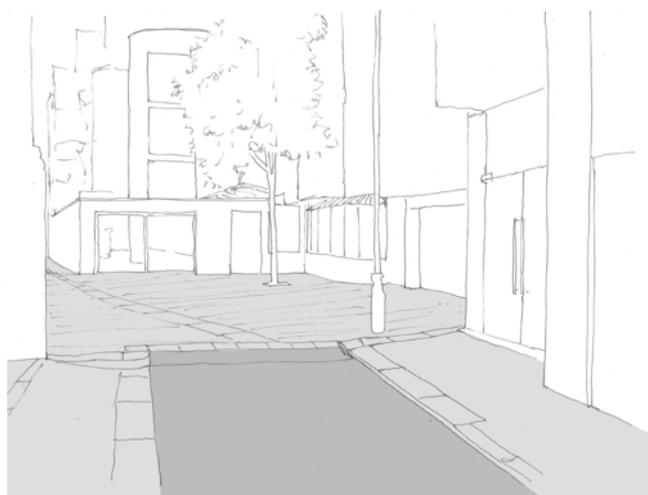
Improvements to this street could help relieve congestion and open up routes and wayfinding within Soho.



Looking into Bouchier Street from Dean Street



Ideas for extending paving treatments to catch the eye



Ideas for extending paving treatments to catch the eye and highlight connections into the pedestrian alleyway

## Potential improvements

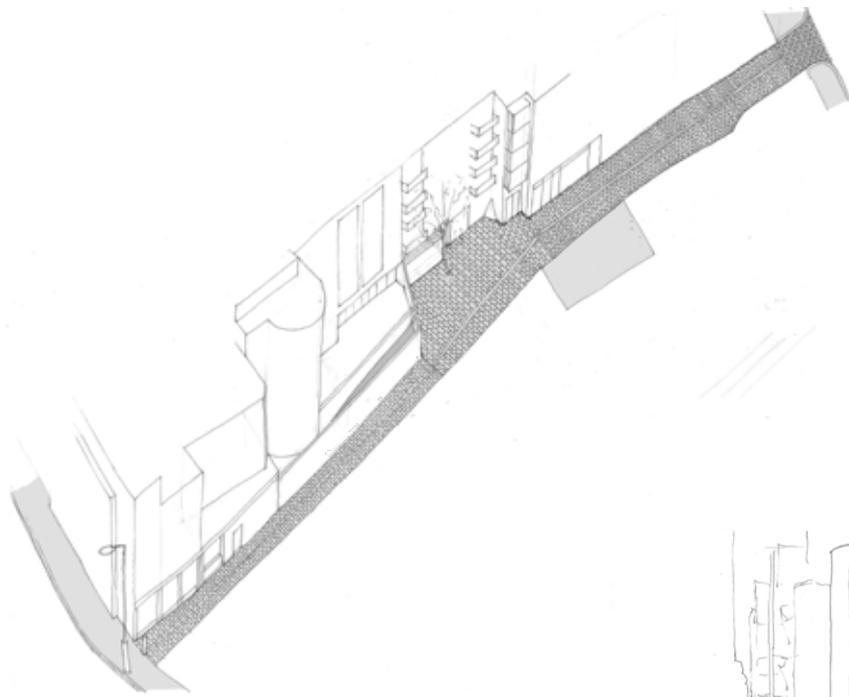
NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

- General paving and material treatments could be used to indicate the importance of Bourchier Street as a continuation through to Wardour Street when looking from Dean Street.
- A paving treatment that included a continuation of the central drainage line further to the east could further highlight the route through the block, countering the feeling that the street terminates at a vehicle entrance.
- New paving could create a focal point half way along the street to draw the eye and help tie together the change of character from a pedestrian alleyway to a backstreet open to vehicles.
- Any new paving will need to be appropriate for continued vehicle access as there are several vehicle entrances around this space.



Looking into Bourchier Street from Dean Street with some extension of paving to mark the pedestrian through-route.

# Bourchier Street



Ideas for extending paving treatments form Wardour Street through to Dean Street to highlight the route

## Further potential improvements

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

The whole of Bourchier street (pedestrian alleyway and street space) could be treated with a continuous paving material. This would highlight the narrow space as a route at both the Wardour Street and Dean Street entrances and unify the character of the space as a whole.



Ideas for extending paving treatments along the whole length of Bourchier Street to catch the eye and highlight connections



Looking into Bourchier Street from Dean Street showing a new design that marks the connection through the length of the space

## Lighting and Signage improvements

NB: The recommendations and suggestions presented in this report are high level ideas that require further consultation, investigation, engineering and testing before any could be realised.

- Lighting of the street and alleyway should be improved.
- Lamp posts could be removed and substituted with wall mounted lamps to create more footway width and open sightlines. A single lamp post could be repositioned to mark where the passage widens.
- Businesses with window openings on to the alleyway should be encouraged to make more of these to provide increased lighting and animate the passage.
- Street name signage could include 'Leading to Dean Street' and 'Leading to Wardour Street' at the respective ends.



Looking into Bouchier Street from Wardour Street showing ideas for street lighting fixed to buildings rather than lamp posts.



Looking into Bouchier Street from Wardour Street showing ideas for lighting of the façades and windows into the space.



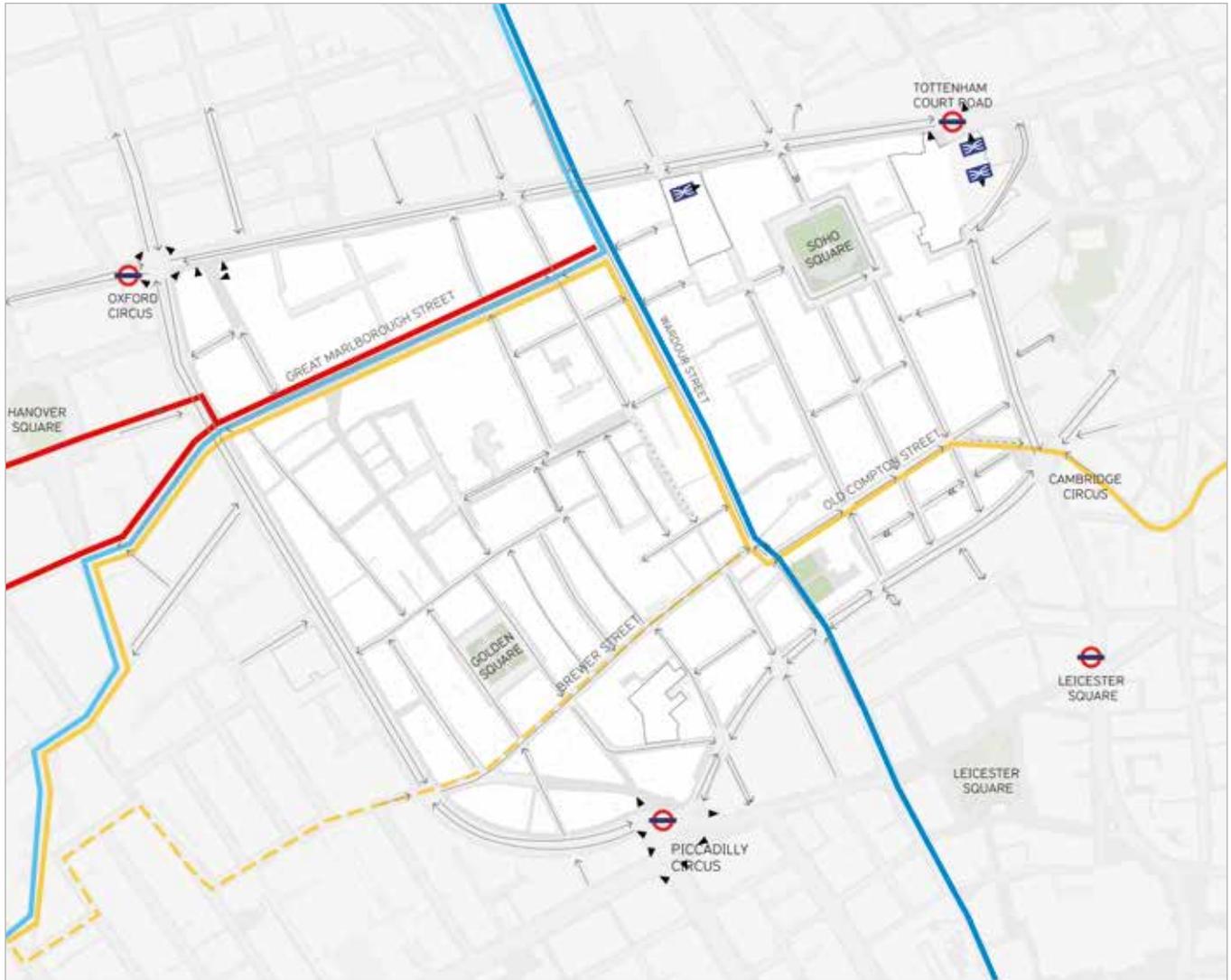
Examples of lighting to narrow alleyways in Westminster: Dover Yard and Lancashire Court.

# Suggestions for improvements to cycling in Soho

**SUGGESTIONS FOR IMPROVEMENTS  
TO CYCLING IN SOHO:**

- 1. Westminster City Council Draft Cycling Strategy, 2013**
- 2. Ideas for increasing cycle parking provision**
- 3. Additions to WCC Draft Cycling Strategy, 2013**
- 4. Further increased permeability for cyclists within Soho**
- 5. Design options for cycle contraflows in Soho**
- 6. Cycle contraflows in other parts of London**
- 7. Ideas for key streets and junctions for cycling**

# 1. Westminster City Council Draft Cycling Strategy



Westminster City Council have proposed several cycle Quietways within Soho (shown in the map above) as part of the Draft Westminster Cycling Strategy, 2013. If the WCC proposed Quietways are implemented they will introduce more two way cycling on certain streets in Soho, improving permeability within Soho. When considering cycling in Soho in this study the draft proposals of the Westminster Cycling Strategy have been accepted and treated as a base line future position.

The following pages outline some extra interventions that work with the proposed WCC Cycling Quietways to improve cycle provision in Soho.

## WCC Draft Cycling Strategy Proposed Cycle Routes

- ← Direction of traffic flow
- » Cycle contraflow
- Victoria line Quietway
- Central line Quietway
- Quietway 19
- Quietway 88
- - - Possible alternative route

## 2. Ideas for increasing bicycle parking provision

Space for bicycle parking is limited in Soho and does not meet the current demand, as a result bicycles can be found chained to street furniture all over Soho infringing on pedestrian space. Given the limited space in Soho's streets, creative new thinking is needed to find alternate solutions for increasing bicycle parking provision.

Where possible, further *provision in existing buildings, in new developments and, if possible, subterranean bicycle storage would help relieve the pressure on on-street bicycle parking. Where possible, vertical bicycle storage could be installed along blank frontages and bicycle storage could be encouraged along railings where it would not impede pedestrian flows.*

*There are opportunities to increase bicycle parking provision along the perimeter of Soho's squares. Some of the proposed improved spaces outlined in the proposals for the 10 priority street could accommodate further bicycle parking when improvements are made, for example on Romilly Street.*



Vertical bicycle parking, New York. Blank frontages could be used to provide further bicycle parking spaces without taking up footway, parking or carriageway space.

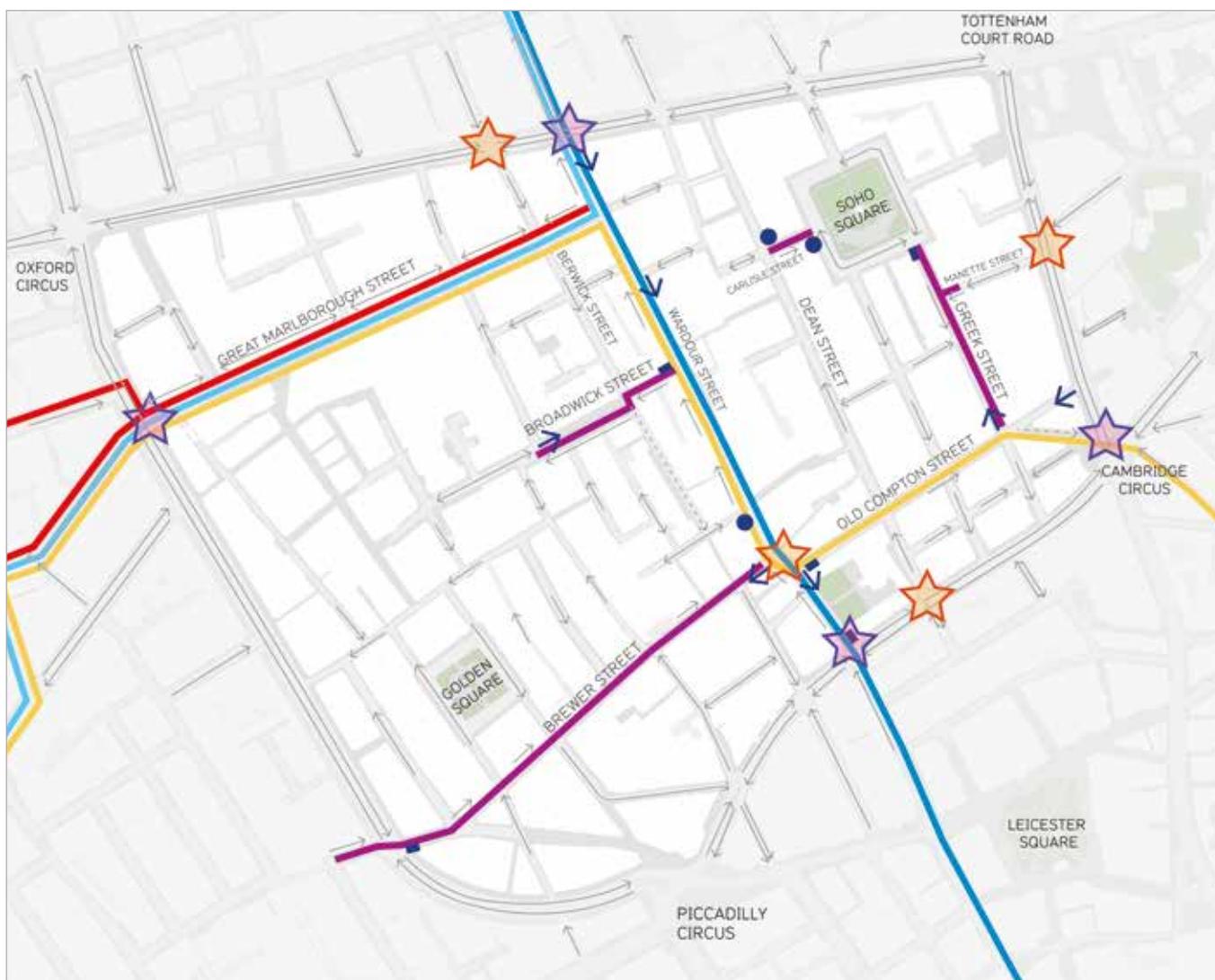


Bicycle parking along railings, Beak Street. It is often prohibited to park bicycles against railings, however where footways are wide enough this could be revised to allow for more bicycle parking space.



Testing bicycle parking demand and using parking bays for cycle parking, temporary cycle-hoop car shaped bicycle rack, London Borough of Hackney. For more ideas on flexible use of parking bays see Section G p60.

### 3. Additions to WCC Draft Cycling Strategy, 2013



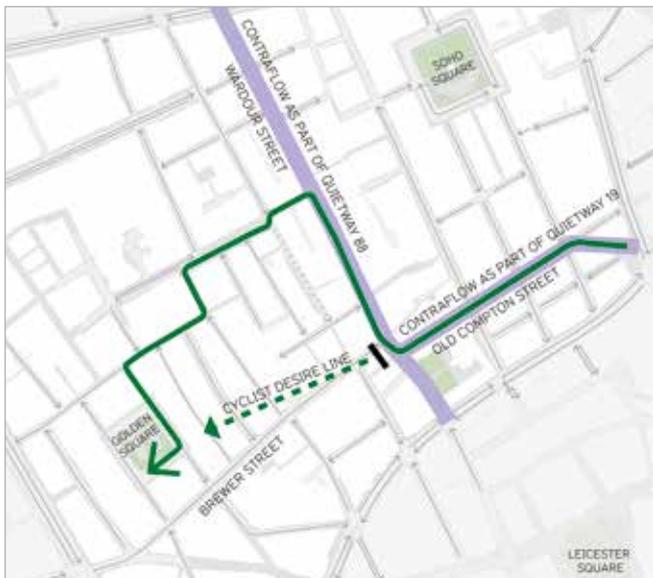
The map above proposes four cycle contraflows that could work in addition to the WCC proposed Quietways to enable better routes around Soho rather than through the area alone. It also highlights four key junctions where improvements could be made to improve cycle access to and from Soho.

The proposed cycle contraflows are on Brewer Street, Broadwick Street, Greek Street, the western section of Manette Street and Carlisle Street. The junctions selected for additional improvements are Oxford Street–Berwick Street, Manette Street–Cambridge Circus, Dean Street–Shaftesbury Avenue, Wardour Street–Old Compton Street.

Further detail on the suggested improvements is given on the following pages.

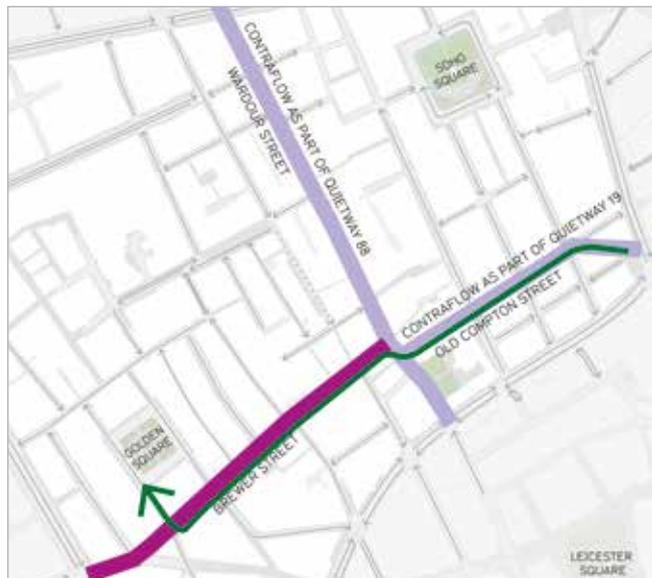
NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

- ← Existing direction of traffic flow
- ←-- Timed or restricted vehicle access
- WCC proposed cycle routes:**
  - Victoria line Quietway
  - Central line Quietway
  - Quietway 19
  - Quietway 88
- ★ Junction where improvements for cycling are likely as part of WCC cycling strategy
- Other Suggestions by Publica**
  - Suggested additional cycle contraflow
  - Signage at street corners warning of cycle contraflow
  - ➔ Segregation for cyclists at entry to contraflow
  - Segregation for cyclists at exit of contraflow
  - ★ Suggested additional improvements to junction



**Creating a south-west connection:  
Existing condition**

The proposed westbound contraflow along Old Compton Street (part of Quietway19) creates an east west route through southern Soho, however to continue westwards towards Golden Square one would have to weave through the one way system as shown above.



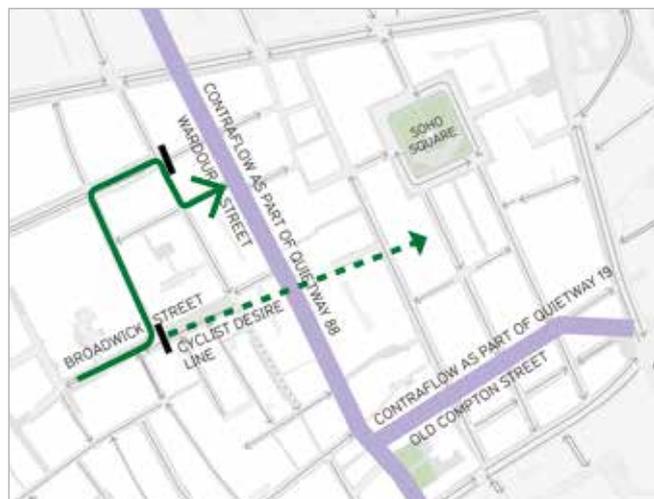
**Creating a south-west connection:  
Suggested contraflow: Brewer Street**

The proposed contraflow along Brewer Street would allow cyclists to travel from Old Compton Street to south-west Soho. It would also open up a better connection for Quietway19.

- Cycle contraflow proposed in WCC Draft Cycling Strategy
- Cycle desire line blocked by the one-way system
- Possible cycle route within Soho
- Point at which route is interrupted
- Suggested additional cycle contraflow

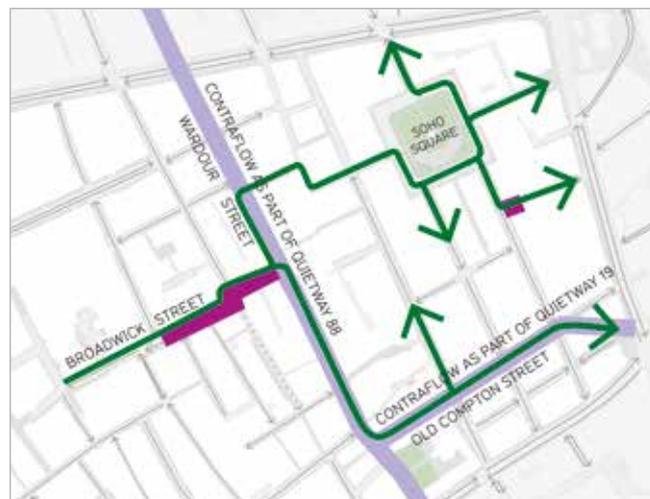
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### 3. Additions to WCC Draft Cycling Strategy, 2013



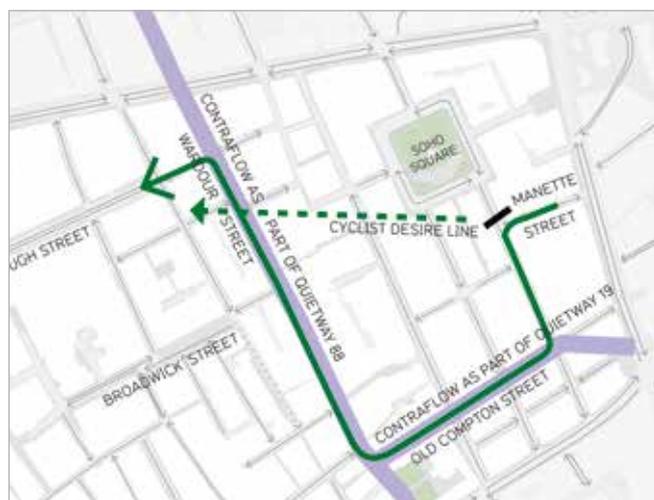
**Creating a central east-bound connection**  
Existing condition

Currently, to cycle east from Broadwick Street, the only option is to travel north along Poland Street and join eastbound one way streets.



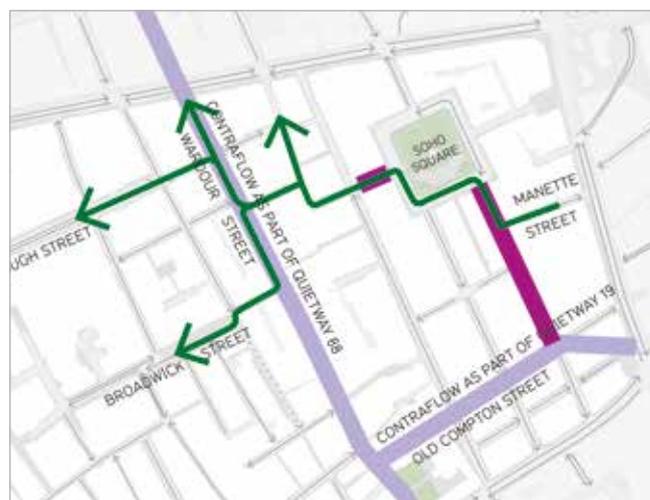
**Creating a central east-bound connection**  
Suggested contraflow: Broadwick Street

A short contraflow down east Broadwick Street would open up many more options in conjunction with the WCC proposed Wardour Street contraflow (Quietway 88). This would be a significant improvement as most of Soho's on-street cycle parking is located in Broadwick Street.



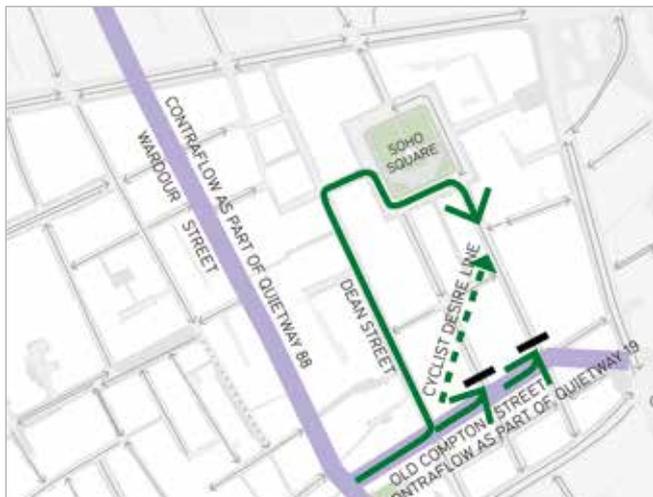
**Creating a northwest connection:**  
Existing condition

Manette Street is a useful entrance into Soho from Charing Cross Road. However, the one-way system means that only a southbound route down Greek Street onto Old Compton Street is available. This, combined with the proposed Quietway 19, could result in a high numbers of westbound cyclists being directed down Old Compton Street.



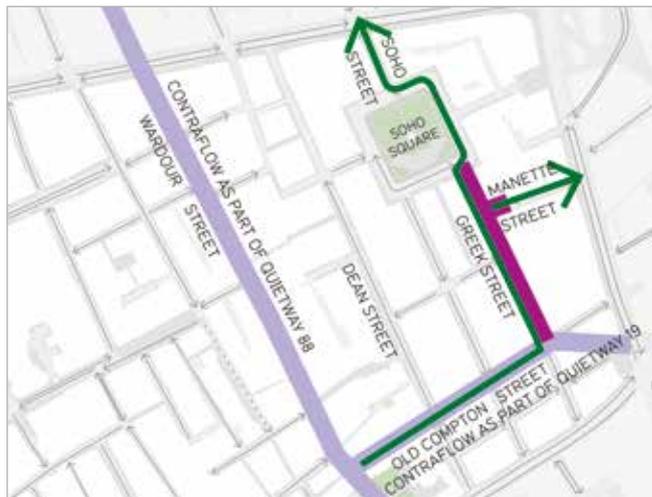
**Creating a northwest connection:**  
Suggested contraflow: Greek Street & Carlisle Street

Allowing cyclists to travel north on Greek Street, combined with a small contraflow on Carlisle Street would open up many more options and relieve Old Compton Street of some cycle traffic.



**Creating a connections across north-east Soho**  
Existing condition

Currently the only option to cycle north from Old Compton Street is via Dean Street resulting in convoluted eastbound journeys through Soho Square and also directing all northbound cyclists down one street.



