

Soho Neighbourhood Plan



Westminster Cycling Campaign <cyclist@westminstercyclists.org.uk>
To Neighbourhood, Planning: WCC

Thu 09/07/2020 19:22

 Follow up. Start by 09 July 2020. Due by 09 July 2020.

Dear Westminster

Thank you for consulting us about the submission version of the Soho Neighbourhood Plan. I am responding on behalf of Westminster Cycling Campaign, the local group of the London Cycling Campaign.

Many streets in Soho can currently be dominated by motor vehicles to the detriment of the local environment. A major omission of the Plan is that it does not directly address this issue, for example by making Soho a low-traffic neighbourhood.

That said, we can support a number of policies that could play a small but useful part in reducing traffic:

Policy 16: Residential development should not only be car free except for disabled persons car parking but by legal agreement ensure that occupants of new housing have no right to apply for a residents parking permit (other than disabled people).

In a district as well served by public transport as Soho and with so many amenities within walking or cycling distance, it is absurd that residential developments should have car parking. However, it is important to prevent residents of these developments from applying for parking permits, so as to allay the fears of existing car-owning residents that 'their' spaces will be taken by the residents of the new developments.

Policy 23: Any development proposals for the public car parks at Brewer Street and Poland Street must demonstrate consideration and evaluation of the potential for adaptation and reuse for all or part of the buildings as micro-consolidation centres.

This is an innovative and imaginative proposal that should not only reduce the number of movements by freight vehicles but also discourage motorists from driving into Soho and parking there.

Policy 29: Façades and entrances to premises must display clearly a street number for each premises to facilitate better way finding.

This too is an innovative and imaginative proposal that could usefully be applied across central London. Inability to find a particular building can result in longer journeys and cause vehicles to stop and start unexpectedly, creating a hazard to other road users.

Policy 30: Proposals to provide additional suitable on street cycle stands for cyclists visiting the SNA via the Community Infrastructure Levy (CIL) or through voluntary provision by developers will be supported.

This is something that had often been overlooked in the past. We therefore welcome its inclusion in your Plan. (Suggested addition: As there is currently a shortage of cycle parking places on the streets of Soho, there should be a requirement for developers to contribute to cycle parking on the street.)

We trust that our comments will be useful in the further development of the Plan.

Yours sincerely,

Colin Wing,

Westminster Cycling Campaign.