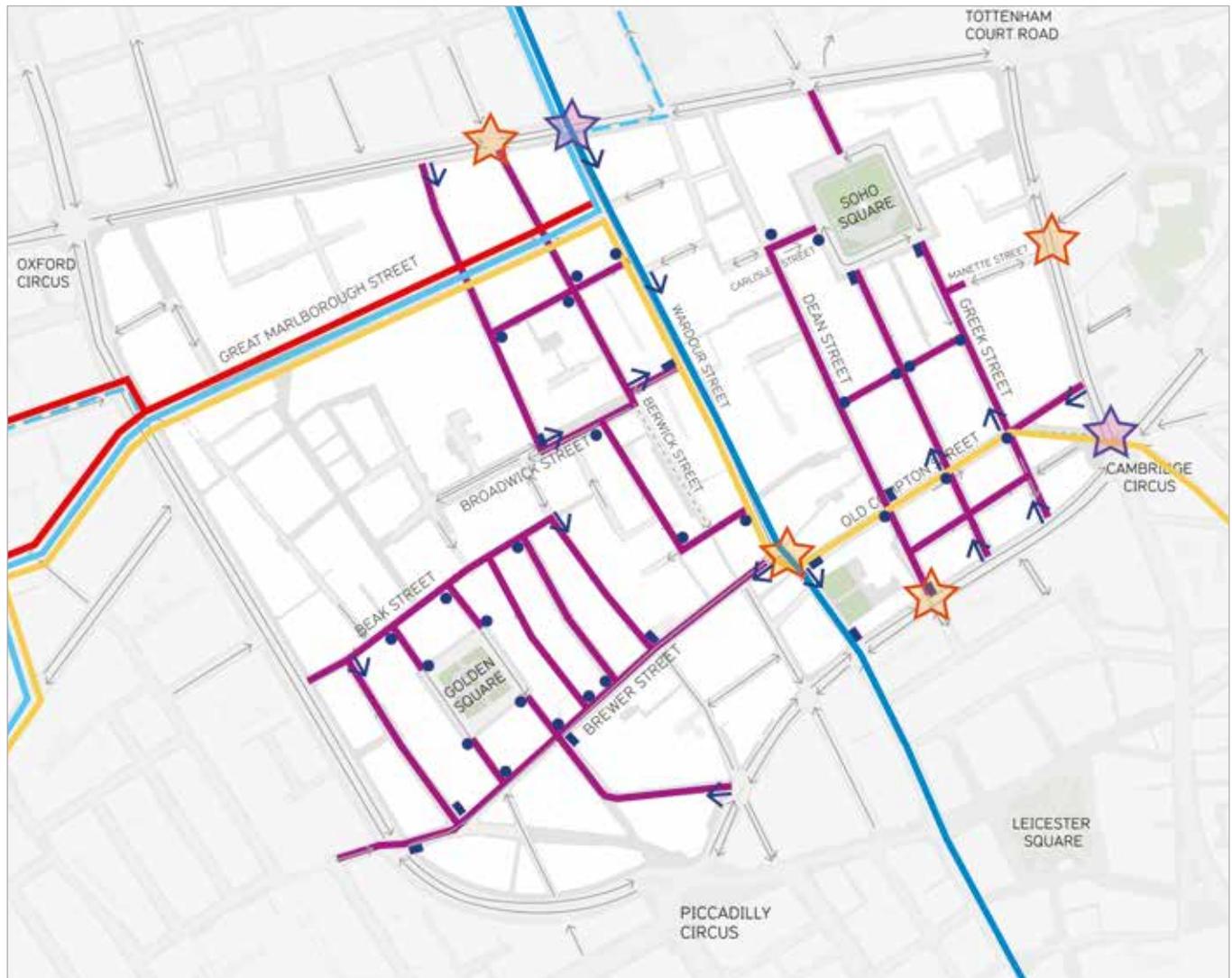
**Creating a connections across north-east Soho**  
Suggested contraflow: Greek Street

A contraflow on Greek Street would provide an alternative route to Dean Street and a more direct route to Manette Street and Soho Street. A small contraflow along the western section of Manette Street would also be required as this part of Manette Street is currently one-way westbound.

- Cycle contraflow proposed in WCC Draft Cycling Strategy
- Cycle desire line blocked by the one-way system
- Possible cycle route within Soho
- Point at which route is interrupted
- Suggested additional cycle contraflow

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

# 4. Further increased permeability for cyclists within Soho



Further to the four cycle contraflows suggested overleaf, there is potential for a more holistic approach to cycle contraflows in Soho. A large number of streets in Soho could have signage and road markings at junctions opening them up to two-way cycling. This would dramatically increase permeability for cyclists within the area.

If this more holistic approach was taken, most of Soho’s streets would operate in two directions for cyclists, and this would effect vehicles, pedestrians and cyclists. For this option to be successful behavioural changes would be required by all road users.

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

- ← Existing direction of traffic flow
- ←-- Timed or restricted vehicle access
  
- WCC proposed cycle routes:**
- Victoria line Quietway
- Central line Quietway
- Quietway 19
- Quietway 88
  
- ★ Junction where improvements for cycling are likely as part of WCC cycling strategy
  
- Other Suggestions by Publica**
- Suggested additional cycle contraflow
- Signage at street corners warning of cycle contraflow
- ➔ Segregation for cyclists at entry to contraflow
- Segregation for cyclists at exit of contraflow
- ★ Suggested additional improvements to junction

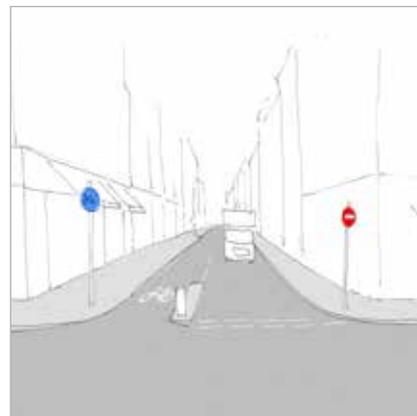
## 5. Design options for cycle contraflows in Soho



Cycle contraflows within Soho could be very simply marked without the need for great changes to the look and feel of the streets. In example above, simple signage and markings at entrances to one-way streets are used.



Some limited built elements: road markings and signage at entrances to one-way streets will indicate to vehicles to expect oncoming cyclists. A small traffic island could be installed for added protection.



At exits from one-way streets, junctions would need road markings or a small island to protect space for cyclists to enter.

### Examples of cycle contraflows in Westminster City Council



Hanover Street segregated contraflow



Green Street exception for cyclists on left turn restriction, from Park Lane into Green Street



Long Acre contraflow cycle lane

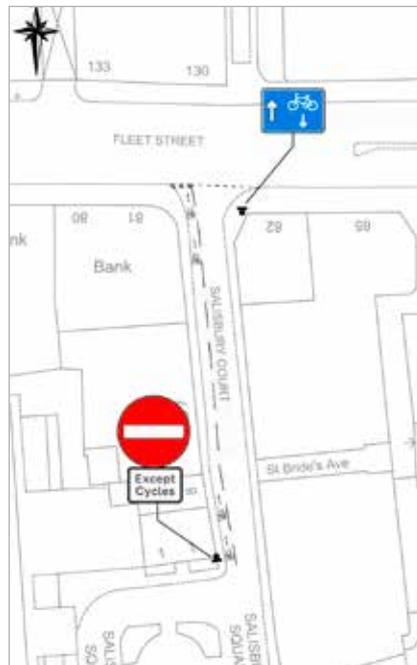
NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

# 6. Cycle contraflows in other parts of London

## Examples in the City of London



Russia Row/Trump Street, City of London.  
 Image source: [www.cityoflondon.gov.uk/services/transport-and-streets/traffic-management/Documents/contra-flow-cycling-example-layouts.pdf](http://www.cityoflondon.gov.uk/services/transport-and-streets/traffic-management/Documents/contra-flow-cycling-example-layouts.pdf)



Salisbury Court, City of London.  
 Image source: [www.cityoflondon.gov.uk/services/transport-and-streets/traffic-management/Documents/contra-flow-cycling-example-layouts.pdf](http://www.cityoflondon.gov.uk/services/transport-and-streets/traffic-management/Documents/contra-flow-cycling-example-layouts.pdf)

The City of London have been trialling cycle contraflows on a number of streets within the City. These trials have proved successful and proposals for 30 more streets are currently being prepared for implementation.

The City of London contraflows are not physically segregated from vehicles, requiring signage and road markings only.

The City of London have used temporary additional signage to alert pedestrians to the new conditions where cycle contraflows have been implemented. These are removed after an initial period as pedestrians become used to the operation and direction of traffic flows on streets.



Temporary pedestrian signage.  
 Above: Gutter Lane, City of London.  
 Below: West Smithfield, City of London



Salisbury Court, City of London



Gutter Lane, City of London

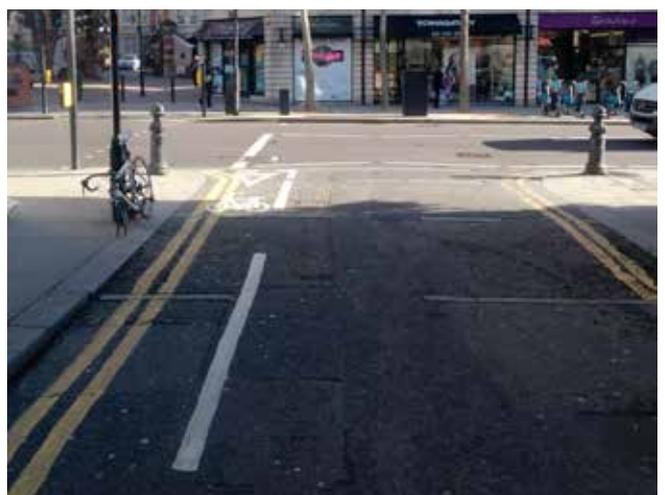
## Examples from elsewhere in Central London



Byng Place, London Borough of Camden: a transition from a marked and segregated cycle lane to a wider space shared between pedestrians and cycles slows cyclists down.

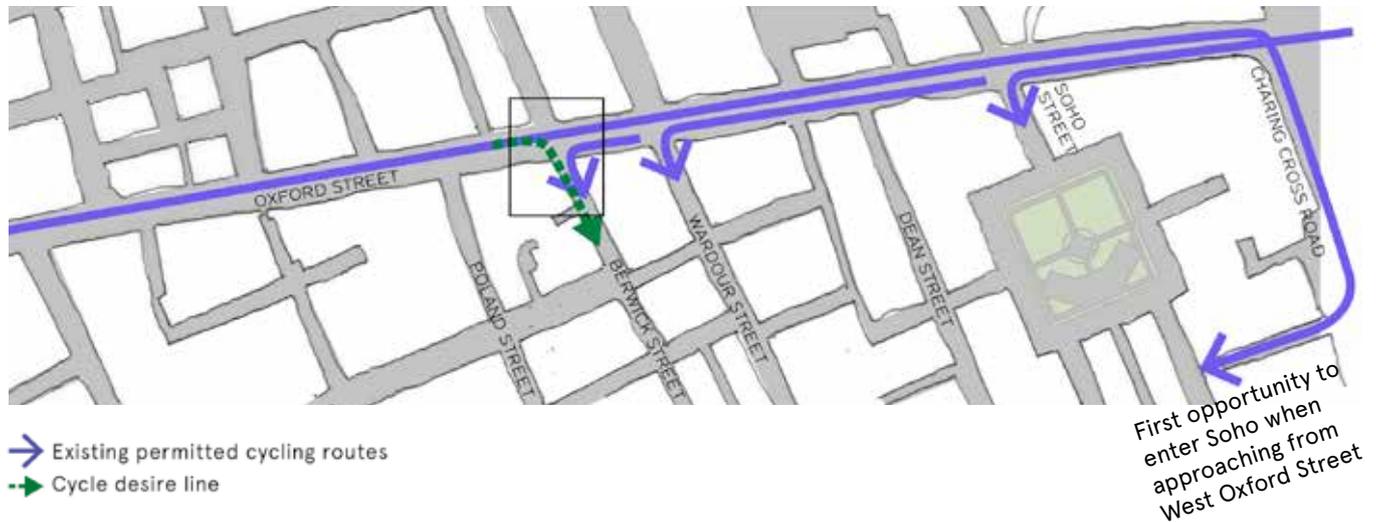


Holland Street off Kensington Church Street is reasonably busy with traffic and deliveries. A small traffic sign and road marking warn vehicles to expect oncoming cyclists, because of the narrow width of the street and parked cars, vehicles and cycles give way to one another.

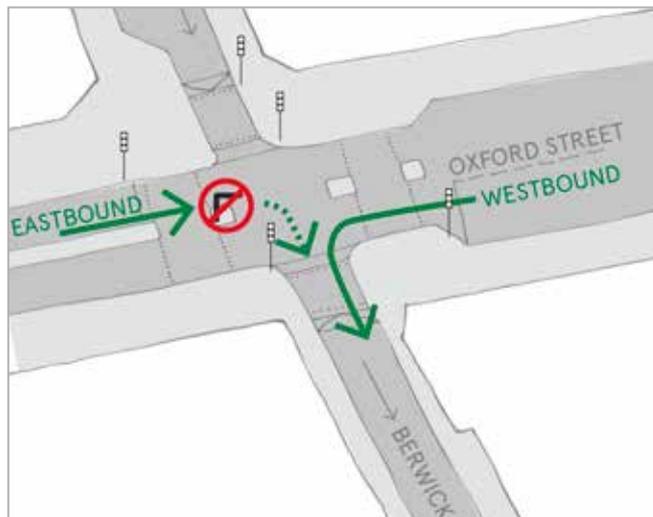


# 7. Ideas for additional improvements to key junctions for cycling

## Entering Soho from Oxford Street via Berwick Street



The right turn restrictions for eastbound traffic on Oxford Street means that the first opportunity to enter Soho for cyclists is via Charing Cross Road and Manette Street.



### Entering Soho from Oxford Street

The right turn restriction at Berwick Street is often ignored by cyclists as this is one of only two entrances to Soho from Oxford Street for traffic of any kind.



### Possible Solution

Allow cyclists to turn right into Berwick Street from Oxford Street.

- New 'Ahead Only Except Cyclists' signage
- Possible cycle refuge box to allow cyclists to wait before turning right.

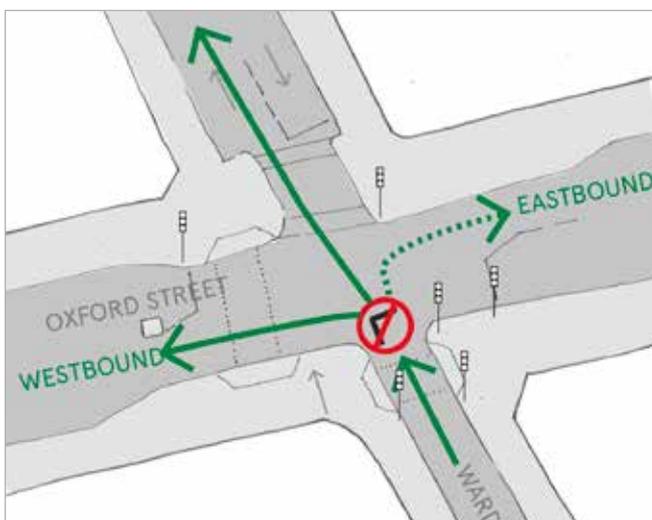
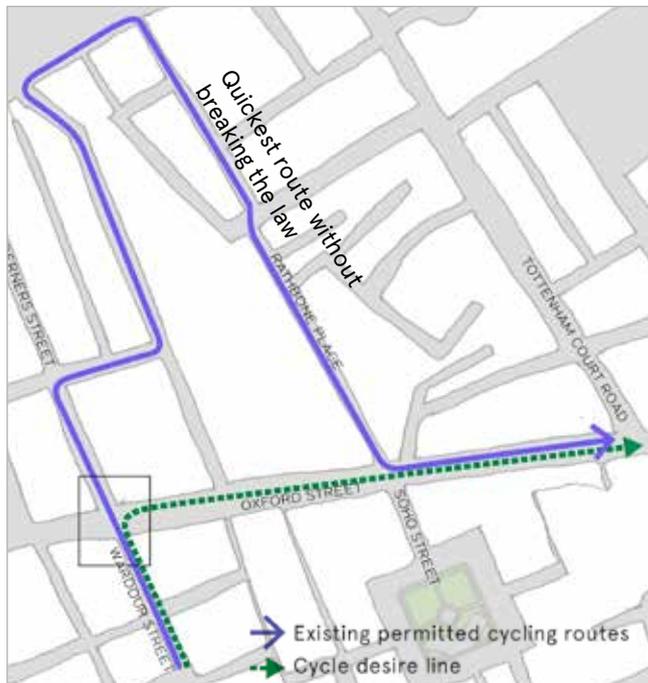
- Traffic flow direction
- Key routes taken by cyclists
- Forbidden routes taken by cyclists
- ⊘ Right or left turn banned
- New route created

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

### Exiting Soho from Oxford Street via Wardour Street



North Wardour Street-Oxford Street junction viewed from the top of Wardour Street. The right turn restriction means that cyclists must continue northwards up Berners Street, creating a convoluted route for those wishing to head east down Oxford Street.



### Exiting Soho from north Wardour Street

When exiting Soho via Wardour Street northbound, the only issue is the right turn restriction because Oxford Street is one of few options for cyclists heading east across this area of the West End.

- Traffic flow direction
- Key routes taken by cyclists
- Forbidden routes taken by cyclists
- ⊘ Right or left turn banned
- New route created



### Possible Solution

- New right turn filter lane for cyclists from Wardour Street with painted box.
- Phase lights to accommodate cyclists turning right into and out of Wardour Street.
- Possible new right turn filter lane for cyclists from Oxford Street, with painted box and new islands.

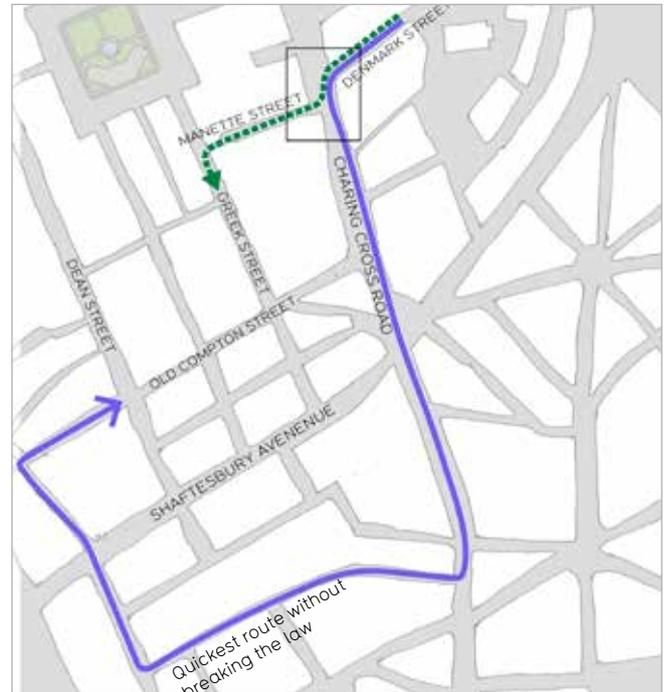
# 7. Ideas for additional improvements to key junctions for cycling

## Entering Soho via Manette Street

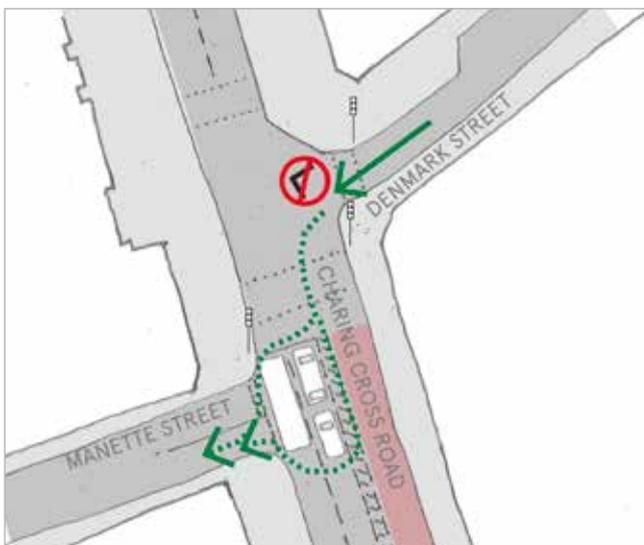


Manette Street viewed from Denmark Street

- Traffic flow direction
- Key routes taken by cyclists
- Forbidden routes taken by cyclists
- ⊘ Right or left turn banned
- New route created



- Existing permitted cycling routes
- Cycle desire line



## Entering Soho from Denmark Street

There is a desire line from St Giles High Street via Denmark Street into Soho through Manette Street, yet it is not possible to cycle from Denmark Street into Manette Street due to the left turn restriction.

If cyclists were allowed to turn left down Charing Cross Road, they would struggle to cross the northbound queuing traffic, as it blocks the entrance into Manette Street.

## Possible Solution

A possible solution would be to move the northbound traffic signals and pedestrian crossing back to the south side of the Manette Street junction to allow cyclists to cross directly into Manette Street.

- New 'No Left Turn Except Buses and Cyclists' Sign
- Move Pedestrian Crossing Southwards

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

### East-west route via Glasshouse Street and Vigo Street



- WCC proposed Quietway 19
- - - Cycle desire line



Vigo Street looking west from the junction with Regent Street



### Glasshouse Street / Vigo Street

This connection is part of a wider route that could give cyclists a useful and safe alternative to the southern end of Regent Street, Piccadilly Circus and Shaftesbury Avenue. This is presented as an alternative for Quietway 19 (Old Compton Street–Wardour Street–Great Marlborough Street) in the WCC Draft Cycling Strategy.

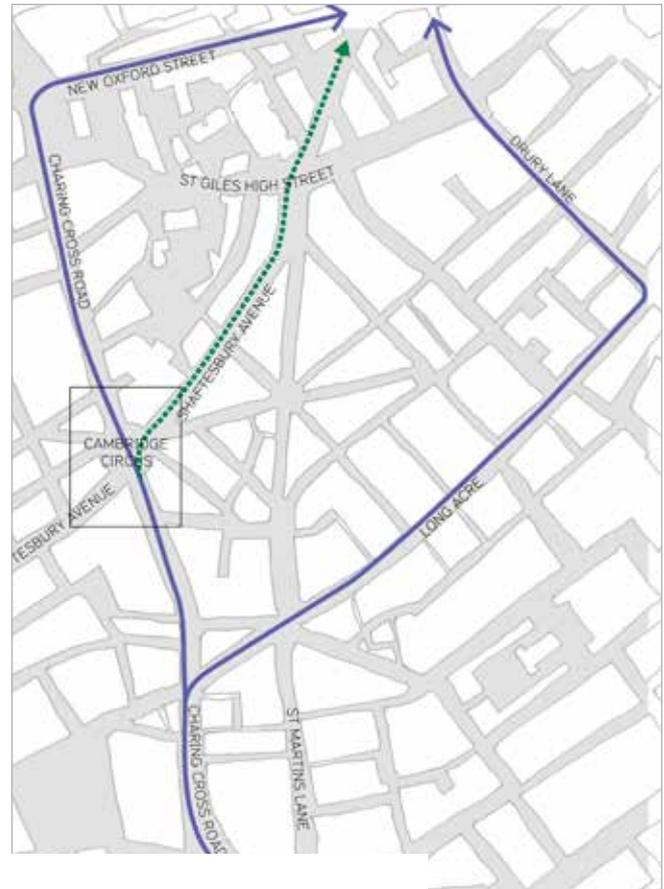
Although Vigo Street becomes very narrow west of Sackville Street, there is space for two vehicles to pass and therefore potential space for a cycle contraflow.

# 7. Ideas for additional improvements to key junctions for cycling

## Cycling across Cambridge Circus



Cambridge Circus: Many cyclists take informal routes across Cambridge Circus using the pedestrian crossings; some dismount while others remain on their bicycles.



-  Existing permitted cycling routes
-  Cycle desire line

## Cycling northbound across Cambridge Circus

The design of the Cambridge Circus junction is a barrier to cyclist movement from Charing Cross Road northbound into Shaftesbury Avenue. The permitted route is through Charing Cross Road, Tottenham Court Road junction and New Oxford Street, a difficult and busy route to negotiate for cyclists.

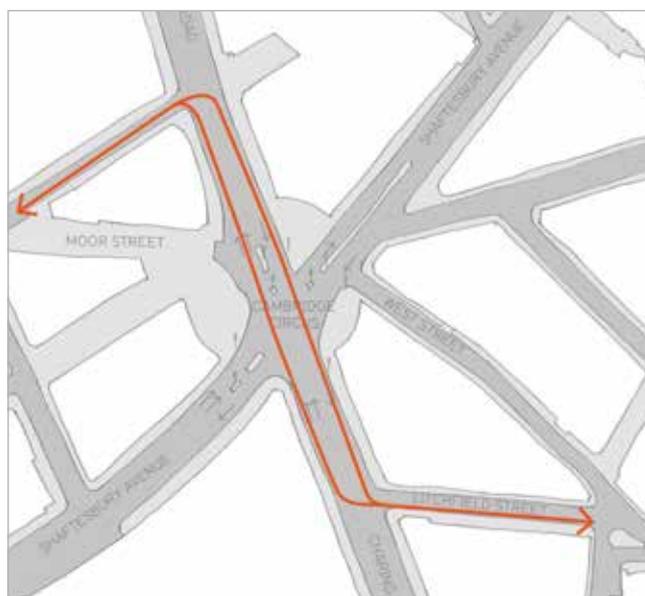
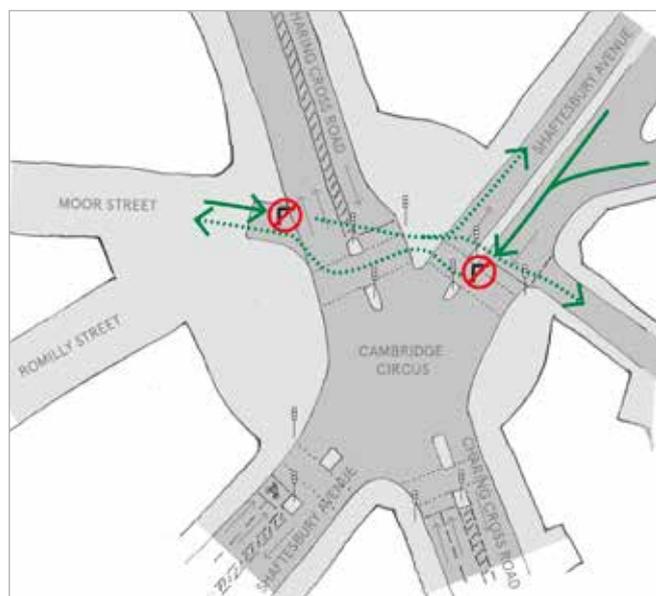
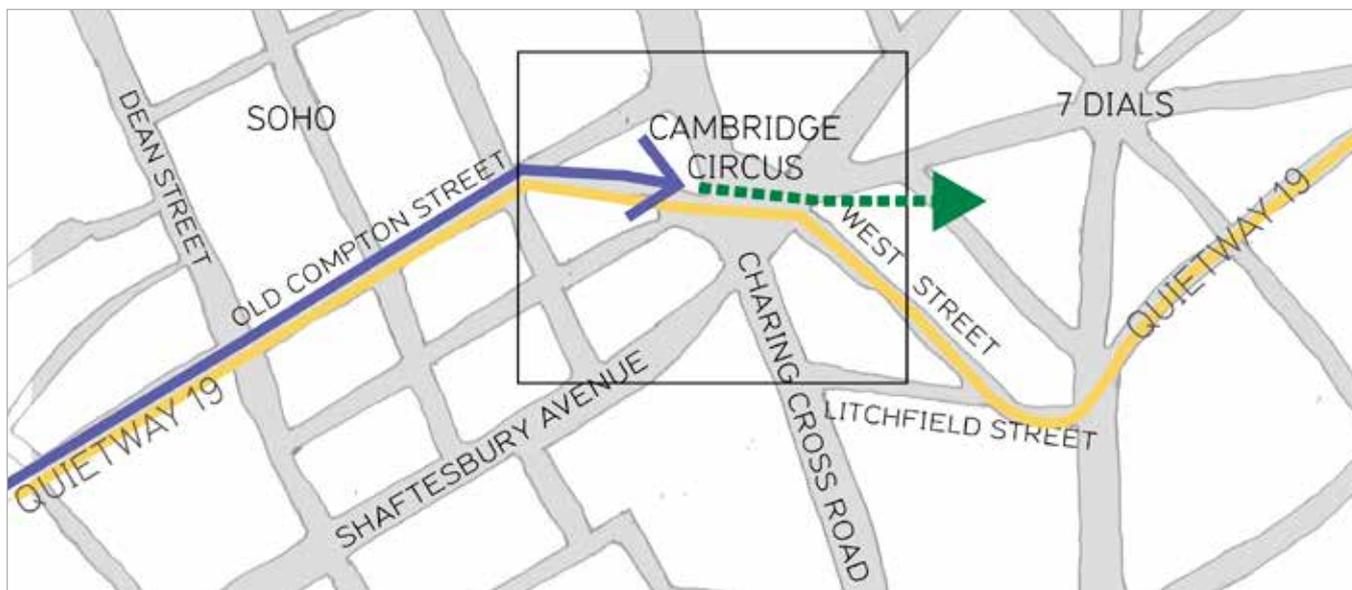
## Possible Solution

- Allow cyclists to turn into Shaftesbury Avenue from Charing Cross Road northbound, this would require changes to the junction layout and traffic light phasing.

-  Traffic flow direction
-  Key routes taken by cyclists
-  Forbidden routes taken by cyclists
-  Right or left turn banned
-  New route created

NB: The recommendations and suggestions presented in this report are strategic ideas for discussion that require further consultation, investigation, engineering and testing before implementation.

### Cycling across Cambridge Circus



### Cycling east-west across Cambridge Circus

It is currently impossible to cycle directly between Soho and 7 Dials/Covent Garden. Despite Moor Street being one of the more popular routes into and out of Soho, right turn restrictions in both directions prevent the connection to and from the north-east. Many cyclists take informal routes across Cambridge Circus using the pedestrian crossings. This will potentially become a greater problem when Quietway 19 is implemented.

### Possible Solution

- Coming from the east, cyclists could be directed to the end of Old Compton Street where a right turn can be made more safely than from Moor Street.
- Cyclists could be encouraged directly across Cambridge Circus and turn left into Litchfield Street rather than negotiating a way into West Street.
- Turning right out of Litchfield Street would also be more straightforward than crossing from West Street.

# Area surveys

# Contents

8	AREA SURVEYS .....	126
•	SOHO'S PUBLIC REALM IN CONTEXT .....	128
	Soho's place in the West End .....	130
	Soho as a neighbourhood .....	132
	A summary of local policy .....	134
	Listed buildings in Soho .....	138
	A history of Soho's streets .....	140
•	SURVEY OF THE STREETS AND SPACES OF SOHO .....	144
	Entrances to Soho .....	146
	Surface materials .....	156
	Recent public realm projects .....	160
	Currently proposed public realm projects .....	162
	Wayfinding and signage .....	164
	Pedestrian and vehicular space .....	165
	Perceived hierarchy of pedestrian use .....	166
	Outside tables and chairs .....	168
	Evening crowds on the streets .....	170
	Accessibility .....	172
	Servicing and vehicles in the public realm .....	174
•	CYCLING SURVEY .....	176
	Different kinds of cyclists in Soho .....	178
	Existing cycle infrastructure .....	180
	Draft Westminster Cycling Strategy Proposed Routes .....	181
	Cycle stand provision .....	182
	Reported bicycle accidents .....	184
	Cycling entrances and exits .....	185
	Key streets and junctions for cycling .....	186
•	MATRIX OF SOHO STREETS AS PRIORITY SITES .....	192
•	CONSULTATION SUMMARY .....	198
•	BIBLIOGRAPHY .....	200
•	WSP SURVEYS .....	202
	PERS Assessment of Old Compton Street .....	204
	PERS Assessment of Beak Street .....	206
	PERS Assessment of Brewer Street .....	208
	Comparable vehicle, bicycle and pedestrian counts .....	214
	TfL cycle hire data and journeys for Soho .....	224
	TfL vehicle and bicycle numbers for Great Marlborough Street and Old Compton Street .....	228
	TfL Wardour Street bicycle and pedestrian numbers .....	229

Soho's  
public realm  
in context

Soho lies at the centre of London, in the heart of the West End with its unique mix of world class retail, commercial offices, small independent businesses, theatres, cinemas, restaurants, cafés and nightclubs; as well as a large resident population. Soho contains all of these uses and also retains a sense of place within this busy context.

Soho is a popular destination in its own right with large numbers of people coming to the area to work and shop, and in the evening to attend shows, to eat and drink. The streets and alleyways of Soho accommodate a vast range of users at all times of day and night.

The area is surrounded by a number of other major destinations and distinct neighbourhoods. Marylebone, Fitzrovia and Bloomsbury lie to the north, St. Giles and Covent Garden to the east, Chinatown and St. James's to the south and Mayfair to the west. The limits of Soho are set by the intense retail strips of Oxford Street and Regent Street as well as the theatres that line Shaftesbury Avenue. Soho's streets act as connectors between these different parts of central London and attract large numbers of people in their own right.

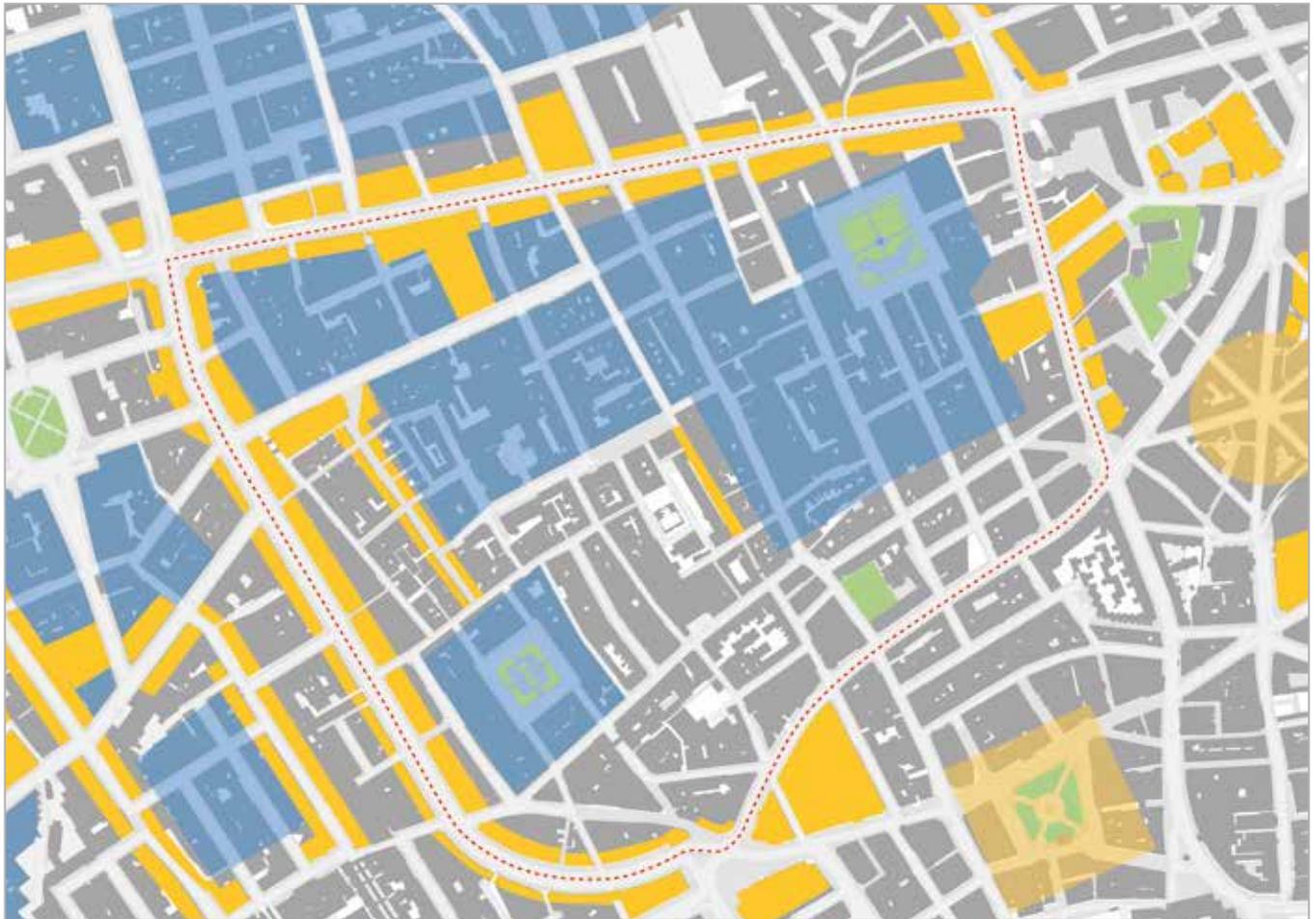
The public realm of Soho feels distinctive. The clear boundaries of the district mean that the pedestrian and cycle experience is distinct from neighbouring districts with a smaller scale to the spaces and more informal sharing of the streets. This sense of the public realm is reinforced by the large scale of the streets that bound Soho, the limited number of through routes for vehicles and the absence of bus routes through the district. Soho can almost feel like a walled town within the wider city.

Soho is very well connected with public transport routes on all sides. There are four underground stations at the edges of Soho: Tottenham Court Road, Oxford Circus, Piccadilly Circus and Leicester Square connecting to five tube lines. These station exits create distinct flows of people along the streets around them.

The arrival of Crossrail will further impact the streets and spaces of Soho. Tottenham Court Road Crossrail station is currently under construction with one exit on Dean Street and one on the south-east corner of the Tottenham Court Road/Oxford Street junction.



# Soho's place in the West End



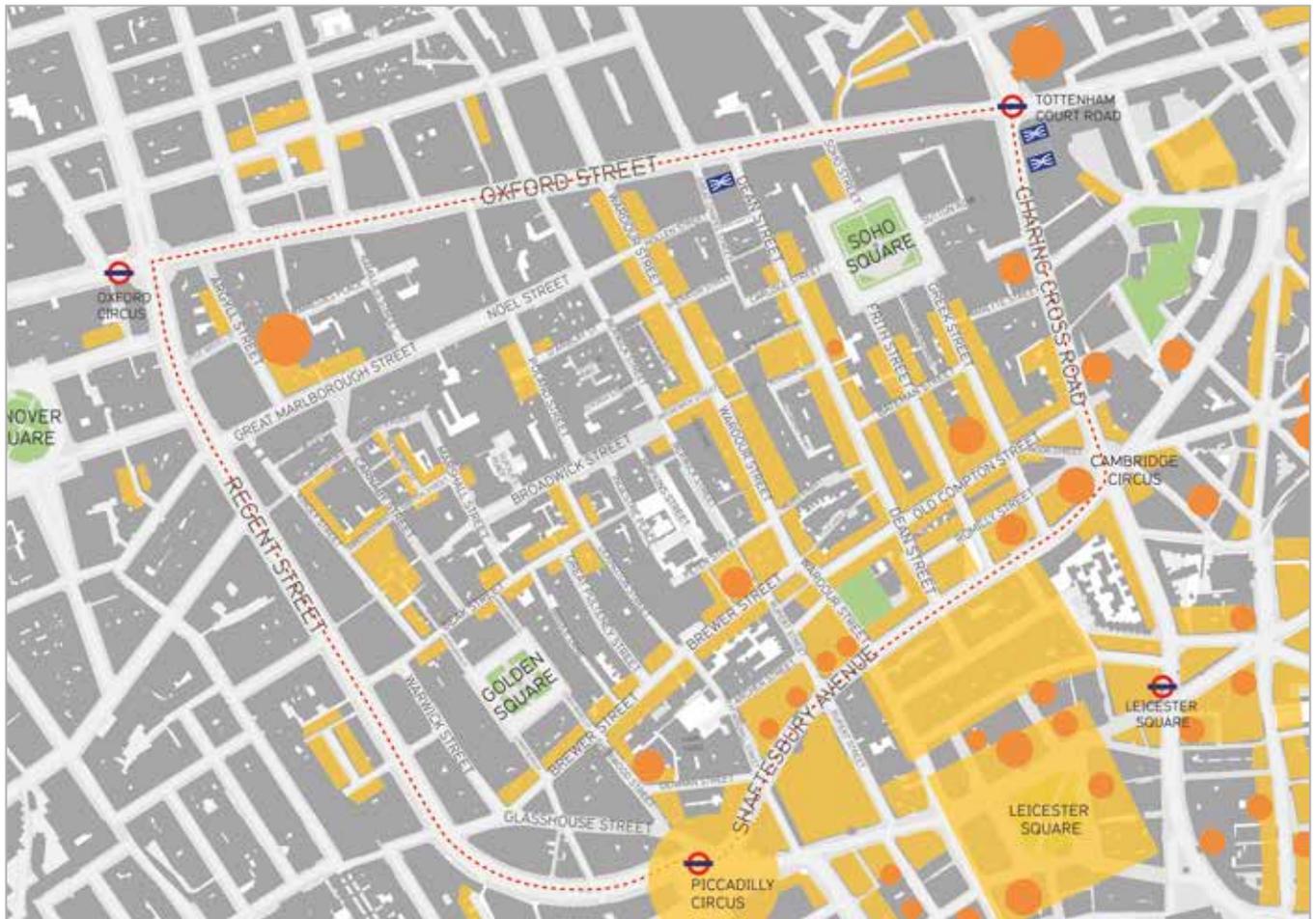
## Daytime

The use of Soho's streets and spaces changes throughout the day and night. The fluctuations in the number of people coming to Soho and what they come to do has a direct effect on the requirements of the area's public realm.

During the daytime vast numbers of people come to the shopping streets that surround Soho. Some of this life filters into the streets of Soho which become quieter overflow spaces or oases, such as Ramillies Place, or are in fact intrinsically linked to the retail world like Carnaby Street.

Most of Soho's streets and alleyways tend to have a more even bustle of vehicles, pedestrians and cyclists during the daytime. The main daytime uses of Soho relate to its function as a residential and commercial neighbourhood with a few pockets of more intense street activity, for example Berwick Street Market, and a few peak moments for example at lunchtime.

- Significant concentrations of retail
- Significant concentrations of commercial offices



## Evening and night-time

Later in the day, the main areas of activity shift from the principal shopping streets southwards to the theatres, cinemas, entertainment venues and the night-life of Soho and Leicester Square. This shift from daytime to night-time attractions results in many people walking through Soho.

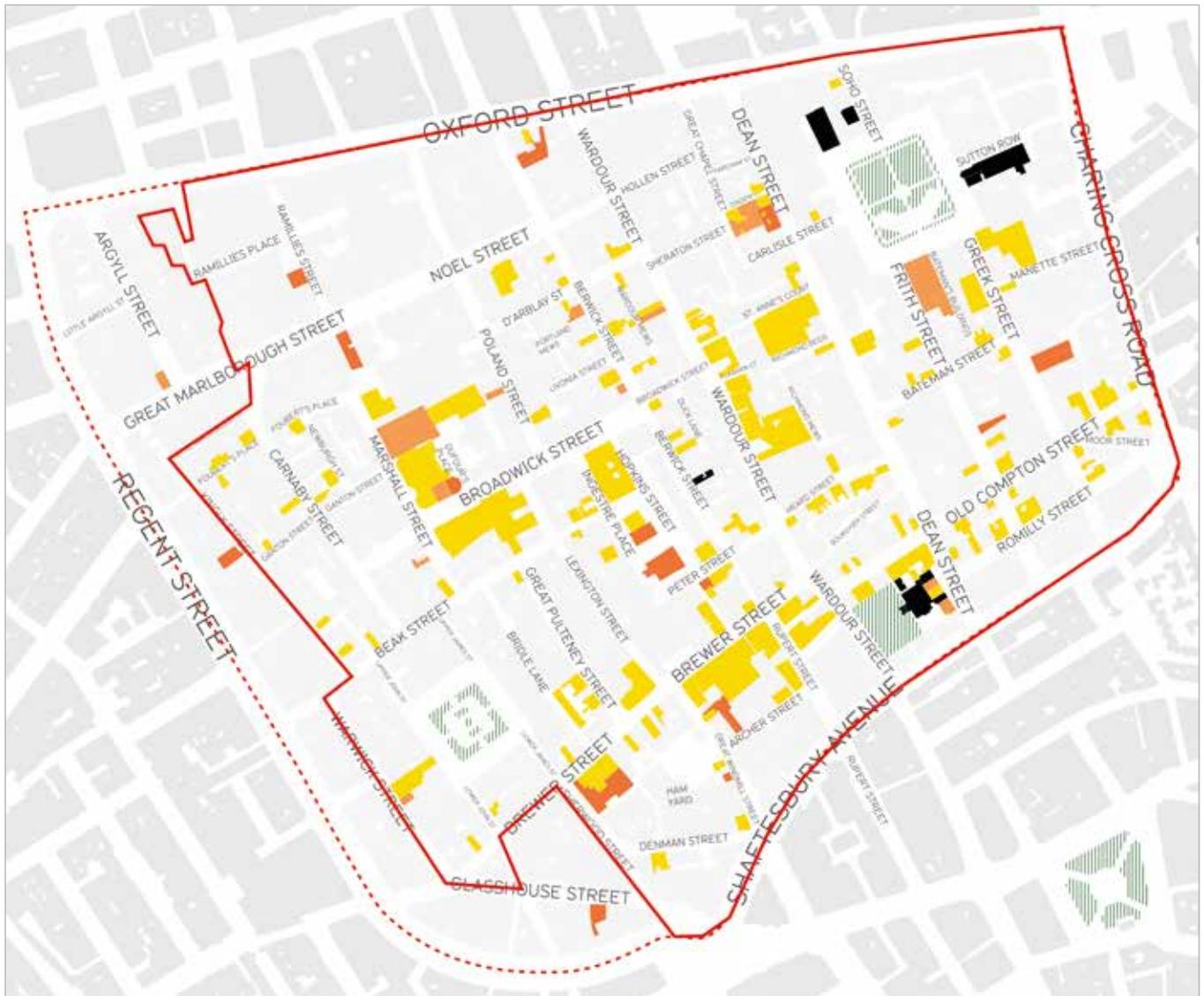
People arriving at the underground stations and bus stops in the area are likely to turn into the inner streets of Soho at these times. This new influx is overlaid on the flows of people leaving work in Soho, creating an evening peak of activity in the public realm.

Old Compton Street, Wardour, Dean, Greek and Brewer streets become busy with pedestrians walking between cafés/restaurants and pubs/bars, waiting in queues or socialising on the footways.

Late at night Soho can be very lively with revellers leaving licensed premises and heading for night time transport. This can lead to noise and other anti-social behaviour in some parts of the public realm.

- Significant concentrations of restaurants, bars and nightlife
- Theatres and Cinemas

# Soho as a neighbourhood



Soho as a neighbourhood: map showing buildings that are predominantly residential over all levels, and other neighbourhood or community uses (November 2013). The map is based on 'Soho Main Use' March 2013, WCC and revised through conversations with local residents and stakeholders.

- Health (e.g. G.P. Practices/Pharmacies)
- Community/Recreation / Education
- Buildings with predominantly residential uses (WCC GOAD Soho main use map March 2013)
- Religious Use
- Other
- Park /green space
- Soho Neighbourhood Area (5th April 2013)
- - - Soho Public Realm Study area

Soho is one of London's best known destinations, however it is also a residential neighbourhood with around 4000 residents\*.

The map opposite shows all the buildings in Soho with a predominantly residential use in yellow. Other local amenities are also mapped including community spaces, healthcare and religious buildings.

The residents of Soho are represented by strong and active amenity groups and have an important role to play in helping to shape and influence the future of the public realm. Publica has met with several groups and individuals during the survey stage of this study.

Some uses of the public realm can add street life, activity and delight for visitors but conversely can have an adverse impact for some people living in the area. Tables and chairs on footways outside restaurants and cafés, as well as large groups of people drinking outside pubs and bars, are part of what has made Soho feel vibrant in recent years. However, the associated noise issues, the blocking of pavements and doorways have been cited by residents as problems.

The design of street spaces, the enforcement of regulations on the use of footways, servicing times, vehicle sizes and other factors can help Soho thrive both as a destination and as a home.

\* As outlined by WCC in the Consultancy Brief for the Soho Public Realm Study, issued June 2013.



# A summary of local policy

*Soho is covered by a number of Westminster and London-wide policy documents. The area is mostly covered by the Soho conservation area and touched by the Regent street and Chinatown Conservation Areas.*

*This public realm study does not overrule other Westminster planning policy but sits within Westminster's policy framework. For more information on specific WCC documents please refer to: [www.westminster.gov.uk/services/environment/planning/planning-policy/](http://www.westminster.gov.uk/services/environment/planning/planning-policy/)*

*There are a number of documents that provide guidance on the public realm, including material palettes for streets and public spaces, most notably the WCC 'Westminster Way' and the TfL 'Streetscape Guidance'. Soho is a unique district within Westminster. In the case of Soho, standardised one size fits all improvements to the public realm may not be appropriate. All material specifications for public realm improvements should consider Soho's unique identity, and where possible a material palette that reflects Soho's character should be considered while fitting into the wider look and feel of Westminster streets is also key.*

## **Streetscape guidance 2009 A guide to better London streets, TfL**

The Streetscape Guidance, written by Transport for London (TfL) is primarily developed for the TfL Road Network, it includes key design principles and a recommended palette of materials and street furniture.

## **The Mayor's Vision For Cycling In London: An Olympic Legacy for all Londoners, Greater London Authority, March 2013.**

The Mayor's Vision for Cycling in London sets out plans for improving cycling provision across London.

The proposed cycle routes that run through Soho are outlined in the cycling section p.88. They are currently in consultation. It is not the purpose of this document to propose any further city scale cycle routes crossing Soho.

## **Westminster's City Plan: Strategic Policies, November 2013, WCC**

The Westminster City Plan contains various policies related to Soho, which lies within the West End Special Retail Policy Area (Policy S7) and the Central Activities Zone (Policy S6). Policy S7 has specific priorities related to the pedestrian environment:

- Improve pedestrian environment to manage significant pedestrian flows and address the adverse impacts of pedestrian congestion in the Primary Shopping frontages.
- Improve public transport provision and access to it, including Crossrail.
- Develop Oasis Areas of rest, including seating areas, and A3 café and restaurant uses where appropriate in scale and location, to support main retail areas.
- Improve linkages to and from surrounding retail areas and visitor attractions.

The Core Strategy recognises the importance of pedestrian movement through policy S41. The policy seeks to prioritise the pedestrian movement in all development and promotes the creation of an attractive and safe pedestrian environment, with particular emphasis busy areas. The policy recognises that walking is the most efficient means of movement for short journeys, including those from other transport modes to final destination. With no bus routes, Soho relies on its walking routes to the stations and bus stops on its perimeter. This policy also recognises the need to support sustainable transport options such as cycling.

The policies set out in S42 highlight the importance of servicing and deliveries to the local economy whilst ensuring that this is managed in such away that minimises adverse impacts on residents, workers and visitors. Policy S43 supports and promotes various improvements to transport infrastructure, including the public realm. It advocates improving way-finding and legibility to facilitate pedestrian movement and increasing cycle parking, cycle hire and safety for cyclists where this would not compromise pedestrian movement.

## The Westminster Way, 2011, WCC

The Westminster Way contains street design guidance for both maintenance and new development. Its principles are drawn from analysis of the characteristics of the City and the philosophy and protocols of the Westminster City Council's own management regime. The motto is 'Keep it simple, keep it Westminster'. The following principles are outlined within the Westminster Way as 'The Westminster Code'

**Quality:** High quality components, materials, scheme design, implementation, detailing and maintenance.

**Durability/Sustainability:** Design and materials must reflect the anticipated demands of heavy use in the long term.

**Character:** Adopt the city's livery of black street furniture and ensure the material palette enhances the character.

**Clutter Free:** Minimise obstructions and clutter to improve ease of movement and the appearance of the public realm.

**Continuity:** Public spaces should appear joined up and continuous and should enable mobility.

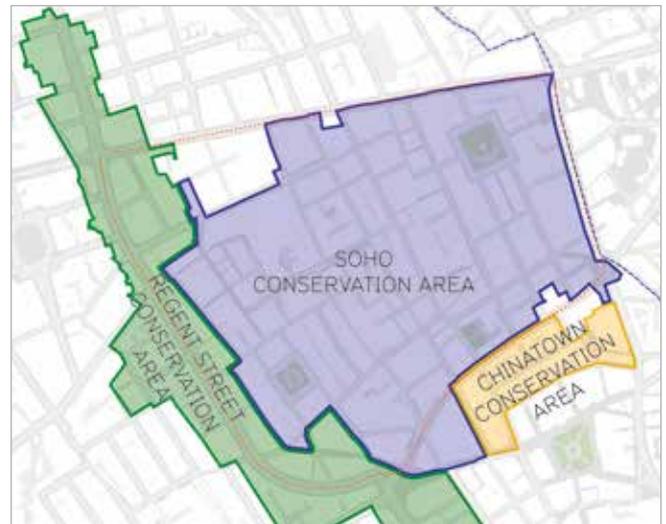
**Containment:** Where geographical distinctions are present in historic street surfaces or furniture these should be respected.

**Context:** Materials, furniture and planting should be informed by the character and traditions of the local context.

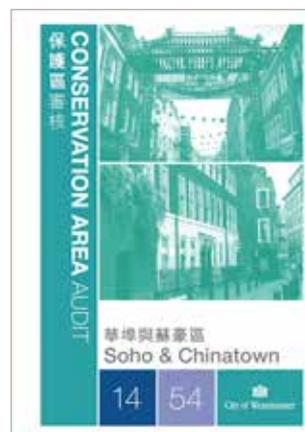
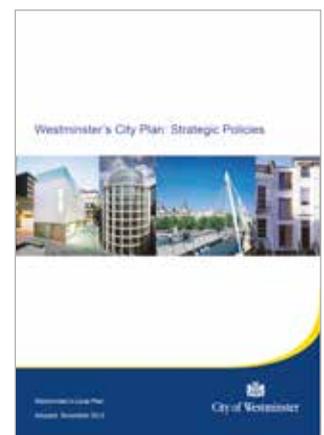
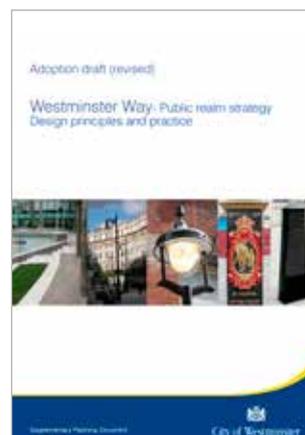
**Co-ordination:** Furniture should, as a rule, be part of the city's standard co-ordinated suite of items.

**Consistency:** New development should remove inconsistencies and co-ordinate finishes and furniture with surrounding spaces.

**Cherish:** Protect, preserve and maintain listed and noteworthy street furniture or parts of the street surface.



Map showing the Soho Conservation Area boundary.



Front covers of various relevant policy documents: The Westminster Way, Westminster's City Plan, Soho and Chinatown Conservation Area Audit and The Soho Action Plan.

# A summary of local policy

## Westminster Cycling Strategy – Draft 2013

WCC is currently reviewing, consulting on and finalising their cycle strategy in light of the Mayor's Vision for Cycling and other factors. This Soho Public Realm Study should be read in parallel and addition to strategies on cycling produced by others.

## Soho action plan adopted June 2007

The Soho Action Plan, adopted in June 2007, was put together by WCC with a local Steering Group made up of local residents, businesses, charitable organisations and community groups. Its aim is to help the area achieve its full potential and at the same time preserve Soho's unique character. It aims to address resident concerns, improve community facilities and support small independent businesses and the creative industries. 65 actions for the improvement of Soho are listed in the action plan under the following themes; Order, Opportunity, Enterprise, Renewal and One Soho.

- The action plan recognised the need for a more holistic approach to the public realm.
- Under the 'Renewal' section of the Soho Action Plan a number of areas for public realm improvements are identified: improving lighting, increasing the number of cycle stands, installing raised tables and improving signage to encourage pedestrian flows.
- Berwick Street, Peter Street, Broadwick Street and Ingestre Place, W1 Planning Brief – Adopted March 2007.

## Soho neighbourhood Area adopted October 2013

The Soho Neighbourhood Area was agreed upon and designated in autumn 2013. This is a step towards defining boundaries for a neighbourhood forum or Neighbourhood planning.



Soho Action Plan



Soho Neighbourhood Area

## West End stress area

Soho makes up a large part of Westminster's West End 'Stress Area'. It contains the highest concentration of public entertainment licenses and experiences the highest levels of anti-social behaviour in Westminster.

Westminster City Council's licensing policy seeks to balance Westminster's role as an important leisure and late night entertainment location with the protection of residential amenity as well as the safeguarding of the distinctive character and functions of parts of Westminster.

The licensing policy recognises that many of the streets in Soho have night time pedestrian flows of over 40,000 people a night, with flows of 7,000 an hour recorded in a night-time activity survey. Soho is noted as having substantially higher pedestrian flows at night than in the daytime. This contributes to characterising Soho as a stress area.

The number of people recorded as coming into the West End by underground train on a Saturday night after 20:00 is over 34,000; over twice the number on an average weekday.

## Oxford, Bond, Regent Street (ORB) Action Plan, 2008.

The ORB Area Action Plan sets out a series of transport and public realm objectives that have been identified by Westminster City Council and other key stakeholders including TfL and the New West End Company (NWECC) as part of a programme to improve the West End's key shopping streets.

These include:

- Investing in high-quality retail space
- Tackling pedestrian and traffic congestion
- Transforming the street environment
- Creating and improving public spaces and the identification of 'oasis' areas, proposed rest areas away from the key shopping frontages.

The oasis areas identified in the ORB Area Action Plan that sit within the Soho Public Realm Study boundary are Ramillies Place, Glasshouse Street and Air Street, Argyll Street and Little Argyll Street, Golden Square and Warwick Street.

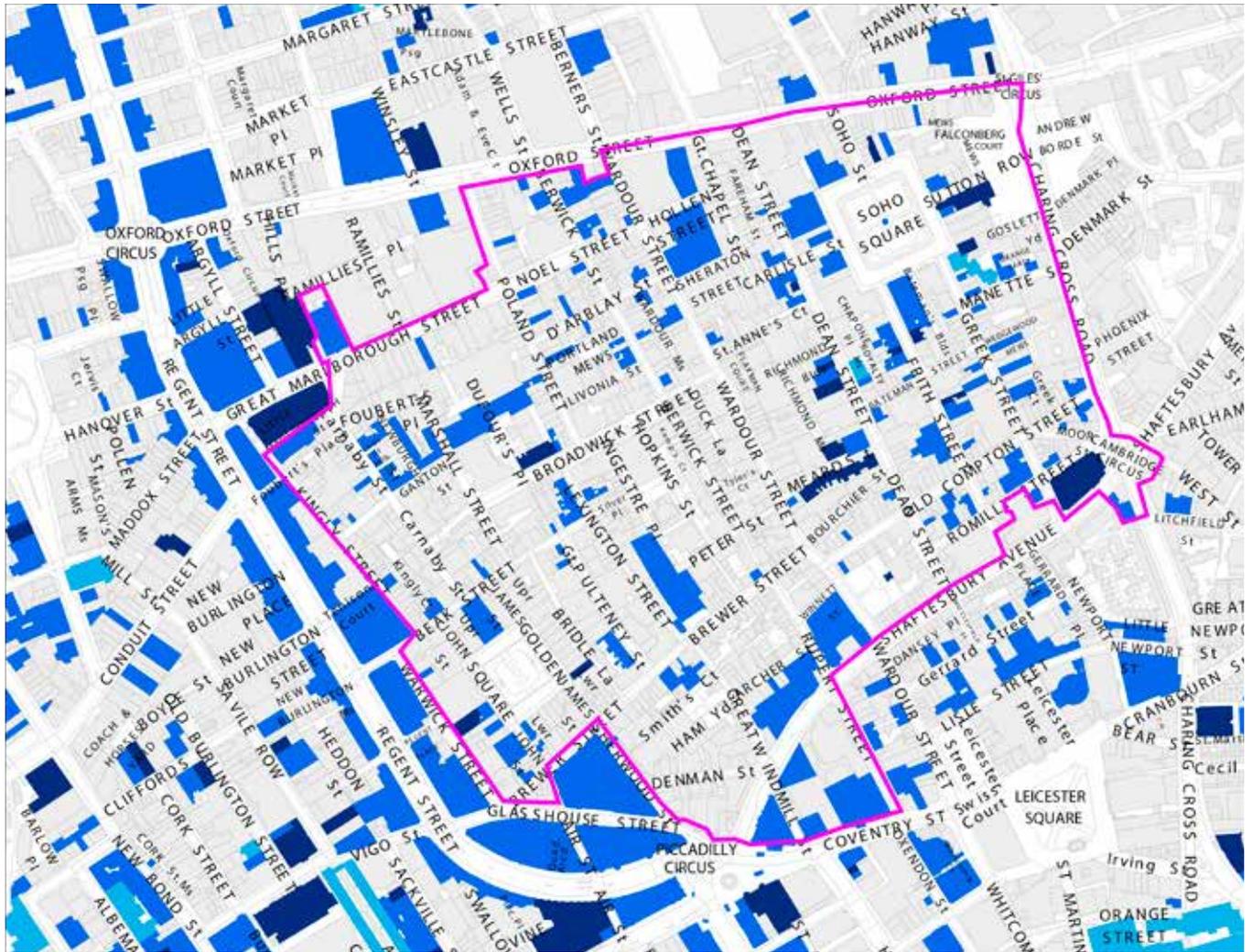


The West End stress area



Oxford Street, Bond Street, Regent Street (ORB) Area Action Plan

# Listed buildings and Soho Conservation Area



Much of Soho is covered by the Soho Conservation Area. Consideration should be given to the conservation area status of the district and upgrades to the public realm should be made in reference to the Soho & Chinatown Conservation Area Audit SPG.

As well as area specific policies and jurisdictions, Soho is subject to many other overarching policies and those specific to certain properties or uses. One policy that affects the look and feel of the public realm in the area is listed building policy.

The streets of Soho gain much of their character from the architectural enclosure of the spaces. Preservation and careful consideration of the future of historic buildings in the area will be key to the ongoing development of the neighbourhood and its public realm.

Upgrades to the streets and spaces of Soho should consider the setting of historic and more recent buildings of quality.



## Population increase and sanitation

“The dismal quarter of Soho seen under these hanging glimpses, with its muddy ways, and slatternly passengers, and its lamps which had never been extinguished or had been kindled afresh to combat the mournful re-invasion of darkness, seemed in the lawyers eyes, like the district of some city in a nightmare.”

*The Strange Case of Dr Jekyll and Mr Hyde,*  
Robert Louis Stevenson, 1886

In 1854 there was a severe outbreak of cholera in Broad Street (now Broadwick Street) and the neighbouring streets. A total of seven hundred people died and in the forty-nine houses on Broad Street only twelve escaped without a death. A parish enquiry was set up. This was carried out the following year by a vestry committee largely influenced by John Snow, who had been investigating the causes of the spread of cholera for several years. Having carefully mapped the locations of the affected houses within the street network of Soho he noted that they were all in the proximity of one local water pump, then located outside No. 41 Broad Street. Thus Snow carefully built a case proving it to be the source of the outbreak.

Dr Snow concluded that the water had been infected by the numerous cesspools lining Broad Street and the committee chained the handle of the pump, curtailing the cholera and founding epidemiology in medicine. Dr. Snow’s association with the street is commemorated in the John Snow pub which stands near the site of the original pump, itself marked with a pink granite curbstone. A replica pump was erected on the corner of Broadwick and Poland Street in 1992, which has had its handle removed in line with the popular myth.



Rocque's Map, 1746

Image credit: 'Soho And Chinatown Conservation Area Audit', WCC 2005



Horwood's Map 1819

Image credit: *ibid*



Ordnance Survey Map, 1914

Image credit: *ibid*

# A history of Soho's streets

## Diversification of uses

The decline in Soho's social standing as a residential district during the early 19th Century was accompanied by increased commercial use. Various trades and several noxious industries such as brewing and saltpetre production came to the streets. Most of the larger houses were divided, overcrowding, poverty and sanitation prompted Victorian philanthropists to establish six hospitals in Soho between 1850 and 1875, as well as various charity houses providing sheltered housing. Some of the worst residential areas were also cleared to make way for new 'model housing,' examples of which still exist on Brewer St and Ingestre Place with an impact of the type of spaces, streets and courts that made up the public realm of Soho.

The creation of Shaftesbury Avenue opened up many new plots for development and many theatres were constructed along the street giving Soho a new entertainment function, which was augmented by a vibrant music scene of dance halls and nightclubs.

After the First World War, when a decline in domestic service prompted more people to eat out, Soho developed a reputation as a centre for exciting international cuisine. This aspect of the streetlife and reasons for people walking into and through the area still persists today.

From the 1920's the music hall tradition had established itself in Soho. During the Second World War the Windmill Theatre established a pattern for openly erotic entertainment and Soho streets gained a reputation as the UK's most famous red-light district. During the second half of the twentieth century Soho became the focal point for London's gay community.

The smaller scale of the streets and buildings in Soho influenced what they were used for, while a sense of the area's enclosure and separateness alongside its position at the very centre of the metropolis and the history of marginal groups have all made Soho's streets feel the way they do today.

## Immigration, culinary excellence

Foreign communities, particularly Greeks and French Huguenots, settled in Soho as its original residential profile changed. The population began to steadily rise in the eighteenth and nineteenth centuries.

In the 1890's, when the Italian economy fell into sharp decline, thousands of immigrants, particularly from Piedmont and Lombardy settled in Soho as kitchen hands, porters, cooks and waiters causing a proliferation of restaurants that quickly became famous with discerning London diners. The refined nature of these restaurants were often in stark contrast with the nature of the streets outside, where the tough, bustling life of Soho continued unabated. The famous restaurant Quo Vadis was opened on Dean Street by Peppino Leoni in 1927 after he had arrived in London as a penniless fifteen year old in 1907 and served apprenticeship in the kitchens of Soho for twenty years. Provision shops that supplied the restaurants also gained fame. People began coming to walk the streets of Soho to buy specialist produce and get a taste of continental cafe culture.

In general Soho's streets proved a tolerant place for the waves of nationalities and religions that have settled there. However when Mussolini declared war on Britain in 1940 Churchill immediately issued instructions that all Italian males aged between 16 and 70 who had been resident in the UK for less than 20 years should be detained. Newspaper reports fuelled the situation and many businesses across the UK were vandalised and their owners assaulted. Upon reading the news George Orwell took a walk through Soho's streets reporting that the stories "... did seem to have been exaggerated but we did see, I think, three shops with windows that had been smashed." Many Italian and other immigrants were interred on the Isle of Man for the duration of the war.

In the 1950s the first Chinese communities began to settle around Gerrard Street, south of Shaftesbury Avenue. The Chinese population rose after the bombing of Limehouse and the Docklands in WW2 and again in the 1960's following land reform in Hong Kong. Many opened new businesses and ventured into catering and as the restaurants enjoyed success, the area around Gerrard Street came to be known as 'Chinatown.'

## Development of the public realm in Soho

The narrow streets of Soho have always struggled to cope with traffic. Regent Street, Charing Cross Road and Shaftesbury Avenue were all planned with the aim of easing the problem. The problem has not only been the width of the streets but the characteristically high number of people using them and conflict between vehicles and pedestrians.

The emergence of Carnaby Street as the fashion hub of London during the sixties led to its pedestrianisation in 1973 by the GLC. The move represented the first attempt to put people before cars in the area.

Further attempts to pedestrianise or partly pedestrianise streets in Soho followed; Old Compton, Frith Street and a cluster of roads around Regent Street were pedestrianised as part of a trial, but it was widely deemed to be unsuccessful and was abandoned. More recently, several streets have been pedestrianised or re-designed to prioritise pedestrians including Kingly Street in 2010, parts of Argyll St and much of Air Street and Glasshouse Street as part of the Quadrant development by the Crown Estate.

## Today and tomorrow

Today Soho is well defined as a distinct area within the city, defined by boundary streets and with a character of its own. The flows of people and traffic through the area are unique. Vehicles are generally coming to the neighbourhood rather than using it as a through route.

Amongst the key issues facing the streets of Soho today are making the streets accessible, accommodating the growing numbers of pedestrians, people dining on pavements, the effects of the smoking ban, drinkers standing on footways, the uplift in cycling in London and service vehicles manoeuvring in the narrow streets.

The challenges and demands put on the public realm of Soho will continue to grow and change. The arrival of Crossrail in the neighbourhood is likely to have far reaching consequences both to pedestrian movement and development.

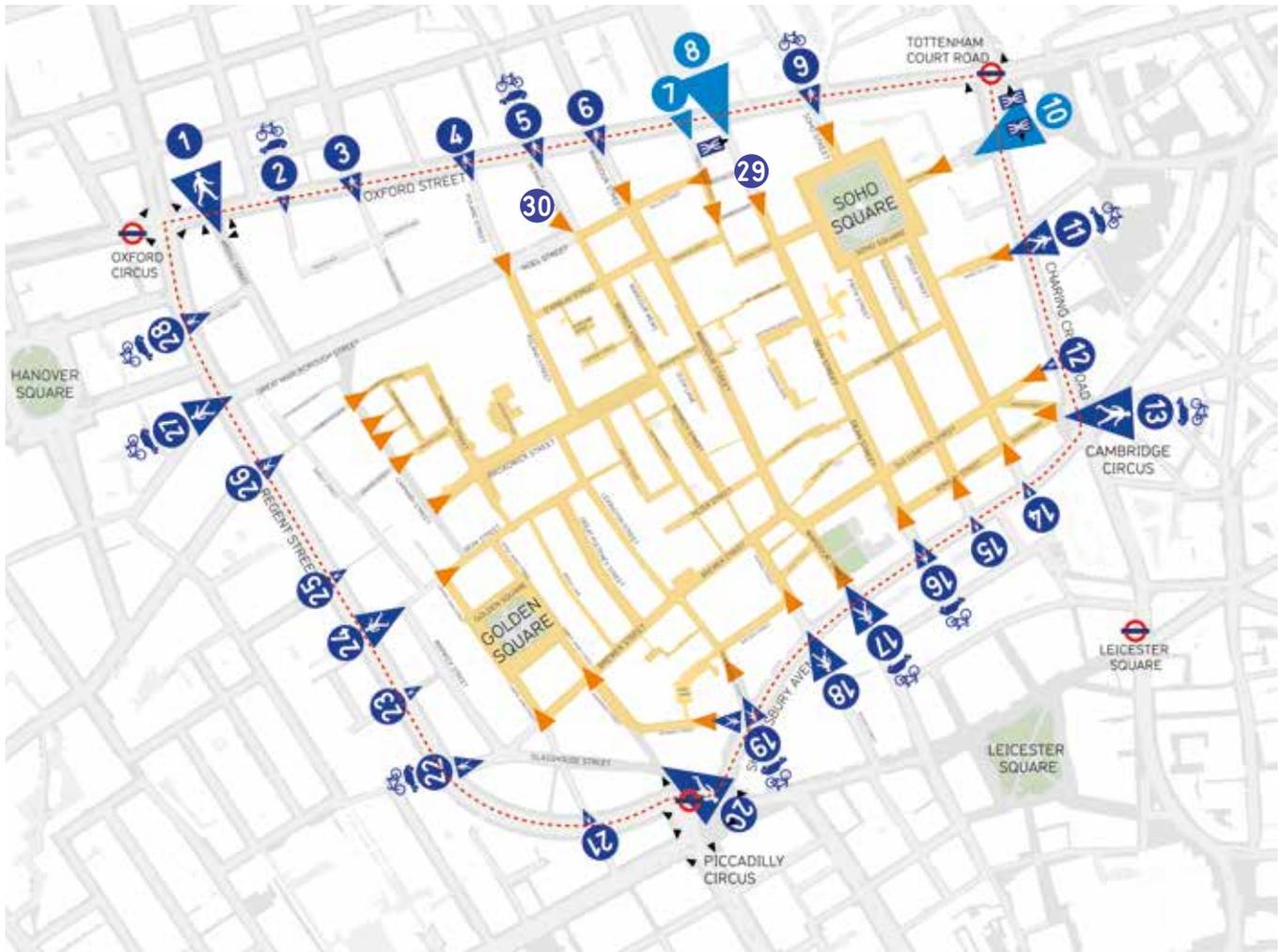


Top: Pedestrianisation of Carnaby Street in 1973  
 Bottom: Carnaby Street today, still closed to vehicles.  
 Image credit: 'Soho Then And Now' Time Out London:  
[www.timeout.com/london/things-to-do/soho-then-and-now-in-pictures](http://www.timeout.com/london/things-to-do/soho-then-and-now-in-pictures)

# Survey of the streets and spaces of Soho



# Entrances to Soho



-  Underground Station
-  Crossrail Station
-  Station Exit
-  Pedestrian entrance to Soho ( Arrow size indicates level of use)
-  Pedestrian entrance to Soho with predicted increase in users due to upcoming development and Crossrail station exits
-  Cyclist entrance to Soho
-  Vehicular entrance to Soho
-  Perceived moment of arrival in Soho
-  Typical Soho streets

 Poland Street from Oxford Street
see **4** on map

No entry for cars  
and bicycles

Raised carriageway  
at intersection

Widened kerbs  
at junction

The map on the facing page illustrates the entrances to Soho's streets for vehicles, cyclists and pedestrians. The outer boundary of Soho, and the boundary of the survey area, is defined by Oxford Street, Charing Cross Road, Shaftesbury Avenue and Regent Street.

The dark blue arrows on the map represent all the entrances to the Soho area. There are 4 sizes of arrow to represent the observed hierarchy of numbers of pedestrians using each entrance. Streets that allow vehicles and cyclists as well as pedestrians to enter the district are marked with these symbols. The largest arrows are by the underground station exits and at Cambridge Circus, as these appear to be the busiest entrances to Soho. The light blue arrows represent the proposed Crossrail exits which are predicted to bring large numbers of pedestrians to the area.

Interestingly, the area boundary does not necessarily relate to people's general perception of 'Soho'. Some streets within the survey area feel more related to neighbouring worlds like Regent Street or act as transition spaces. Some streets feel like an area of their own, such as Carnaby Street.

The orange arrows on the map attempt to show the points where one feels one has arrived in Soho's typical street conditions.

The zone between the blue and orange arrows is undergoing much change. This zone was historically defined by the backs of larger buildings fronting streets that were sometimes neglected and dirty. Many of these streets have recently been upgraded into cleaner, active spaces to provide respite and amenity to the surrounding busy main streets or to extend the retail areas. Recent changes include new paving, pedestrian priority spaces, retail, food and drink outlets and bicycle amenities to name a few. From previously being a quiet, back zone this area is steadily becoming more busy. The arrival of Crossrail will further change several street spaces at the edge of Soho, such as the northern part of Dean Street, making them very busy spaces of movement.

Whilst these investments are welcomed it may become important that the character of these upgraded edge spaces does not extend further into Soho as this could erode the character of the neighbourhood.

# Entrances to Soho



Berwick Street from Oxford Street

see **5** on map



Pelican crossing

Raised carriageway at intersection



Rupert Street from Shaftesbury Avenue

see **18** on map



Granite sett raised carriageway

Special paving marks the theatre entrance

Pelican crossing

Reclaimed granite setts

 Wardour Street from Oxford Street

see **6** on map



Pelican crossing

Dropped kerbs at intersection

 Wardour Street from Shaftesbury Avenue

see **17** on map



St. Anne's churchyard  
Granite sett raised table

Pelican crossing  
and raised table  
at intersection

One way street, traffic  
flowing into Soho with  
high levels of vehicular  
use.

# Entrances to Soho



## Soho Street from Oxford Street

see **9** on map



paving in poor condition

Dropped kerbs at intersection.

Cycle contraflow lane into Soho.

High levels of pedestrian use into Soho and along Oxford Street

This entrance into Soho is about to change: upcoming new development at 61 Oxford Street



## Manette Street from Charing Cross Road

see **11** on map



Dropped kerbs at intersection.

One-way traffic into Soho.

The public realm is in poor condition, with some street cleaning issues, there is room for improvement.

Well used pedestrian route, one of the main east-west routes into Soho from Charing Cross Road, connecting to St. Giles via Denmark Street.

 Old Compton Street from Charing Cross Road

see **12** on map



Dropped kerbs at intersection

Poor quality asphalt carriageway. The public realm or character of this junction does little to signal that this is an entrance into one of Soho's most bustling streets.

One-way traffic out of Soho onto Charing Cross Road. A lot of bicycles exiting Soho were observed here.

 Moor Street & Ramillies Street from Charing Cross Road

see **13** on map



Civic space; theatre, tree, public amenity, large expanses of paving.

Patchy paving, could benefit from a coherent design strategy.

Raised tables and dropped kerbs.

This is a key point along the main route between Covent Garden and Soho. For more information on proposals for Cambridge Circus see 'Cambridge Circus Junction Feasibility Study' by SKM Colin Buchanan.

# Entrances to Soho

 **Denman Street from Shaftesbury Avenue**

see **19** on map



Pedestrian movement is primarily along Shaftesbury Avenue and not into Denman Street.

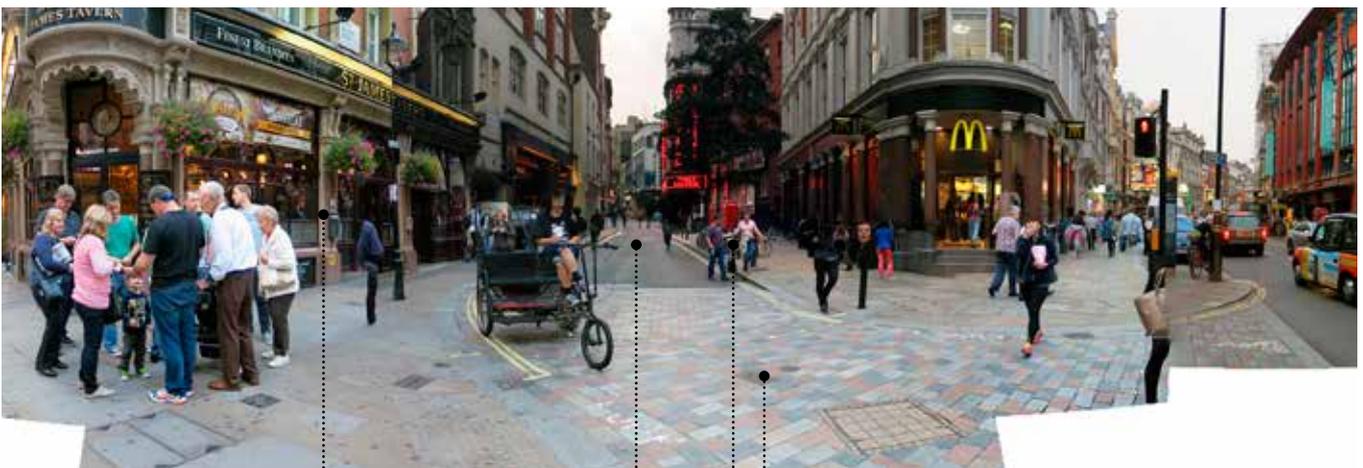
Granite sett raised table.

One way street, traffic flowing to Shaftesbury Avenue.

Upcoming changes to the public realm of Denman Street as part of the Ham Yard development

   **Great Windmill Street from Shaftesbury Avenue**

see **19** on map



The Windmill Theatre, corner pub and scale and grain of the street signal that this is Soho.

Granite sett raised table.

One way street, traffic flowing into Soho from Shaftesbury Avenue.

Wider footways, space for bicycle stands.

 **Dean Street from Carlisle Street**

see **29** on map



No dropped kerbs.

Character of Soho almost immediate.

Predicted increase in users entering Soho here due to upcoming Crossrail exit.

 **Berwick Street from Noel Street**

see **30** on map



Busy junction for all users

No dropped kerbs

Complicated one-way system combined with principal roads and narrow Soho streets makes this a difficult junction to navigate for all users.

# Entrances to Soho



Glasshouse Street from Regent Street

see **22** on map



Very busy junction for all users

Dropped kerbs and pelican crossings



Glasshouse Street from Piccadilly Circus

see **20** on map



Pedestrian space paved in York stone.

High levels of use due to station exit, especially in the evening.

 Regent Place from Regent Street

see **23** on map



Pedestrian space paved in York stone.

Bicycle racks

 Beak Street from Regent Street

see **24** on map



Very busy junction for all users, no pelican crossing results in conflict.

Asphalt raised table

Legible London map

# Surface materials

## Predominantly asphalt



Soho is characterised by a predominance of asphalt footways and carriageways, which give the area the sense of being a working neighbourhood and can withstand their heavy usage.

## Distinctive alleyways



There are many narrow lanes and alleyways in Soho paved in a variety of materials of varying quality.

### Reclaimed granite setts



Some streets have been paved with dark granite setts over the years or relayed. These have a robust quality and blend well with the character of Soho.

### Edge condition: Paving that feels apart from Soho



Some streets towards the edges of Soho have a new material quality that feels different from the heart of the area. At the western edge upgraded streets are paved in high quality granite and English Pennine Stone/York stone, while Carnaby Street with its brick paving acts as a pedestrian retail destination.

# Surface materials





# Recent public realm projects

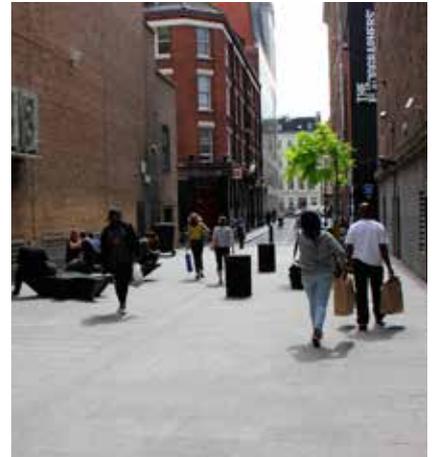
## Improvements to the public realm off Oxford Street and Regent Street



Argyll Street: resurfaced, raised carriageway paved with tricolour grey granite setts.



Little Argyll Street: raised crossing points paved with tricolour grey granite setts.



Ramillies Street: An Oasis Space off Oxford Street, paved in concrete pavers with new seating and a tree.



Kingly Street: resurfaced, raised carriageway and loading bays, paved with tricolour grey granite setts.



Regent's Place: paved in high quality EPS/York stone.

## Improvements to the public realm surrounding the Crown's Quadrant developments



Air Street: repaved footways in EPS/York stone and granite kerbs, resurfaced carriageway raised at crossing points, paved with tricolour grey granite setts.



Glasshouse Street: paved in high quality York Stone.

## Shaftesbury Avenue



Sherwood Street: paved in EPS/York stone with varying formats.



Public realm improvements on Shaftesbury Avenue include footway widening and raised crossing points at road junction paved with tricolour granite setts plus special Theatreland forecourt areas to some entrances.

# Currently proposed public realm projects

## Improvement to Berwick Street market and surrounding streets



Proposed improvements to the Berwick Street Market area include a step free path from Shaftesbury Avenue right through to Broadwick Street and junction improvements at key crossings heading north to Oxford Street.

As part of these improvements, the granite setts on Rupert Street have been lifted and re-set making it more comfortable to walk on for all users. Two asphalt raised crossing points have been provided on either side of Walker's Court. There are also proposals to pave Berwick Street in grey granite setts.

The photos show some of the improvements already implemented.



The granite setts on Rupert Street were lifted and re-set making it more comfortable to walk on for all users.



Raised asphalt crossing point on Peter Street between Berwick Street and Walker's Court.

### Potential improvements to Cambridge Circus



Option 1



Option 2



Option 3

SKM Colin Buchanan have compiled the 'Cambridge Circus Junction Feasibility Study', 5 July 2013, commissioned by WCC.

The study presents three key alternative options for the junction as shown in the images above.

The study focuses on developing options to enhance the public space and improve pedestrian facilities and amenity through the removal of any physical barriers within this busy pedestrian area, while minimising impact on junction capacity and wider network operations.

### Proposed improvements to Ham Yard, Great Windmill Street & Denman Street



As part of the Firmdale Hotel development at Ham Yard, there are to be public realm improvements to Ham Yard, Great Windmill Street and Denman Street.



Proposals for Great Windmill Street and Denman Street include EPS footways with granite kerbstones. Re-laid asphalt carriageways with a raised carriageway on Denman Street from the development boundary to Sherwood Street.

Vehicular access to Ham Yard will be restricted to a zone accessed via Great Windmill Street, this is to be paved in tricolour granite setts.

# Wayfinding and signage



Soho is a destination in itself, is full of individual points of interest and a general spread of attractions. The area is surrounded by countless other destinations. As a result there is not necessarily a clear hierarchy of what to signpost or primary routes to direct people along.

Wayfinding maps are perhaps more useful than finger posts in this context.

The map above plots the locations of all street wayfinding in the area both on Legible London totems and finger posts as well as TfL cycle hire docking points. The eastern edge of Soho at Charing Cross Road currently has relatively few wayfinding aids.

- Barclays Cycle hire site
- Legible London wayfinding

# Pedestrian and vehicular space

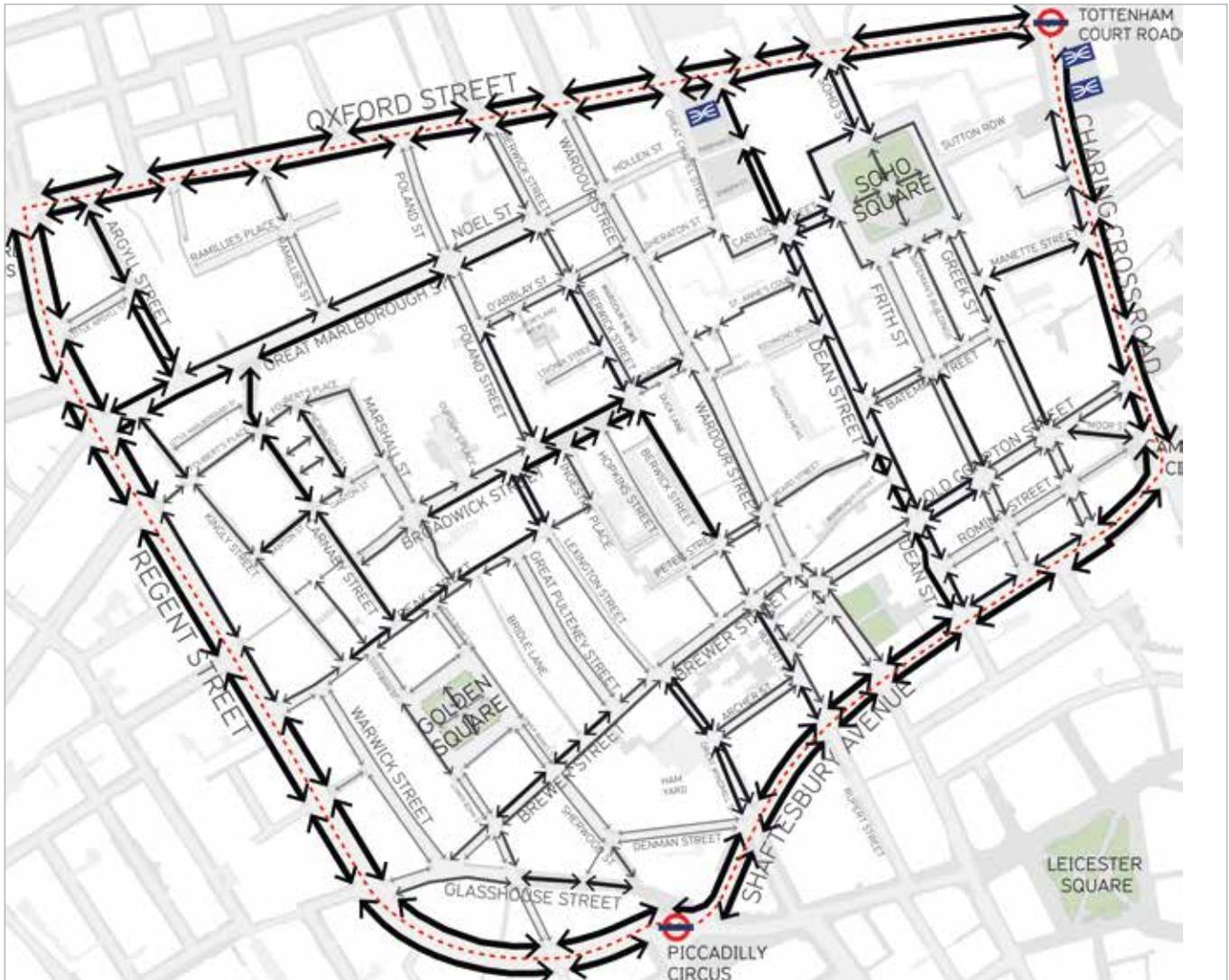


This drawing describes the official extent of pedestrian footways and vehicle carriageways in Soho. Streets that have limited hours of vehicle access are marked in yellow.

The nature of Soho's public realm means that in some cases pedestrians walk in the carriageway in large numbers and in reality the function of the streets does not strictly follow the designated divisions.

- Pedestrian Space
- Time Controlled Vehicle Access
- Carriageway
- Green

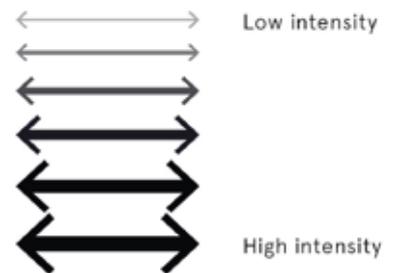
# Perceived hierarchy of pedestrian use



The drawing above shows every continuous length of pavement/footway in Soho. In each case an arrow has been applied to represent how busy these footways were perceived to be during on street surveys. The arrows represent a relative hierarchy and reveal the busier parts of Soho and how flows of people move across the area's public realm.

The area's streets do not display a clear hierarchy. This illustrates a fluidity and variety in the use of the area.

Despite the high general use of the area some longer main pedestrian routes do exist such as along Dean Street or Great Marlborough Street. Where these routes emerge onto a boundary street or intersect with each other the intensity of pedestrian use is at its highest.





In general the intensity of pedestrian movement on the thoroughfares that form Soho's boundary is dissipated quickly upon entering the area.

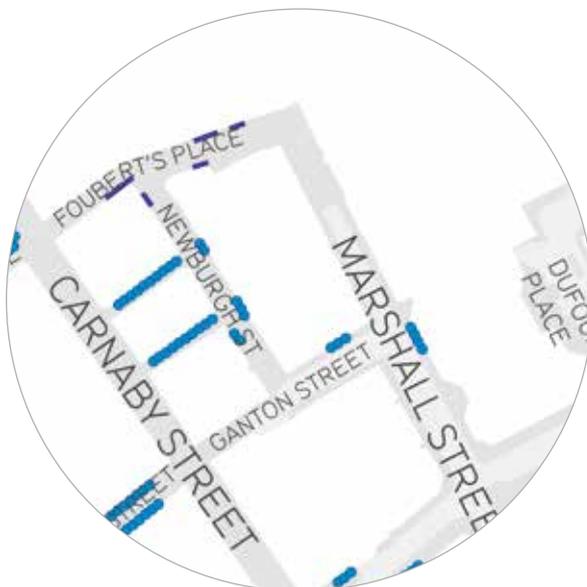
The short staccato nature of the arrows on most of the map shows how regularly pedestrians meet junction and are presented with decision points, even a small journey may offer a number of alternative routes. Consequently pedestrian flows tend to be spread throughout the area.

# Map of outside tables and chairs



-  Bench
-  Cafe/ restaurant seating

Map of outside tables and chairs  
(October 2013)





Benches and informal seating at Soho Square



Informal seating on steps at Marshall Street



Soho Square at lunchtime

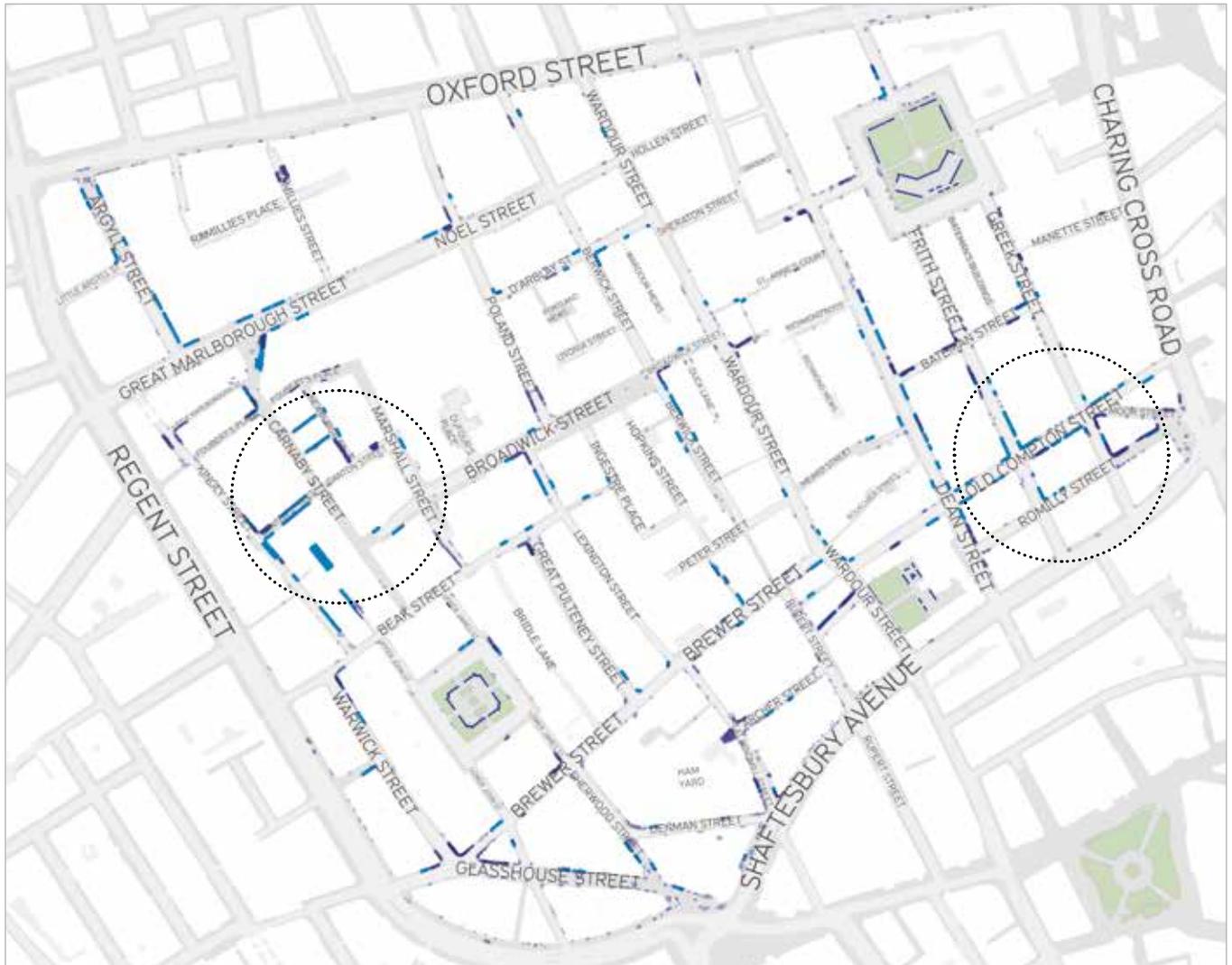


Tables and chairs outside café's and restaurants



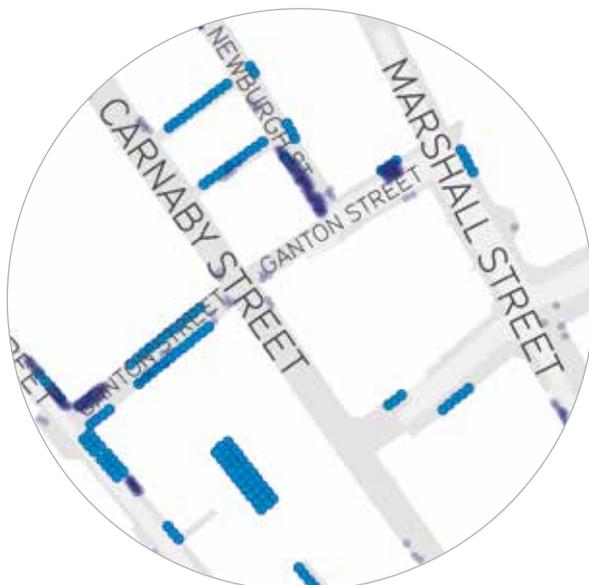
Meard Street

# Map of evening crowds on the streets



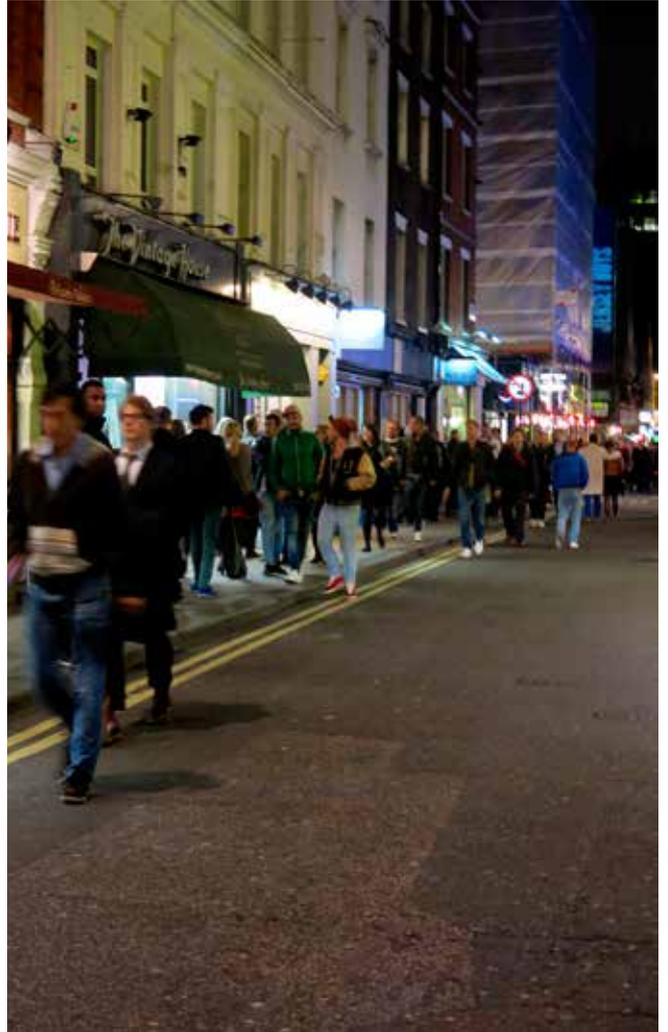
- Bench
- Cafe/ restaurant seating
- People standing

Map of evening crowds on the streets  
(4 October 2013 1730-2000)





Close proximity of pedestrian and vehicular traffic



Night-life on Old Compton Street



People congregating outside restaurants, bars and pubs.



People congregating outside bars and public houses leaving no space for pedestrians to walk on footways.

# Accessibility



Soho's streets are not always welcoming for people in wheelchairs, people with impaired mobility or parents with prams.

Many of the streets have narrow footways, sometimes footways have fixed or temporary obstructions while not all junctions have dropped kerbs or raised junctions that would allow level access and a choice of routes. The intense use of the footways and the crowds of people present at some locations can further hamper movement.

There is a clear need to improve the infrastructure and built elements of streets in Soho along with management of the use of footways.

The final report will further investigate options for improving accessibility with and across Soho and look at ideas for the specific and generic design of streets in the area.



### Street furniture and narrow footways can present challenges



### Rubbish blocking footways



# Servicing and vehicles in the public realm



Soho's narrow streets are difficult spaces for manoeuvring large vehicles



Facade damage from a delivery vehicle



With 4000 business within Soho, there are frequently servicing vehicles negotiating the streets.



Simultaneous deliveries on Old Compton Street



Parking spaces are not always available near to delivery entrances



Articulated vehicles exceeding allocated parking bay spaces



Larger vehicles mounting the kerb at narrow spaces



Servicing of businesses, deliveries and refuse collections are major issues in Soho. The streets are narrow, leaving little room for the users competing for space. Large commercial vehicles can dominate the spaces as they pass through, bringing other users to a standstill.

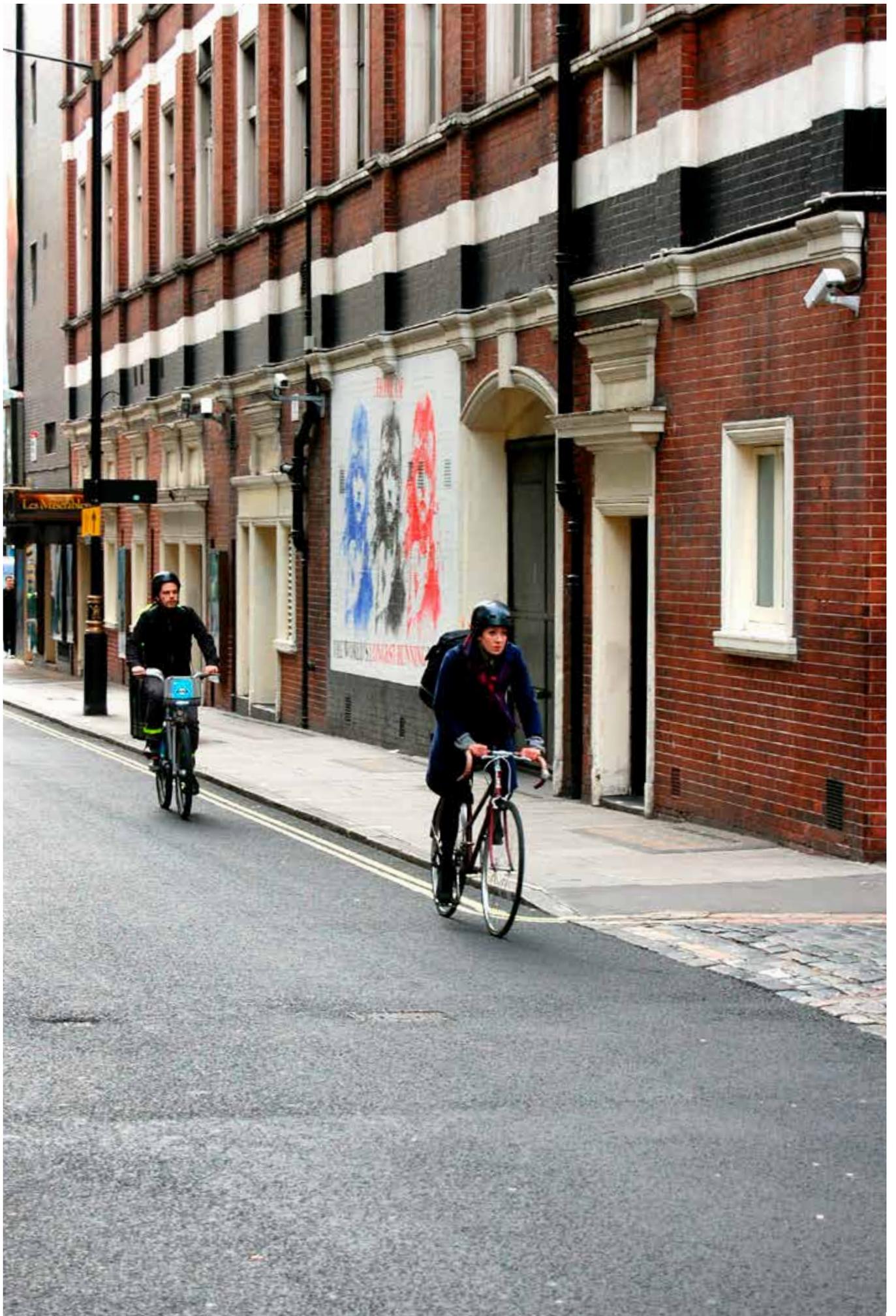
The majority of businesses in Soho employ less than 10 people reflecting the scale of small businesses in the area and the difficulties of managing night time deliveries or consolidated services. As a result the majority of servicing and delivery vehicles use the streets during office hours especially in the mornings hours. The residential population in Soho means night deliveries could potentially be a nuisance.

Private cars do not appear to be a major issue in the public realm. However, in the evenings private car hire taxis can dominate at certain places in the public realm, often parking at restricted kerb sides.

The solutions to problems around vehicle movement and serving in Soho will require a combination of management, enforcement, joined up efforts by businesses and perhaps a shift in patterns of sourcing and logistics.

In some places rethinking the control of vehicle loading could have significant positive impacts.

# Cycling survey



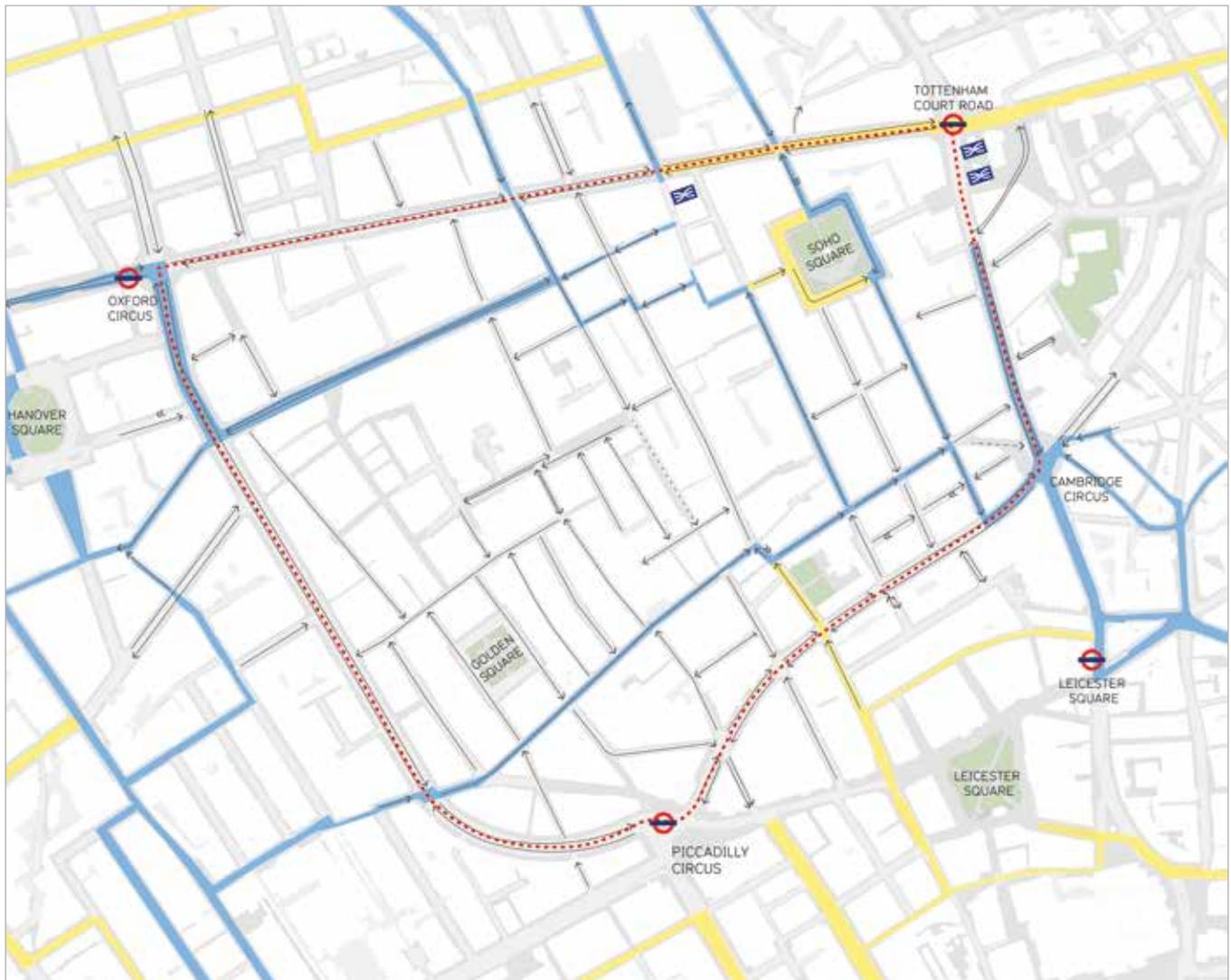
# Different kinds of cyclists in Soho



A wide range of cyclists use Soho's streets from professional courier riders to casual Barclays bike users, dedicated regular commuters and pedicabs. Individual cyclists have different levels of skill, cycling style, speed and courtesy to other users of the public realm. The design of the street spaces, connections and direction controls can help to influence behaviour, aid safety for cyclists and pedestrians but can not fully control use of the streets.

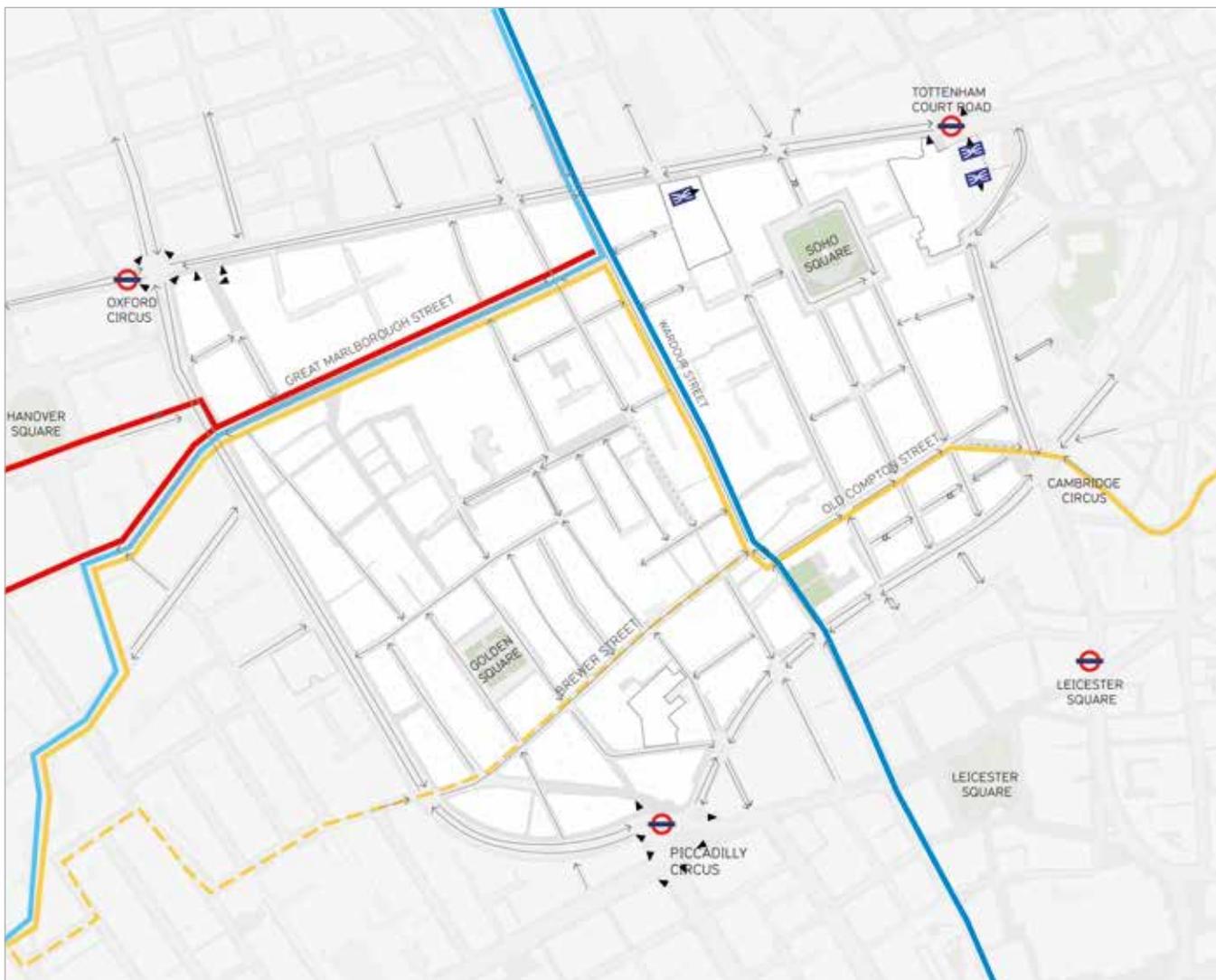


# Existing cycle infrastructure



- ← Direction of traffic flow
- » Cycle contraflow
- Routes signed or marked (from TfL Cycle Map 2012)
- Quieter road recommended by cyclists (from TfL Cycle Map 2012)

# Draft Westminster Cycling Strategy proposed routes



The map above shows the proposed cycle grid routes currently under consultation within WCC. These routes are still not finalised.

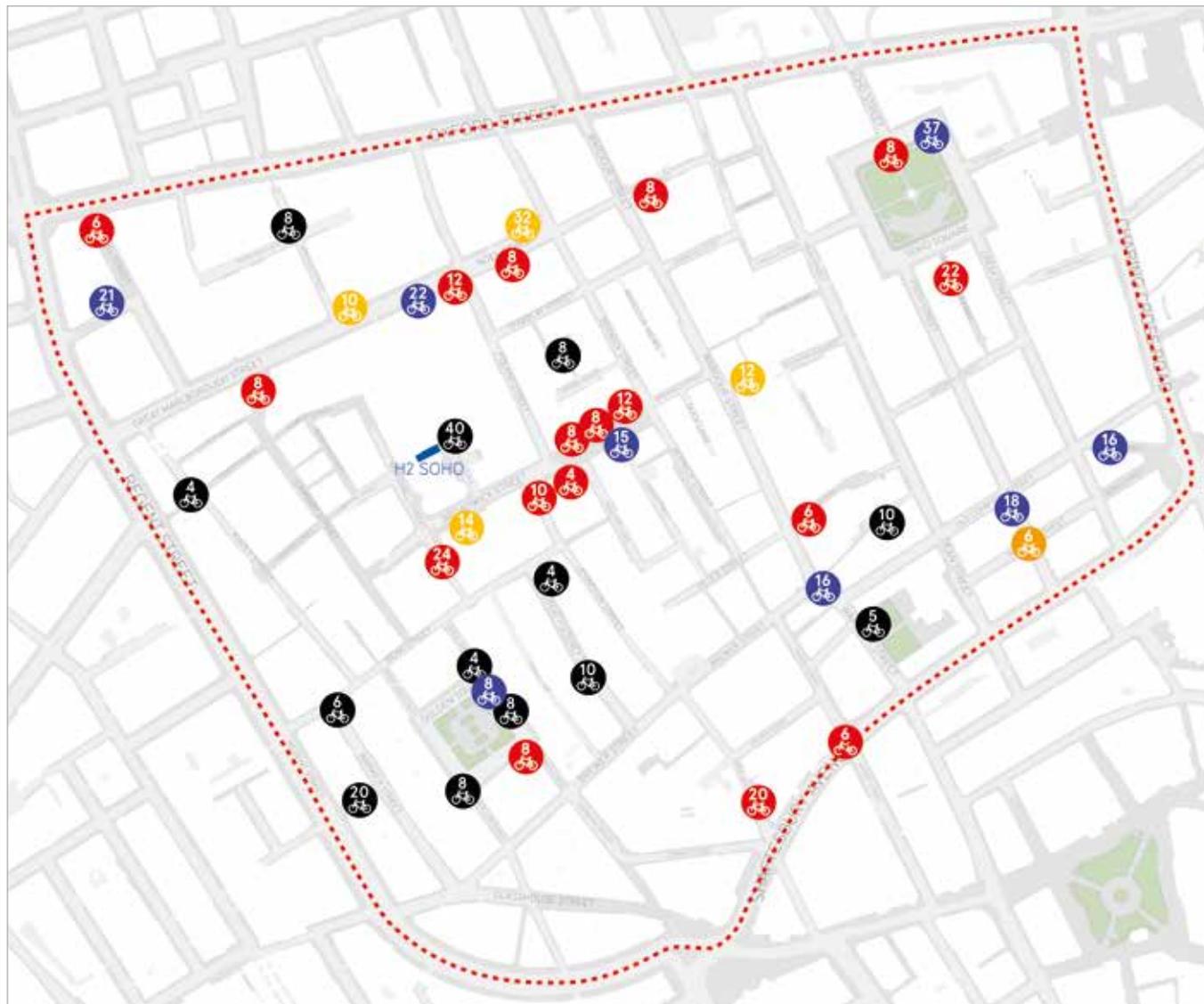
The streets of Soho most affected by the proposals in their current form are Great Marlborough Street, Wardour Street and Old Compton Street.

The dashed lines show routes that may have also been considered.

### Proposed Cycle Routes

- ← Direction of traffic flow
- ≫ Cycle contraflow
- Victoria line Quietway
- Central line Quietway
- Quietway 19
- Quietway 88
- - - Possible alternative route

# Cycle stand provision



This map shows all TfL Barclay’s cycle hire locations in Soho with purple dots. The total number of docking points at each location is marked as a number.

The map also shows all bicycle racks for private cycles in the same way with colours indicating levels of occupancy surveyed.

The coloured dots and numbers indicate that great majority of cycle stands surveyed in Soho during the morning are full or nearly full. This is of particular note on Broadwick Street where even though there are many racks, they are very full.

### Bicycle Stand Provision and Use

-  Barclays Cycle hire with number of docking stations (no information on levels of use)
-  Bicycle racks with number of spaces available (no information on levels of use)
- Bicycle racks with number of spaces available (indicated by number) and levels of use (indicated by colour):
-  Bike racks more than 80% full\*
-  Bike racks 70%-79% full\*
-  Bike racks less than 69% full\*

\*Cycle Stand Occupancy from 9am - 1pm, source: WCC

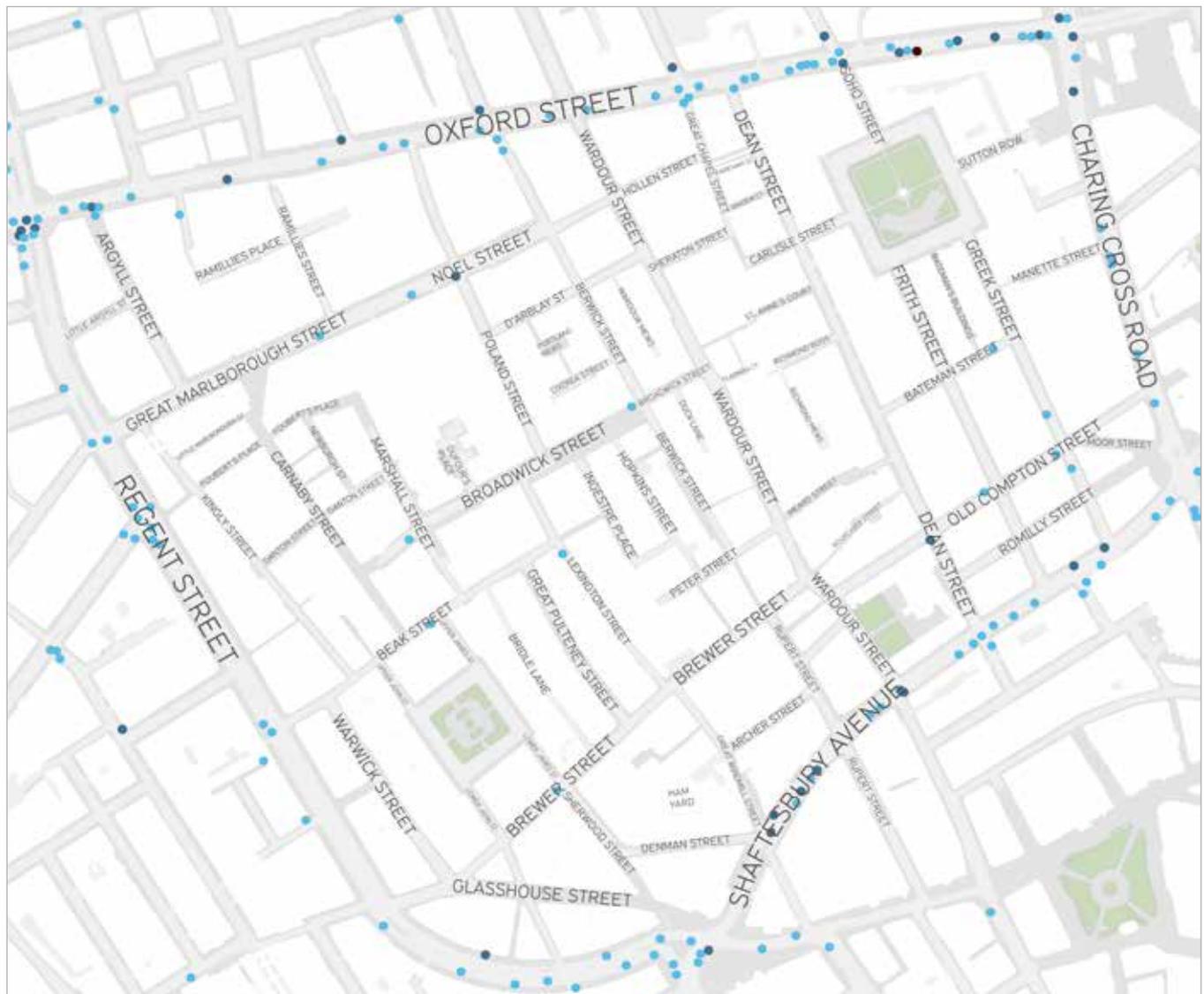


Trying to find a place to park a bike is often difficult in Soho.



H2 Soho. A club for commuters who cycle or run to work, including 320 secure cycle spaces, shower and gym facilities. This has proved very popular and more facilities like this are required. There is also ample provision for public cycle parking, though it is out of the way likely not known by many people.

# Reported bicycle accidents (2005–2011)



- Slight injury
- Serious injury
- Fatality

The black (fatal), dark blue (serious injury) and light blue (slight injury) spots are road accidents involving cyclists on roads in and around Soho between 2005 and 2011. This information is taken from: [www.cycleinjury.co.uk/map](http://www.cycleinjury.co.uk/map). The data is based on official Government accident data <data.gov.uk> that has been filtered to show only accidents involving cyclists.

The drawing shows only those incidents that have been reported to police. Though this is by no means the whole story, it does show that the concentration of these incidents are on the large roads around Soho rather than within. This would seem to be in line with other districts of London where serious accidents generally occur on main roads with large numbers of cyclists and larger vehicles. This may also reflect the nature of cycling in Soho which is generally slower and more staccato than in other areas with longer straight streets.

# Cycling entrances and exits to Soho



- ▶ Entrance
- ◀ Exit
- \* Sutton Row currently closed due to crossrail works

\*Entrances and exits are only shown where they are allowed by the one-way system.

# Key streets and junctions for cycling



- Traffic flow direction
- Key routes taken by cyclists
- ⋯→ Forbidden routes taken by cyclists
- ⊘ Right or left turn banned
- New route created

## Berwick Street

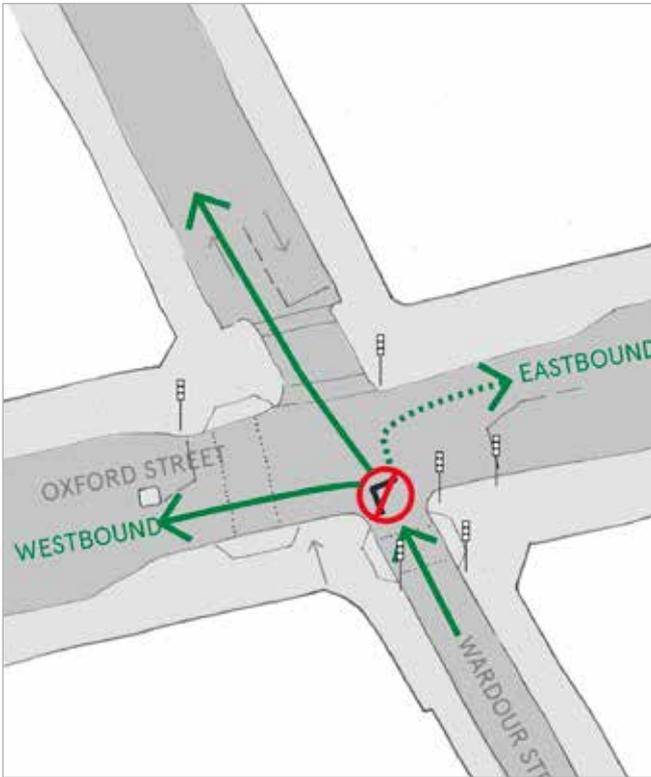
### Left turn from Oxford Street westbound

Pedestrians treat the traffic light phase that allows traffic to move along Oxford Street as an opportunity to cross Berwick Street, making the left turn from Oxford Street into Berwick Street problematic for cyclists. While pedestrians will take notice of a vehicle turning left at this point, they often don't notice cyclists.

### Right turn from Oxford Street eastbound

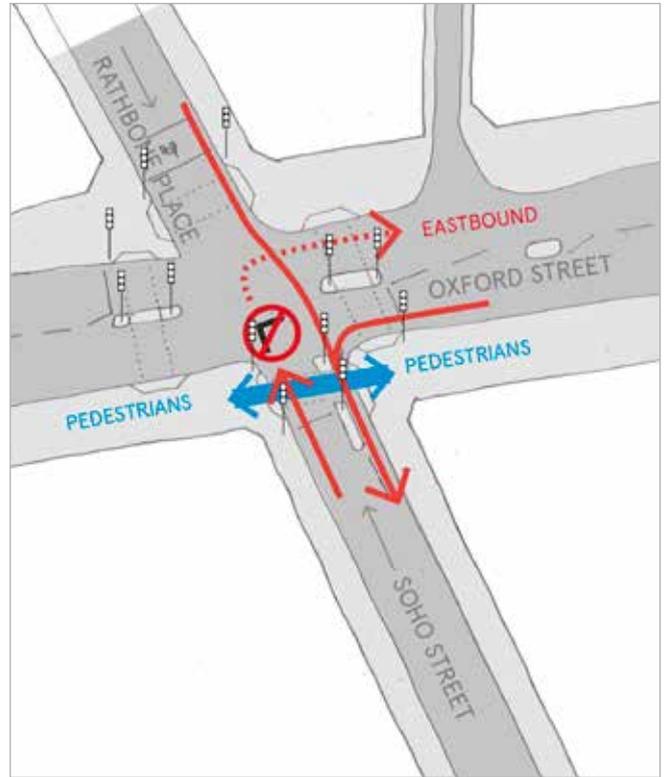
The right turn ban is often ignored by cyclists as this is one of only two ways into Soho from Oxford Street for traffic of any kind.





### Wardour Street, North

Wardour Street functions well as an exit from Soho for cyclists. The only minor issue is the right turn ban as Oxford Street is one of few options for cyclists heading east across this area of the West End.



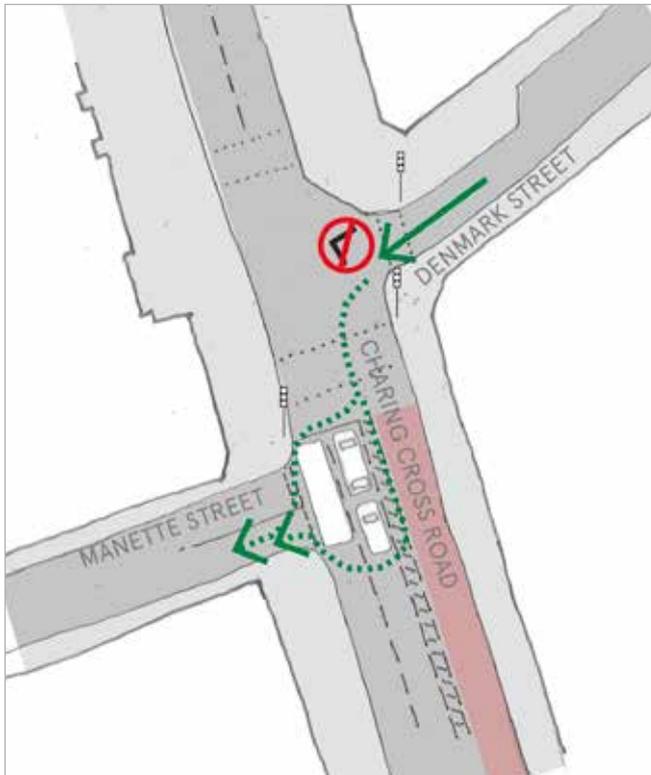
### Soho Street

Soho Street is an important entrance and exit for Soho on a bicycle as it has a southbound cycle contraflow.

As an exit from the north west of Soho, there is a desire to turn right along Oxford street that is not lawful.



# Key streets and junctions for cycling

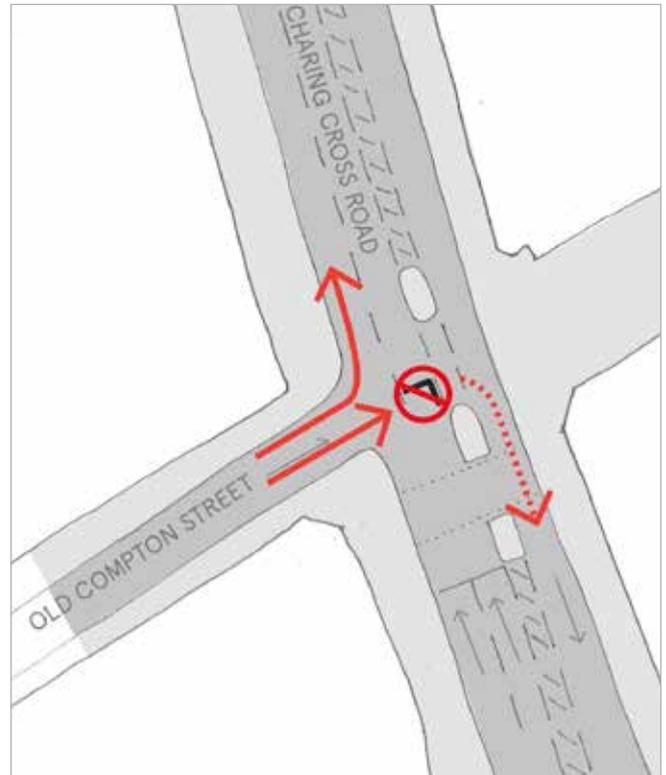


## Manette Street

Manette Street is a well used entrance into Soho from the east for pedestrians. There is a desire line from St Giles via Denmark Street into Soho through Manette Street, yet it is not possible to cross from Denmark Street into Manette Street by bicycle due to the left turn ban.

Even if cyclists were allowed to turn down the southbound bus lane, they would struggle to cross the northbound queuing traffic, as it blocks the entrance into Manette Street.

A new junction arrangement here could aid cycling.

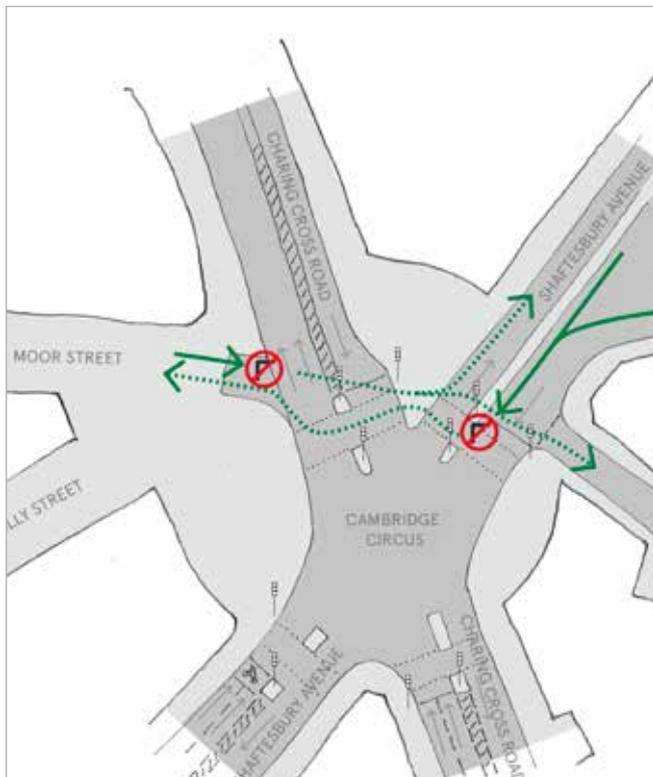


## Old Compton Street

Cyclists often use this as an alternative to Moor Street (on Cambridge Circus) probably to avoid pedestrians and possibly also as an easier way to join the traffic heading south along Charing Cross Road. Although a right turn here is not allowed, it is made easy by the traffic islands and often used.

Although it is not permitted, a lot of cyclists also use this junction to enter Soho, cycling against the eastbound one way system on Old Compton Street.

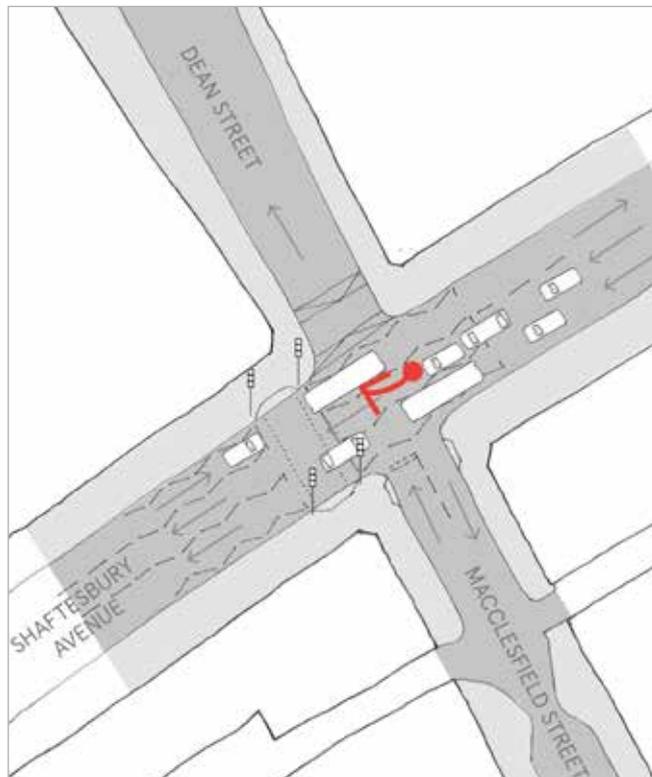




### Moor Street

It is currently impossible to cycle directly between Soho and Seven Dials/Covent Garden here or to Shaftesbury Avenue. Despite Moor Street being one of the more popular routes into and out of Soho, right turn bans in both directions prevent the connection to and from the north-east. Many cyclists take informal routes across this junction using the pedestrian crossings. Some dismount while some will remain on their bikes.

This junction's design is also a barrier to movement from Charing Cross Road northbound into Shaftesbury Avenue.

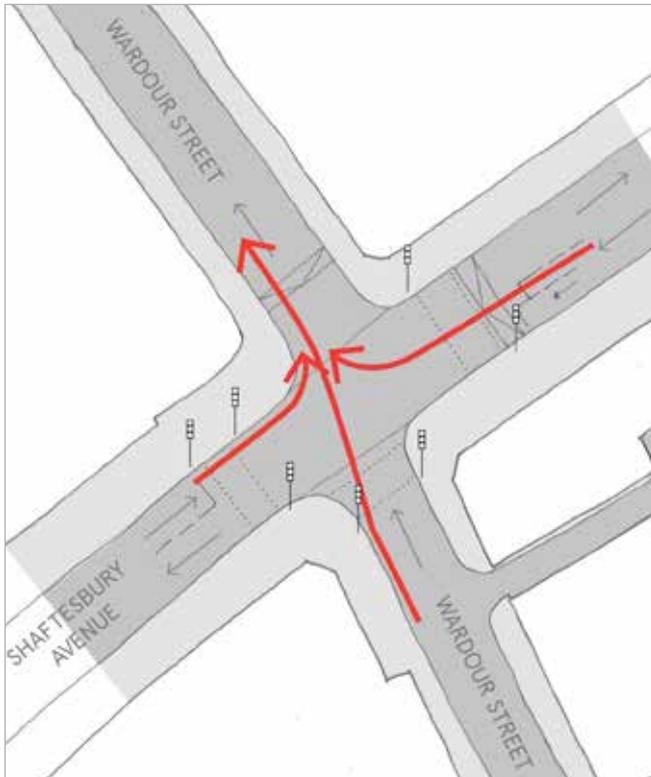


### Dean Street

Heading south along Shaftesbury Avenue this is the first entrance into Soho where cyclists can legally turn right. At this point traffic heading south is split into two lanes so cyclists turning right have to wait in the right hand lane in the centre of the wide street while waiting for a gap in oncoming traffic.

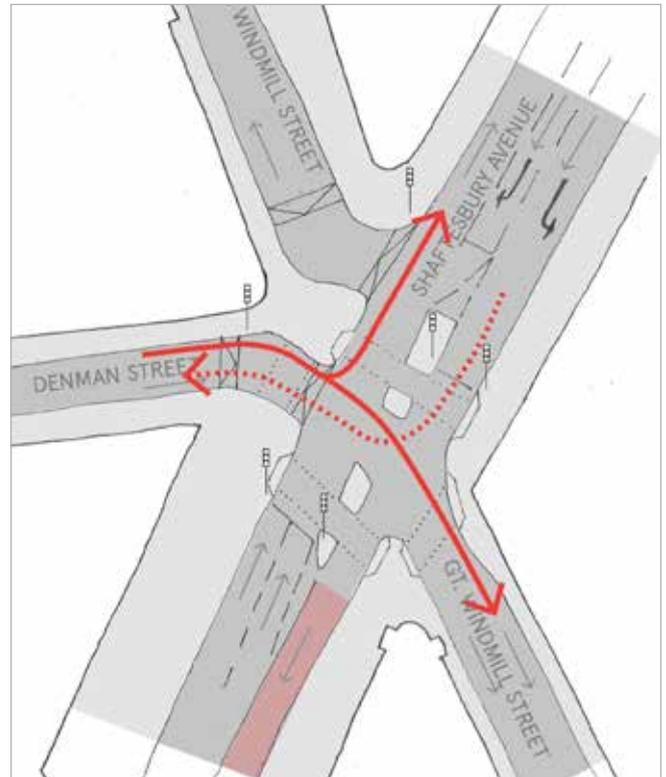


# Key streets and junctions for cycling



## Wardour Street, South

This junction seems to work well for its connections coming from all directions including turning right from Shaftesbury Avenue where there is a filter lane.

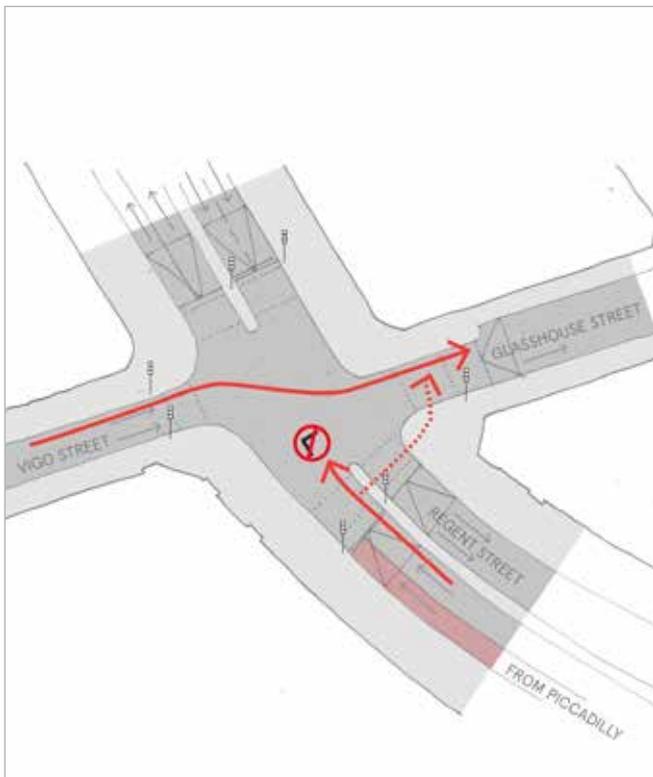


## Denman Street

This is a popular exit from Soho, used as a quick way to get onto Shaftesbury Avenue. It can seem easier to take Shaftesbury Avenue rather than navigating Soho's one-way streets. This junction is also used for heading southwards towards Haymarket.

There is a desire line from Shaftesbury Avenue through Denman Street to allow a westbound connection across this part of the West End.





### Glasshouse Street

Glasshouse Street is a well used entry into Soho from the west as it connects to Brewer Street, one of the key east-west routes across Soho.

There is a desire line from Regent Street northbound into Glasshouse Street, possibly because other entrances into Soho are complicated by the one-way system. The right turn ban means that cyclists often use the pedestrian crossing to make the connection.



### Great Marlborough Street

This is an important entry and exit into Soho for cyclists to and from the north and west. Great Marlborough Street is part of the current cycling network and is one of few two-way streets in Soho. Although it is heavy with traffic it presents no real problems for cyclists

It is worth noting that this junction will become more important for cyclist if the proposed cycle 'Quiet Ways' scheme is approved, as at least 3 routes are proposed through this junction and Maddox Street may well become 2 way for cyclists.



## Matrix of Soho streets as priority sites

The tables on the following pages set out the streets of Soho that have been mentioned as possible priority sites by several different parties, interested groups and stakeholders. The streets are listed against a matrix of parameters including;

- pressure points in need of improvement or rethinking
- streets with predicted increase in pedestrian or cyclist use
- underused streets or spaces which have the potential to relieve pressure from other streets
- streets or spaces that are already special with the potential to improve and provide more amenity
- streets in need of material improvement
- streets affected by the WCC proposed Cycling Strategy
- new developments in the area could result in the street changing
- various studies on the street already exist
- upgrade or works already completed/underway.

Together with WCC and TfL and in consultation with various stakeholders, Publica selected ten key sites. This responds to the requirement in the brief to identify priority sites.

# Soho streets: priorities, projects, potential

	Pressure Point / dangerous / in need of improvement or rethinking	Predicted increase in pedestrian / cycle use	Underused / can relieve pressure from other streets	Already special with potential to improve	material quality of space has potential to be greatly improved	Cycle strategy affects this street?	Cycle lobby priority/ quick win? (order of Soho streets mentioned)	Previous SSG priority streets table	Previous Soho Priority streets map
<b>Old Compton Street</b>	X	X		X		X	X (2)		
<b>Wardour/ Brewer/ Old Compton/ Bouchier Junction</b>	X	X				X			
<b>Wardour Street as a whole</b>	X	X				X	X (3)		X 11
<b>Beak Street</b>	X							X 7	
<b>Bouchier Street</b>			X		X				
<b>Soho Street and Connections to Rathbone Place</b>		X	X	X	X				
<b>Archer Street and Great Windmill Street</b>	X		X		X			X 5 / X 6	
<b>Broadwick Street</b>	X			X	X				
<b>Brewer Street</b>	X	X							
<b>Romilly Street</b>			X		X				
<b>Dean Street - esp north end Crossrail</b>		X				X	X (2)		
<b>Sutton Row</b>		X							
<b>Manette Street</b>		X	X	X	X				
<b>Carlisle Street</b>		X	X	X	X	X			
<b>Frith Street - esp south end Crossrail 2</b>		X					X (2)		
<b>Cambridge Circus</b>	X			X					
Accessible route: <b>Dean Street as a whole</b>						X			
Accessible route: <b>Earlham/ Old Compton/ Wardour/ Brewer Streets</b>						X			
Accessible Route: <b>Gt Marlborough St/ Noel St/ Hollen St/ Gt Chapel to Dean St Crossrail</b>						X			
Accessible Route: <b>Denmark St/ Manette St/ Greek St/ Bateman St/ Dean St</b>									
Accessible Route: <b>Argyll St/ Carnaby St/ Beak St/ Upper/Lower James St/ Sherwood</b>						X			
Accessible Route: <b>Rupert St/ Walker's Ct/ Berwick Street as a whole</b>									
Accessible route: <b>Sutton Row/ Soho Square/ Carlisle St to Dean St Crossrail</b>						X			
<b>Regent Street/ Gt Marlborough Street crossing</b>	X					X			
<b>Regent Street/ Brewer Street to Vigo Street connection</b>	X		X						
<b>Soho Square as a whole</b>						X			X 10
<b>Golden Square</b>									

	New development means area will change	Various studies on this street already exist	Upgrade or works already completed/ underway/ likely	Publica Priority Nov 2013	Publica typical Soho streets solutions could be applied	Lies on priority accessible route identified by Publica
<b>Old Compton Street</b>				1	X	X
<b>Wardour/ Brewer/ Old Compton/ Bouchier Junction</b>				2		X
<b>Wardour Street as a whole</b>		X	LIKELY	3		
<b>Beak Street</b>				4		X
<b>Bouchier Street</b>				5		
<b>Soho Street and Connections to Rathbone Place</b>				6	X	
<b>Archer Street and Great Windmill Street</b>	X			7	X	
<b>Broadwick Street</b>	X	X	JUNCTION W/ BERWICK LIKELY	8		X
<b>Brewer Street</b>	X			9		X
<b>Romilly Street</b>				10	X	

Dean Street - esp north end Crossrail	X	X	LIKELY/ UNDERWAY	X		X
Sutton Row	X	X	LIKELY/ UNDERWAY	X		X
Manette Street	X		LIKELY	4		X
Carlisle Street	X		LIKELY	6	X	X
Frith Street - esp south end Crossrail 2	X		LIKELY	X		
Cambridge Circus		X	LIKELY	X		X

Accessible route: <b>Dean Street as a whole</b>				A1		X
Accessible route: <b>Earlham/ Old Compton/ Wardour/ Brewer Streets</b>				A2		X
Accessible Route: <b>Gt Marlborough St/ Noel St/ Hollen St/ Gt Chapel to Dean St Crossrail</b>				A3		X
Accessible Route: <b>Denmark St/ Manette St/ Greek St/ Bateman St/ Dean St</b>				A4		X
Accessible Route: <b>Argyll St/ Carnaby St/ Beak St/ Upper/Lower James St/ Sherwood</b>				A5		X
Accessible Route: <b>Rupert St/ Walker's Ct/ Berwick Street as a whole</b>				A6		X
Accessible route: <b>Sutton Row/ Soho Square/ Carlisle St to Dean St Crossrail</b>				A7		X
Regent Street/ Gt Marlborough Street crossing				X		X
Regent Street/ Brewer Street to Vigo Street connection				X		X

Soho Square as a whole	X			X		X
Golden Square				X		X

# Soho streets: priorities, projects, potential

	Pressure Point / dangerous / in need of improvement or rethinking	Predicted increase in pedestrian / cycle use	Underused / can relieve pressure from other streets	Already special with potential to improve	material quality of space has potential to be greatly improved	Cycle strategy affects this street?	Cycle lobby priority/ quick win? (order of Soho streets mentioned)	Previous SSG priority streets table	Previous Soho Priority streets map
Moor Street				X		X			
Hollen Street			X			X			
Noel Street			X			X			
Snarresbury Avenue crossing into Piccadilly							X (1)		
Dean Street as a whole	X	X				X	X (2)		
Frith Street as a whole	X						X (2)		X 5
Greek Street	X						X (2)		
Air Street							X (4)		X-1
Gt Marlborough Street	X					X	X (5)		
Peter Street		X			X			X 1	
Green's Court		X		X				X 2	
Walker's Court		X		X	X			X 3	
Rupert Street								X-4	

Aravll Street									X-2
Bateman Street									X 3
Berwick Street									X-4
Golden Square									X 6
Kingly Street									X-7
Little Argyll									X-8
Ramillies Street			X	X	X				X 9

	<b>New development means area will change</b>	<b>Various studies on this street already exist</b>	<b>Upgrade or works already completed/ underway/ likely</b>	<b>Publica Priority Nov 2013</b>	<b>Publica typical Soho streets solutions could be applied</b>	<b>Lies on priority accessible route identified by Publica</b>
Moor Street						X
Hollen Street					X	X
Noel Street					X	X
Shaftesbury Avenue crossing into Piccadilly						
Dean Street as a whole					X	X
Frith Street as a whole					X	
Greek Street					X	
Air Street			COMPLETED			
Gt Marlborough Street						X
Peter Street						
Green's Court						
Walker's Court	X	X	LIKELY			
Rupert Street			COMPLETED			X

Arqyll Street			COMPLETED			X
Bateman Street					X	X
Berwick Street			UNDERWAY		X	X
Golden Square						X
Kingly Street			COMPLETED			
Little Arqyll			COMPLETED			
Ramillies Street			COMPLETED?			

# Consultation summary

As part of this study Publica has met with various stakeholders, interested parties, organisations and individuals. In addition to Westminster City Council officers, London Borough of Camden officers and Transport for London, meetings have taken place with the following:

- Soho Society
- Soho Steering Group
- Shaftesbury plc
- Soho Estates
- Covent Garden Area 3 Steering Group
- New West End Company
- Westminster Cycling Campaign

# Bibliography

<b>Title</b>	<b>Published/Written By</b>	<b>Date of Issue</b>	<b>Comments</b>
Soho Street Survey	Living Environment Group		
Living Streets calls for the 2012 London mayoral election	Living Streets		
Public Lighting Assessment Soho Society Report	WCC	26 November 2012	
Soho Lighting Audit - Overview Spreadsheet	WCC		
vision for london	Living Streets		
15 Quick Wins for Westminster City Council	LCC	13 September 2013	see: responses to cycling BN
A3 soho streets.pdf	WCC		Highway works schedule map
Priority Streets SSGFINAL	WCC		
Cambridge Circus Report	WCC	5 July 2013	
westminster-planning-context-report-august	TfL	August 2008	

## **Policy**

Soho Action Plan	WCC	18 June 2007	
Berwick_Street Planning Brief	WCC	March 2007	
Westminster's City Plan: Strategic Policies	WCC	November 2013	
Oxford, Bond, Regent Street (ORB) Action Plan	WCC	March 2008	
Soho and Chinatown CAA SPG	WCC		
Statement_of_Licensing_Policy	WCC	January 2011	
City of Westminster Unitary Development Plan	WCC	January 2007	
Westminster Open_Space_Strategy	WCC	March 2007	
Westminster Way SPD	WCC	August 2011	
Westminster Cycling Strategy - Draft	WCC	2013	
Streetscape guidance: A guide to better London streets	TfL	2009	
The Mayor's Vision For Cycling In London: An Olympic Legacy for all Londoners	Greater London Authority	March 2013	
Covent Garden Area 3 Public Realm Study	Atkins	March 2006	

# Summary of WSP surveys and data counts

The next section of this report is a summary of the data and analysis undertaken by WSP as a part of this study. WSP have made new PERS surveys, carried out counts and analysed existing data sets from TfL sources:

- PERS Assessment of Old Compton Street
- PERS Assessment of Beak Street
- PERS Assessment of Brewer Street
- Comparable vehicle, bicycle and pedestrian counts:
  - Wardour/Old Compton/Bourchier/Brewer Street junction
  - Old Compton Street between Greek Street and Frith Street
  - Beak Street between Kingly Street and Carnaby Street
  - Broadwick/Berwick Street Junction
  - Bourchier Street
  - Frith Street
- TfL cycle hire data and journeys for Broadwick Street, Lexington Street, Wardour Street and Greek Street.
- TfL vehicle and bicycle numbers for Great Marlborough Street and Old Compton Street
- TfL Wardour Street bicycle and pedestrian numbers

*The full WSP surveys are collated in Appendix 1.*

# PERS assessment of Old Compton Street WSP



## 3 Links

### 3.1 Old Compton Street

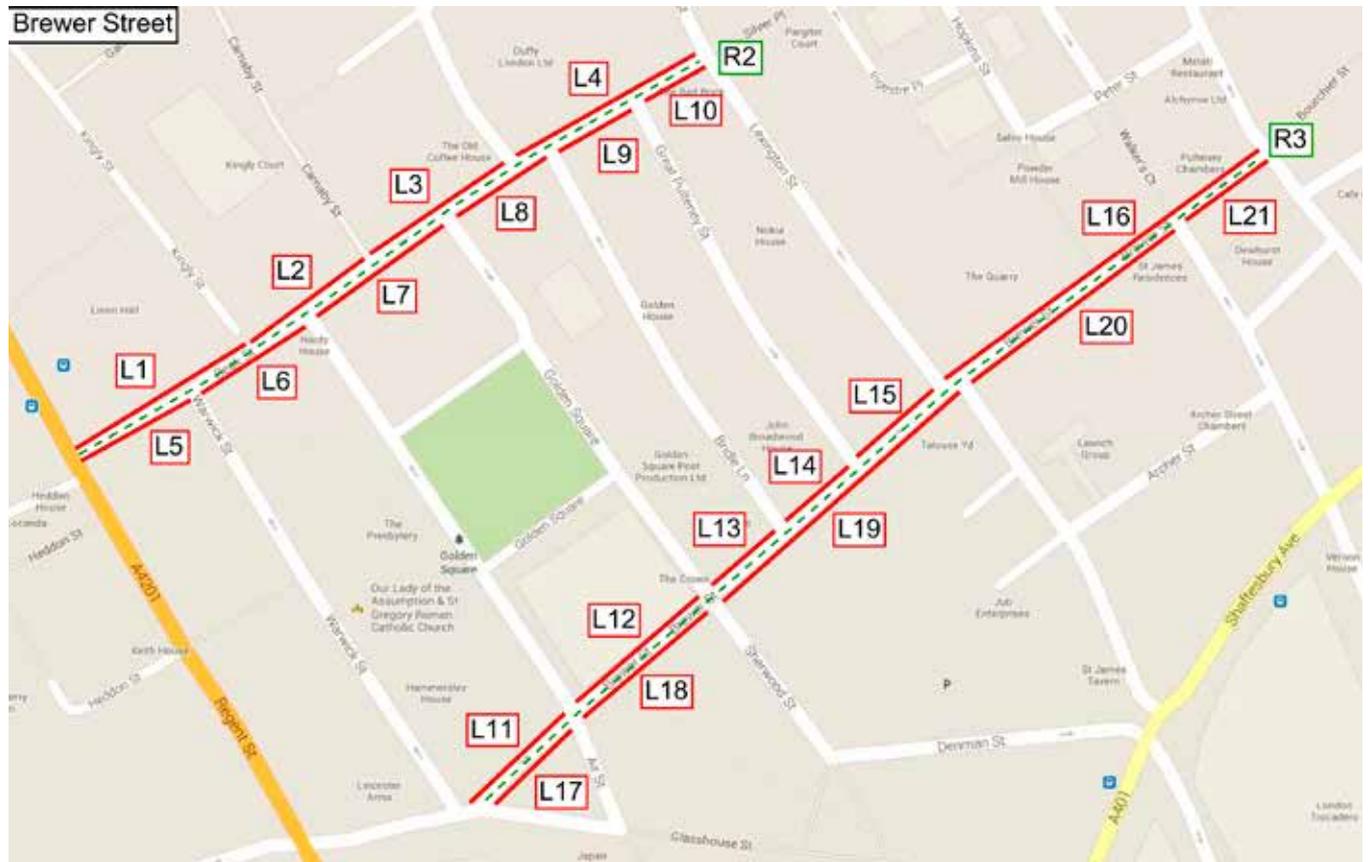
3.1.1 A total of eight links were assessed as part of the PERS Audit; Table 3.1 provides a summary of the scores for the eight links assessed.

**Table 3.1: PERS scores for links**

Ref	Link	Total Score	Percent of Max Score	RAG colour
L1	Old Compton Street: Wardour Street to Dean Street (northern footway)	47	29%	Green
L2	Old Compton Street: Wardour Street to Dean Street (southern footway)	48	30%	Green
L3	Old Compton Street: Dean Street to Frith Street (northern footway)	83	52%	Green
L4	Old Compton Street: Dean Street to Frith Street (southern footway)	75	47%	Green
L5	Old Compton Street: Frith Street to Greek Street (northern footway)	-19	-16%	Amber
L6	Old Compton Street: Frith Street to Greek Street (southern footway)	-4	-3%	Amber
L7	Old Compton Street: Greek Street to Charing Cross Road (northern footway)	21	13%	Amber
L8	Old Compton Street: Greek Street to Charing Cross Road (southern footway)	-56	-47%	Red

3.1.2 The results show that four of the links are marked as 'green' (positive overall), and three as 'amber' (average), which demonstrates that the links generally offer a good level of pedestrian amenity. However some issues were highlighted on link L8 and these are examined in more detail below, together with any other points of note relating to the other links. The Link headings are coloured according to their Red, Amber, Green scoring.

# PERS assessment of Beak Street WSP



## 3.2 Beak Street

- 3.2.1 Beak Street runs one-way westbound along its entire length; footways are present on both sides of the road.
- 3.2.2 A total of ten links were assessed as part of the PERS Audit of Beak Street; Table 3.2 provides a summary of the scores.

**Table 3.2: PERS scores for Beak Street links**

Ref	Link	Total Score	Percent of Max Score	RAG colour
L1	Beak Street: Regent Street to Kingly Street (northern footway)	67	42%	Green
L2	Beak Street: Kingly Street to Carnaby Street (northern footway)	73	46%	Green
L3	Beak Street: Carnaby Street to Marshall Street (northern footway)	53	33%	Green
L4	Beak Street: Marshall Street to Lexington Street (northern footway)	4	2%	Amber
L5	Beak Street: Regent Street to Warwick Street (southern footway)	69	43%	Green
L6	Beak Street: Warwick Street to Upper John Street (southern footway)	-47	-39%	Red
L7	Beak Street: Upper John Street to Upper James Street (southern footway)	-32	-27%	Amber
L8	Beak Street: Upper James Street to Bridle Lane (southern footway)	-86	-72%	Red
L9	Beak Street: Bridle Lane to Great Pulteney Street (southern footway)	54	34%	Green
L10	Beak Street: Great Pulteney Street to Lexington Street (southern footway)	49	31%	Green

- 3.2.3 The results show that six of the links are marked as 'green' (positive overall), two as 'amber' (average), and two as red (poor), which demonstrates that there is variation along Beak Street in terms of the pedestrian amenity offered by the streetscape. The issues identified on each link are explored in more detail below. The Link headings are coloured according to their Red, Amber, Green scoring.



### 3.3 Brewer Street

3.3.1 Brewer Street is a two-way street which extends between the Warwick Street/Glasshouse Street junction and Wardour Street; footways are present on both sides of the road.

3.3.2 A total of eleven links were assessed as part of the PERS Audit of Brewer Street; Table 3.3 provides a summary of the scores.

**Table 3.3: PERS scores for Brewer Street links**

Ref	Link	Total Score	Percent of Max Score	RAG colour
L11	Brewer Street: Warwick Street to Lower John Street (northern footway)	1	1%	Amber
L12	Brewer Street: Lower John Street to Lower James Street (northern footway)	81	51%	Green
L13	Brewer Street: Lower James Street to Bridle Lane (northern footway)	55	34%	Green
L14	Brewer Street: Bridle Lane to Great Pulteney Street (northern footway)	64	40%	Green
L15	Brewer Street: Great Pulteney Street to Lexington Street (northern footway)	89	56%	Green
L16	Brewer Street: Lexington Street to Wardour Street (northern footway)	29	18%	Amber
L17	Brewer Street: Warwick Street to Air Street (southern footway)	93	58%	Green
L18	Brewer Street: Air Street to Sherwood Street (southern footway)	82	51%	Green
L19	Brewer Street: Sherwood Street to Great Windmill Street (southern footway)	-25	-21%	Amber
L20	Brewer Street: Great Windmill Street to Rupert Street (southern footway)	71	44%	Green
L21	Brewer Street: Rupert Street to Wardour Street (southern footway)	90	56%	Green

3.3.3 Overall the links on Brewer Street scored well, with eight 'green' and three 'amber' ratings. The results are discussed in more detail below.

# Summary of PERS Assessments

## 3.4 Summary of Links Assessment

### Old Compton Street

- 3.4.1 Overall the links are of a higher quality towards the western (Wardour Street) end of Old Compton Street. None of the footway sections themselves are of an excellent standard with issues including loose paving, pinch-points and footway obstructions having been identified in places. However, the high level of day- and night-time activity lends the links a reassuring level of informal surveillance which, in several places, is complemented by CCTV cameras.

### Beak Street

- 3.4.2 The quality of pedestrian links on Beak Street varies notably. Overall the northern footway is of a higher quality, with an average score of 31% compared to -5% on the southern side.
- 3.4.3 Surface quality is generally good, but dropped kerbs are not present at all crossing points; some trip hazards are present in the central portion of the street due to uneven kerbstones, and the steep drop from kerb to street level in places represents a significant barrier to accessibility.
- 3.4.4 The frontages along the street are generally better maintained on the northern side, although the greater level of servicing activity was observed to cause severance in the presence of stationary vans.

### Brewer Street

- 3.4.5 The assessment of Brewer Street indicates that the pedestrian environment and footway conditions are of a good quality.
- 3.4.6 The streets along with its land uses presents high levels of activity and surveillance and therefore provides a good sense of personal security.
- 3.4.7 A negative issue picked up during the audit is the presence of obstructions given the nature of the link. These take the form of refuse bags, advertising boards and outdoor café/restaurant seating, which along with regular street furniture restrict the available usable footway width in places.
- 3.4.8 Pavement surfacing is generally of a good condition with adequate facilities such as dropped kerbing provided where required at most crossing points.
- 3.4.9 Street cleanliness and aesthetic appeal is a high scoring factor and overall the building frontages are active and well-maintained.

## 4 Routes

### 4.1 R1: Old Compton Street

4.1.1 The route from Wardour Street to Charing Cross Road along Old Compton Street constitutes route R1. As shown in Table 4.1 below, the route scored a 'green' rating overall.

**Table 4.1: PERS scores for routes**

Ref	Route	Total Score	Percent of Max Score	RAG Colour
R1	Wardour Street to Charing Cross Road	45	34%	Green

4.1.2 R1 was given a 'green' rating overall, with high scores in the directness and permeability categories due to its straight path with low vehicular traffic levels.

4.1.3 The overall perception of personal security is positive, with active frontages along the route giving Old Compton Street a sense of activity and informal surveillance (complemented by CCTV on certain links described in the preceding sections).

4.1.4 It is noted that there is little wayfinding provision along the route, despite its location in a central and popular part of London. Furthermore there are no public rest points, with the only seating being associated with the bars and cafés fronting onto the route.

4.1.5 Overall route R1 is of a good standard. The eastern section is less well maintained, and L8 in particular is partly obstructed; however the low levels of vehicular traffic travelling along Old Compton Street allow pedestrians to cross the road in order to use the northern footway (L7).

4.1.6 The western section of R1 is of a higher standard, and links L1 to L6 carry higher pedestrian flows since they are on the most direct desire line between the popular areas of Soho and Covent Garden (with Moor Street leading towards the latter).

### 4.2 R2 - Beak Street: Regent Street to Lexington Street

**Table 4.2: Beak Street**

Ref	Route	Total Score	Percent of Max Score	RAG Colour
R2	Beak Street: Regent Street to Lexington Street	48	36%	Green

4.2.1 R2 was given a 'green' rating overall, with high scores in the directness category in particular due to its straight path.

4.2.2 The overall perception of personal security is positive, with active frontages along the route (particularly on the northern side) contributing to surveillance.

4.2.3 No rest points are present, although several cafés have seating along the route. There is little wayfinding provision along the route, with the exception of the maps associated with Carnaby Street.

4.2.4 During the site visit, the volume of traffic and the at times aggressive style of driving (particularly among LGV drivers engaged in servicing) were noted. Vehicle speeds appear at times excessive given the nature of the street, and this can act as a barrier to permeability even on stretches where stationary vehicles do not impede crossing directly.

# Summary of PERS Assessments

## 4.3 R3 - Brewer Street: Warwick Street to Wardour Street

**Table 4.3: Brewer Street**

Ref	Route	Total Score	Percent of Max Score	RAG Colour
R3	Brewer Street: Warwick Street to Wardour Street	72	72%	Green

- 4.3.1 This route also scored 'green' overall, with directness afforded by its straight alignment and good permeability, since parked vehicles are only present for short stretches.
- 4.3.2 Footway quality is generally good, and in places very good. Dropped kerbs are relatively widespread and there are few trip hazards, with the exception to the accesses to the car park along link L16.
- 4.3.3 The quality of frontages is mostly good, although the scaffolding on link L19 detracts from this in addition to impeding pedestrian movements and permeability.
- 4.3.4 Wayfinding is assisted by some signposting at the eastern end, but otherwise there is little to assist pedestrians. No rest points are present besides the private seating associated with retail units.

## 5 Summary & Conclusion

### 5.1 Summary

- 5.1.1 WSP was appointed by Publica to prepare a series of PERS assessments in Soho as part of a broader scheme to study the public realm of the area under a commission from Westminster City Council.

#### **Old Compton Street**

- 5.1.2 The on-street evaluation of Old Compton Street was undertaken on Thursday 17th October 2013. The weather conditions were clear for the duration of the audit.
- 5.1.3 The scope of the audit for Old Compton Street included a total of eight links and one route. Overall the findings showed that pedestrian conditions were adequate, with five items scoring 'green', three scoring 'amber' and one scoring 'red'.

#### **Beak Street and Brewer Street**

- 5.1.4 The on-street evaluation of Beak Street and Brewer Street was undertaken on Tuesday 21<sup>st</sup> January 2014. The weather conditions were dry and bright for the duration of the audit.
- 5.1.5 The scope of the audit included a total of 21 links and two routes. Overall the findings showed that pedestrian conditions were adequate, with 16 items scoring 'green', 5 scoring 'amber' and 2 scoring 'red'.

### 5.2 Conclusion

#### **Old Compton Street**

- 5.2.1 The lowest score in the assessment was for link L8, mainly due to the partial obstruction of the footway due to building work at the junction of Old Compton Street and Charing Cross Road. 'Amber' ratings were also given to links L5, L6 and L7 at the eastern end of route R1.
- 5.2.2 It is noted that the principal negative finding of the assessment is temporary, namely the construction site; once removed, it is likely that link L8 would score 'amber'. Nevertheless the footway section has been assessed as it appeared on the day of the survey in October 2013.

- 5.2.3 Several pinch-points on the links were found to be the result of refuse bins and lampposts being situated near to café outdoor seating areas. Furthermore it was noted that bicycles were chained to various lampposts which further reduced the effective footway width, for example on links L2 and L6. If cycle racks were to be installed at less obstructive locations, this could reduce the likelihood of locked bicycles obstructing the pavements, and hence improve the level of pedestrian amenity on the affected links.

#### **Beak Street**

- 5.2.4 Higher scores were recorded for the northern footway, indicating that this is more likely to be favoured by pedestrians.
- 5.2.5 Several pinch-points on the links were found to be the result of refuse bags being left on the street, particularly on link L6.
- 5.2.6 On the southern side, narrow footway width on link L8 and steep drops from kerb to street on links L9 and L10 reduce universal accessibility.
- 5.2.7 Pedestrian wayfinding indications are virtually absent. The volume and nature of traffic along the street, coupled with the presence of parked vehicles, acts as a barrier to permeability.

#### **Brewer Street**

- 5.2.8 This street performed relatively well in the assessment, with no 'red' scores recorded. Both sides of the road were relatively even in their evaluation.
- 5.2.9 Footway quality was generally good, with some minor trip hazards associated with uneven kerbs; however it is also noted that dropped kerbs are present at many of the footway ends.
- 5.2.10 Pedestrian wayfinding indications are virtually absent. The traffic volumes and speeds are more modest, and permeability across the road is good for the majority of the length of Brewer Street.

# Summary of comparable vehicle, bicycle and pedestrian counts

**Counts were made from recordings at three time periods in the day (1000-1200/ 1500-1900/ 2200-2400)**

## **Site 1: Brewer Street / Wardour Street / Bouchier Street / Old Compton Street / Tisbury Court**

- Dominant vehicle movement – Wardour Street South to Wardour Street North.  
764 vehicle and motorcycle movements during the peak period (1000-1200).
- Dominant cycle movement – Brewer Street to Old Compton Street.  
129 cyclists during the peak period (1700-1900).
- Dominant pedestrian movement – Wardour Street North to Wardour Street South.  
1716 pedestrians during the peak period (1700-1900).

## **Site 2: Old Compton Street**

- The peak period for vehicular traffic is between 2200-2400 with 226 vehicles travelling eastbound during this time period.
- The peak period for cyclists is between 1700-1900 with 157 cyclists recorded travelling eastbound during this time period (only 20 travelling westbound).
- 51% of all pedestrian movements travel eastbound, 49% westbound.  
18% of all pedestrians were using the carriageway.  
47% of all pedestrian movements took place on the northern footway, 35% on the southern footway.  
During the peak period (1700-1900), there were 2352 eastbound pedestrian trips and 2720 westbound pedestrian trips.

## **Site 3: Beak Street**

- A higher number of vehicles, motorcycles and cycles turn left from Beak Street down Upper James Street than the numbers recorded travelling westbound along Beak Street.
- 55% of all pedestrian movements were travelling eastbound.  
21% of all pedestrians were using the carriageway.  
58% of all pedestrian movements took place on the northern footway, 21% on the southern footway.  
During the peak period (1700-1900), there were 1807 eastbound pedestrian trips and 1319 westbound pedestrian trips.

**Site 4: Berwick Street / Broadwick Street**

- Dominant vehicle movement – Berwick Street North to Broadwick Street West.  
400 vehicle and motorcycle movements during the peak period (1000-1200).
- Dominant cycle movement – Berwick Street North to Broadwick Street West.  
54 cyclists during the peak period (1700-1900).
- Dominant pedestrian movement – Broadwick Street West to Broadwick Street East with 1152 pedestrians during the peak period (1700-1900).

**Site 5: Frith Street**

- The peak period for vehicular traffic is between 2200-2400 with 219 vehicles travelling southbound during this time period.
- The peak period for cyclists is between 1700-1900 with 47 cyclists recorded travelling southbound during this time period (only 4 travelling northbound).
- 46% of all pedestrian movements travel northbound, 54% southbound.  
22% of all pedestrians were using the carriageway.  
44% of all pedestrian movements took place on the eastern footway, 35% on the western footway.  
During the peak period (1700-1900), there were 1568 southbound pedestrian trips and 1295 northbound pedestrian trips.

**Site 6: Bouchier Street**

- There was limited vehicle activity on the eastern section of Bouchier Street with only 3 vehicles and 1 motorcycle recorded travelling eastbound across all time periods.
- There were only 11 cycle movements recorded across all time periods.
- 64% of all pedestrian movements were travelling eastbound.  
50% of all pedestrians were using the carriageway.  
17% of all pedestrian trips took place on the northern footway, 34% on the southern footway.  
During the peak period (1700-1900), there were 186 eastbound pedestrian trips and 111 westbound pedestrian trips.

# Comparable vehicle, bicycle and pedestrian counts – Wardour Street Junction



- A Wardour Street North
- B Bourchier Street
- C Old Compton Street
- D Wardour Street South
- E Tisbury Court
- F Brewer Street

A-B: Wardour Street N to Bourchier Street				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	27
15:00-17:00	0	0	0	30
17:00-19:00	0	0	0	17
22:00-24:00	0	0	0	5

A-C: Wardour Street N to Old Compton Street				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	1	5	271
15:00-17:00	0	1	18	638
17:00-19:00	0	2	64	1238
22:00-24:00	0	4	103	430

B-A: Bourchier Street to Wardour Street N				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	17
15:00-17:00	0	0	3	28
17:00-19:00	0	0	3	33
22:00-24:00	0	0	0	5

B-C: Bourchier Street to Old Compton Street				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	0
15:00-17:00	0	0	0	8
17:00-19:00	0	0	0	11
22:00-24:00	0	0	0	6

C-A: Old Compton Street to Wardour Street N				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	8	247
15:00-17:00	0	0	16	634
17:00-19:00	0	0	18	793
22:00-24:00	0	0	5	409

C-B: Old Compton Street to Bourchier Street				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	3
15:00-17:00	0	0	0	2
17:00-19:00	0	0	0	11
22:00-24:00	0	0	0	8

D-A: Wardour Street S to Wardour Street N				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	675	89	31	390
15:00-17:00	593	78	25	756
17:00-19:00	545	75	66	1164
22:00-24:00	493	8	27	474

D-B: Wardour Street S to Bourchier Street				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	4
15:00-17:00	0	0	1	9
17:00-19:00	0	0	0	8
22:00-24:00	0	0	0	2

E-A: Tisbury Court to Wardour Street N				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	11
15:00-17:00	0	0	0	40
17:00-19:00	0	0	0	30
22:00-24:00	0	0	0	37

E-B: Tisbury Court to Bourchier Street				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	0
15:00-17:00	0	0	0	2
17:00-19:00	0	0	0	0
22:00-24:00	0	0	0	2

F-A: Brewer Street to Wardour Street N				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	366	20	7	209
15:00-17:00	373	26	19	488
17:00-19:00	367	35	47	497
22:00-24:00	353	7	12	424

F-B: Brewer Street to Bourchier Street				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	1	31
15:00-17:00	0	0	1	98
17:00-19:00	0	0	3	151
22:00-24:00	0	0	0	51

A-D: Wardour Street N to Wardour Street S				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	1	172
15:00-17:00	0	1	2	765
17:00-19:00	0	0	9	1716
22:00-24:00	0	0	9	862

A-E: Wardour Street N to Tisbury Court				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	10
15:00-17:00	0	0	0	27
17:00-19:00	0	0	0	17
22:00-24:00	0	0	0	56

B-D: Bourchier to Wardour Street S				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	2
15:00-17:00	0	0	1	6
17:00-19:00	0	0	2	17
22:00-24:00	0	0	0	5

B-E: Bourchier Street to Tisbury Court				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	1
15:00-17:00	0	0	0	3
17:00-19:00	0	0	0	0
22:00-24:00	0	0	0	0

C-D: Old Compton Street to Wardour Street S				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	1	115
15:00-17:00	0	0	1	481
17:00-19:00	0	0	2	766
22:00-24:00	0	0	4	271

C-E: Old Compton Street to Tisbury Court				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	2	57
15:00-17:00	0	0	0	177
17:00-19:00	0	0	0	333
22:00-24:00	0	0	0	267

D-C: Wardour Street S to Old Compton Street				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	80	5	1	157
15:00-17:00	59	4	10	589
17:00-19:00	92	2	20	766
22:00-24:00	125	3	62	601

D-E: Wardour Street S to Tisbury Court				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	22
15:00-17:00	0	0	0	38
17:00-19:00	0	0	0	33
22:00-24:00	0	0	0	65

E-C: Tisbury Court to Old Compton Street				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	1	45
15:00-17:00	0	0	1	120
17:00-19:00	0	0	0	173
22:00-24:00	0	0	0	293

E-D: Tisbury Court to Wardour Street S				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	23
15:00-17:00	0	0	0	55
17:00-19:00	0	0	0	83
22:00-24:00	0	0	0	101

F-C: Brewer Street to Old Compton Street				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	2	11	32	196
15:00-17:00	3	11	38	477
17:00-19:00	1	7	129	714
22:00-24:00	0	2	52	435

F-D: Brewer Street to Wardour Street S				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	46
15:00-17:00	0	0	0	189
17:00-19:00	0	0	0	268
22:00-24:00	0	0	0	187

# Comparable vehicle, bicycle and pedestrian counts – Wardour Street Junction



- A Wardour Street North
- B Bouchier Street
- C Old Compton Street
- D Wardour Street South
- E Tisbury Court
- F Brewer Street

A-F: Wardour Street N to Brewer Street				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	151
15:00-17:00	0	0	1	386
17:00-19:00	0	0	0	586
22:00-24:00	0	0	0	455

B-F: Bouchier Street to Brewer Street				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	19
15:00-17:00	0	0	0	42
17:00-19:00	0	0	0	50
22:00-24:00	0	0	0	11

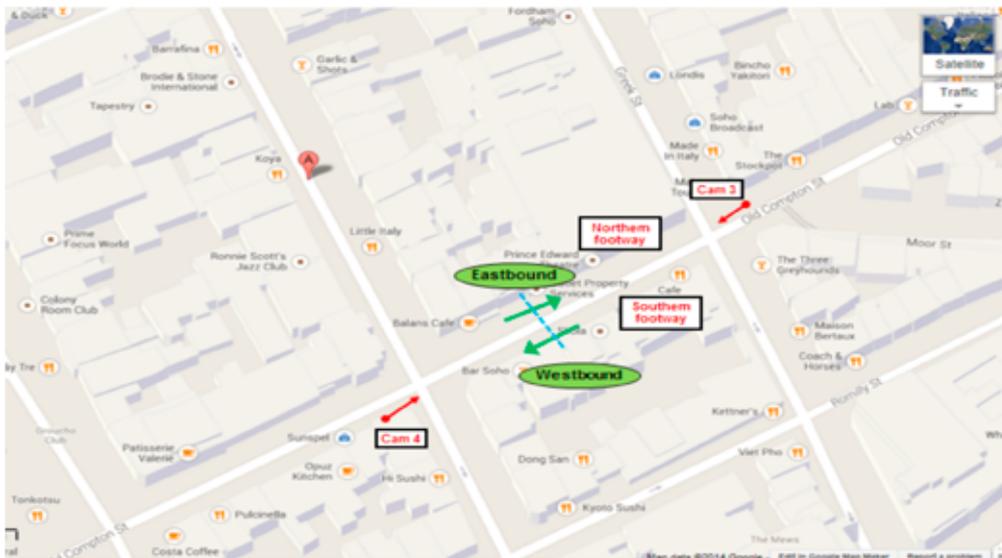
C-F: Old Compton Street to Brewer Street				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	1	239
15:00-17:00	0	0	1	628
17:00-19:00	0	0	4	766
22:00-24:00	0	0	1	489

D-F: Wardour Street S to Brewer Street				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	74
15:00-17:00	0	0	0	151
17:00-19:00	0	0	0	316
22:00-24:00	0	0	0	196

E-F: Tisbury Court to Brewer Street				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	2
15:00-17:00	0	0	0	11
17:00-19:00	0	0	0	22
22:00-24:00	0	0	0	22

F-E: Brewer Street to Tisbury Court				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	5
15:00-17:00	0	0	0	9
17:00-19:00	0	0	0	5
22:00-24:00	0	0	0	17

# Comparable vehicle, bicycle and pedestrian counts – Old Compton Street



Eastbound						
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians		
				Northern Footway	Southern Footway	On Road
10:00-12:00	118	13	30	313	306	37
15:00-17:00	86	15	54	624	548	237
17:00-19:00	144	18	157	977	823	552
22:00-24:00	221	5	73	1209	609	338

Westbound						
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians		
				Northern Footway	Southern Footway	On Road
10:00-12:00	0	0	18	343	435	57
15:00-17:00	0	0	14	710	604	297
17:00-19:00	0	0	20	1283	823	614
22:00-24:00	0	0	6	617	420	190

# Comparable vehicle, bicycle and pedestrian counts – Broadwick Street



A-B: Berwick Street N to Broadwick Street E				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	7	180
15:00-17:00	0	1	6	232
17:00-19:00	0	1	10	329
22:00-24:00	3	0	0	41

A-C: Berwick Street N to Berwick Street S				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	3	9	350
15:00-17:00	1	2	17	693
17:00-19:00	6	5	43	893
22:00-24:00	31	0	6	97

B-A: Broadwick Street E to Berwick Street N				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	1	152
15:00-17:00	0	2	0	271
17:00-19:00	0	2	2	275
22:00-24:00	0	0	0	83

B-C: Broadwick Street E to Berwick Street S				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	1	142
15:00-17:00	0	0	3	219
17:00-19:00	1	0	4	207
22:00-24:00	34	0	1	37

C-A: Berwick Street S to Berwick Street N				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	1	383
15:00-17:00	0	0	1	613
17:00-19:00	0	0	1	560
22:00-24:00	0	0	0	110

C-B: Berwick Street S to Broadwick Street E				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	109
15:00-17:00	0	0	1	212
17:00-19:00	0	0	1	207
22:00-24:00	0	0	0	45

D-A: Broadwick Street W to Berwick Street N				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	0	173
15:00-17:00	0	0	0	306
17:00-19:00	0	0	0	231
22:00-24:00	0	0	0	101

D-B: Broadwick Street W to Broadwick Street E				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	3	430
15:00-17:00	0	0	2	545
17:00-19:00	0	0	14	1152
22:00-24:00	0	0	4	249

A-D: Berwick Street N to Broadwick Street W				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	353	47	39	224
15:00-17:00	329	44	28	302
17:00-19:00	285	55	54	332
22:00-24:00	220	4	4	20

C-D: Berwick Street S to Broadwick Street W				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	3	367
15:00-17:00	1	0	2	542
17:00-19:00	4	0	4	588
22:00-24:00	2	0	0	163

B-D: Broadwick Street E to Broadwick Street W				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	120	17	8	325
15:00-17:00	188	21	15	611
17:00-19:00	166	21	12	794
22:00-24:00	176	4	7	204

D-C: Broadwick Street W to Berwick Street S				
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians
10:00-12:00	0	0	2	307
15:00-17:00	0	0	5	494
17:00-19:00	0	1	10	845
22:00-24:00	0	1	2	135

# Comparable vehicle, bicycle and pedestrian counts – Beak Street



	Eastbound					
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians		
				Northern Footway	Southern Footway	On Road
10:00-12:00	190	27	26	390	163	120
15:00-17:00	220	23	28	652	295	210
17:00-19:00	200	34	63	930	365	512
22:00-24:00	201	4	9	108	47	60

	Westbound		
	Pedestrians		
	Northern Footway	Southern Footway	On Road
10:00-12:00	336	118	52
15:00-17:00	557	195	135
17:00-19:00	782	257	280
22:00-24:00	253	49	102

	James Street		
	Vehicles	Motorcycles	Pedal Cycles
10:00-12:00	328	30	13
15:00-17:00	266	45	18
17:00-19:00	208	50	84
22:00-24:00	152	8	12

# Comparable vehicle, bicycle and pedestrian counts – Frith Street



Northbound						
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians		
				Eastern Footway	Western Footway	On Road
10:00-12:00	0	0	4	236	173	83
15:00-17:00	0	0	3	312	256	154
17:00-19:00	0	0	4	566	406	323
22:00-24:00	0	0	5	383	293	168

Southbound						
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians		
				Eastern Footway	Western Footway	On Road
10:00-12:00	178	7	15	244	202	46
15:00-17:00	161	23	10	340	304	145
17:00-19:00	186	20	47	601	550	417
22:00-24:00	219	12	40	535	370	258

# Comparable vehicle, bicycle and pedestrian counts – Bourchier Street



	Eastbound					
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians		
				Northern Footway	Southern Footway	On Road
10:00-12:00	0	0	1	12	12	41
15:00-17:00	1	1	1	17	47	78
17:00-19:00	2	0	3	27	66	93
22:00-24:00	0	0	0	11	20	37

	Westbound					
	Vehicles	Motorcycles	Pedal Cycles	Pedestrians		
				Northern Footway	Southern Footway	On Road
10:00-12:00	0	0	4	10	15	13
15:00-17:00	0	0	1	12	37	32
17:00-19:00	0	0	1	24	36	51
22:00-24:00	0	0	0	7	9	11

# TfL cycle hire data and journeys for Soho

The following pages contain summaries of ad-hoc TfL cycle counts at Broadwick Street, Lexington Street, Wardour Street and Greek Street. The data is available for Tuesday 23/03/2010 (total counts) and Thursday 16th September 2010 (counts split between cycle hire bikes/other bikes). Count data is only provided up to 18:00 with no data available between 15:00-16:00.

## Greek Street

Greek Street is one way southbound.

### Summary

- Southbound is the dominant movement with 83% and 72% of the 2-way flow traveling southbound on 23/03 and 16/09 respectively across the three time periods analysed.
- The proportion of cycle hire bikes across the three survey periods analysed (16/09) equates to 8%.

### Site ID 1915 – Greek Street

Day and Date : Tuesday 23/03/2010  
 Weather : Mainly Dry, rain between 1400 - 1500

#### Summary by Street and Direction

Time Period	Greek Street		
	Southbound	Northbound	2-Way
10:00-12:00	71	21	92
13:00-15:00	64	13	77
16:00-1800	128	18	146



Day and Date : Thursday 16th September 2010  
 Weather : Dry all day

#### Summary by Street and Direction

Time Period	Greek Street								
	Southbound			Northbound			2-Way		
	Cycle Hire Bikes	Other	Total	Cycle Hire Bikes	Other	Total	Cycle Hire Bikes	Other	Total
10:00-12:00	1	44	45	2	26	28	3	70	73
13:00-15:00	3	42	45	4	10	14	7	52	59
16:00-1800	11	109	120	3	38	41	14	147	161

## Wardour Street

Wardour Street is one way northbound.

– Northbound is the dominant movement with 94% and 89% of the 2-way flow traveling northbound on 23/03 and 16/09 respectively across the three time periods analysed.

– The proportion of cycle hire bikes across the three survey periods analysed (16/09) equates to 15%.

### Site ID 1914 - Wardour Street

Day and Date : Tuesday 23/03/2010

Weather Mainly Dry, rain between 1400 - 1500

#### Summary by Street and Direction

Time Period	Wardour Street		
	Southbound	Northbound	2-Way
10:00-12:00	1	61	62
13:00-15:00	8	65	73
16:00-1800	4	69	73



Day and Date : Thursday 16th September 2010

Weather Dry all day

#### Summary by Street and Direction

Time Period	Wardour Street								
	Southbound			Northbound			2-Way		
	Cycle Hire Bikes	Other	Total	Cycle Hire Bikes	Other	Total	Cycle Hire Bikes	Other	Total
10:00-12:00	0	4	4	13	78	91	13	82	95
13:00-15:00	1	11	12	9	76	85	10	87	97
16:00-1800	3	17	20	22	95	117	25	112	137

# TfL cycle hire data and journeys for Soho

## Site ID 1913 – Broadwick Street junction with Poland Street / Lexington Street

– Broadwick Street (east) carries the highest cycle flows with trips then dispersing onto Lexington Street, Poland Street, and Broadwick Street (west).

– The proportion of cycle hire bikes across the three survey periods analysed (16/09) equates to 13%.

### Site ID 1913 - Broadwick Street Junction with Poland Street / Lexington Street

Day and Date : Tuesday 23/03/2010

Weather Mainly dry, rain between 1400 - 1500

#### Summary by Movements

Origin	POLAND ST (north arm)			BROADWICK ST (east arm)			LEXINGTON ST(south arm)			BROADWICK ST (west arm)	
	BROADWICK ST (east arm)	LEXINGTON ST (south arm)	BROADWICK ST (west arm)	LEXINGTON ST (south arm)	BROADWICK ST (west arm)	POLAND ST (north arm)	BROADWICK ST (west arm)	POLAND ST (north arm)	BROADWICK ST (east arm)	POLAND ST (north arm)	BROADWICK ST (east arm)
10:00-12:00	1	0	2	19	21	17	2	8	3	6	10
13:00-15:00	4	1	2	12	26	19	4	7	4	12	14
16:00-1800	4	6	3	37	36	25	6	14	4	18	13

#### Summary by Street and Direction

Time Period	Poland St (north arm)			Broadwick Street (east arm)			Lexington St (south arm)			Broadwick St (west arm)	
	Southbound	Northbound	2-Way	Westbound	Eastbound	2-Way	Southbound	Northbound	2-Way	Westbound	Eastbound
10:00-12:00	3	31	34	57	14	71	21	13	34	25	18
13:00-15:00	7	38	45	57	22	79	18	15	33	32	31
16:00-1800	13	57	70	98	21	119	49	24	73	45	37

Day and Date : Thursday 16th September 2010

Weather Dry all day

#### Summary by Movements

Origin	POLAND ST (north arm)						BROADWICK ST (east arm)					
	BROADWICK ST (east arm)		LEXINGTON ST (south arm)		BROADWICK ST (west arm)		LEXINGTON ST (south arm)		BROADWICK ST (west arm)		POLAND ST (north arm)	
	Cycle Hire Bikes	Other	Cycle Hire Bikes	Other	Cycle Hire Bikes	Other	Cycle Hire Bikes	Other	Cycle Hire Bikes	Other	Cycle Hire Bikes	
10:00-12:00	4	1	0	7	0	0	6	32	5	24	3	
13:00-15:00	1	3	0	6	0	1	6	26	2	25	3	
16:00-1800	2	0	0	9	0	5	13	54	6	32	7	

#### Summary by Street and Direction

Time Period	Poland St (north arm)			Broadwick Street (east arm)			Lexington St (south arm)			Broadwick St (west arm)	
	Southbound	Northbound	2-Way	Westbound	Eastbound	2-Way	Southbound	Northbound	2-Way	Westbound	Eastbound
10:00-12:00	12	42	54	91	17	108	56	11	67	33	34
13:00-15:00	11	52	63	90	20	110	43	16	59	34	32
16:00-1800	16	65	81	131	27	158	85	32	117	45	43

st arm)
LEXINGTON ST (south arm)
2
5
6

Total  
91  
110  
172



arm)
2-Way
43
63
82

D ST arm)	LEXINGTON ST(south arm)						BROADWICK ST (west arm)					
	BROADWICK ST (west arm)		POLAND ST (north arm)		BROADWICK ST (east arm)		POLAND ST (north arm)		BROADWICK ST (east arm)		LEXINGTON ST (south arm)	
	Other	Cycle Hire Bikes	Other	Cycle Hire Bikes	Other	Cycle Hire Bikes	Other	Cycle Hire Bikes	Other	Cycle Hire Bikes	Other	Cycle Hire Bikes
21	0	4	0	5	1	1	2	11	1	9	1	10
28	1	5	0	8	0	2	0	13	1	13	0	5
19	0	2	1	17	0	12	1	20	0	13	0	9

arm)
2-Way
67
66
88

# TfL vehicle and bicycle numbers for Great Marlborough Street and Old Compton Street

Direction	Hour	Wed 24/04/2013		Mon 15/04/2013	
		Site 16 - Great Marlborough Street		Site 21- Old Compton Street	
		All Motor Vehicles	Bicycles	All Motor Vehicles	Bicycles
Eastbound	10:00 - 12:00	335	65	169	50
	15:00 - 17:00	269	87	131	70
	17:00 - 19:00	236	240	165	187
	22:00 - 24:00	NO DATA AVAILABLE			
Westbound	10:00 - 12:00	562	73	1-Way Eastbound	38
	15:00 - 17:00	600	62		35
	17:00 - 19:00	604	213		24
	22:00 - 24:00	NO DATA AVAILABLE			



# TfL Wardour Street bicycle and pedestrian numbers

**Site ID 30 - WARDOUR STREET**

Time Period		Average Weekday	Average Saturday	Average Sunday
10:00 - 12:00	BICYCLES	529	491	495
15:00 - 17:00		908	898	895
17:00 - 19:00		1137	1131	1139
22:00 - 24:00		637	616	625

Time Period	Average Weekday Pedestrian Flow	Average Saturday Pedestrian Flow	Average Sunday Pedestrian Flow
10:00 - 12:00	529	496	308
15:00 - 17:00	867	1070	909
17:00 - 19:00	1199	1160	869
22:00 - 24:00	629	958	346





## SOHO PUBLIC REALM STUDY

Issued 28.04.14

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- INTERIM REPORT Issued 20th November 2013

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