



Oxford Street District

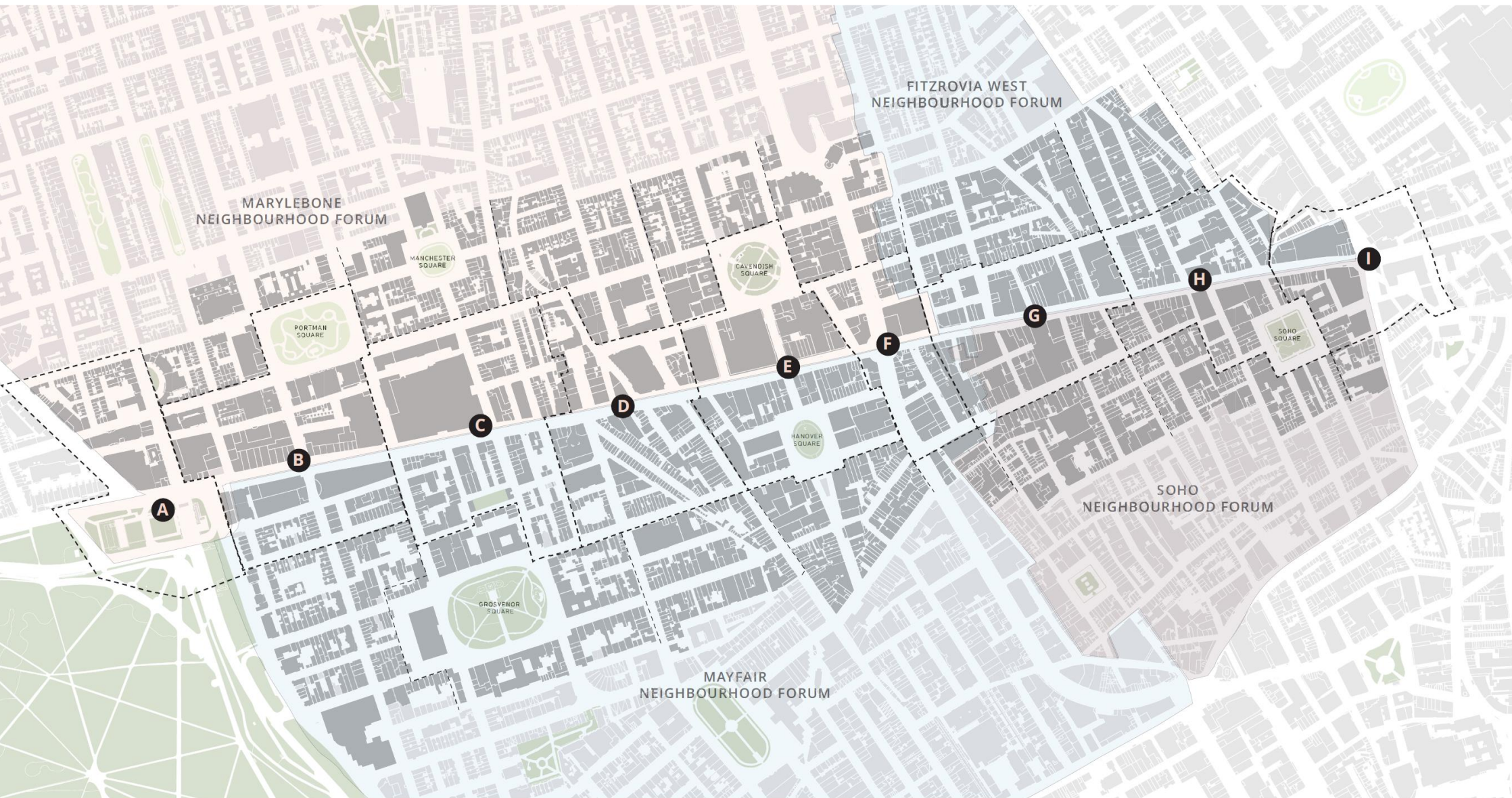
Project Update for Central London Freight Quality Partnership

23 July 2019



Work in Progress July 2019

Oxford Street District



Challenges

- Poor public realm
- Poor road safety
- Pedestrian congestion
- Poor air quality
- Evolving retail trends



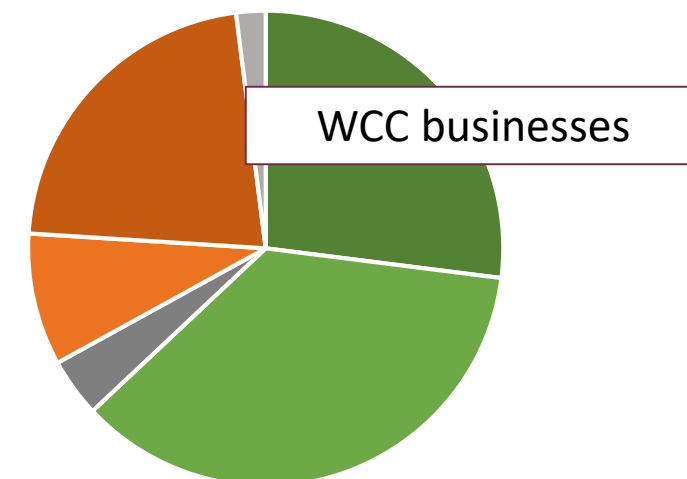
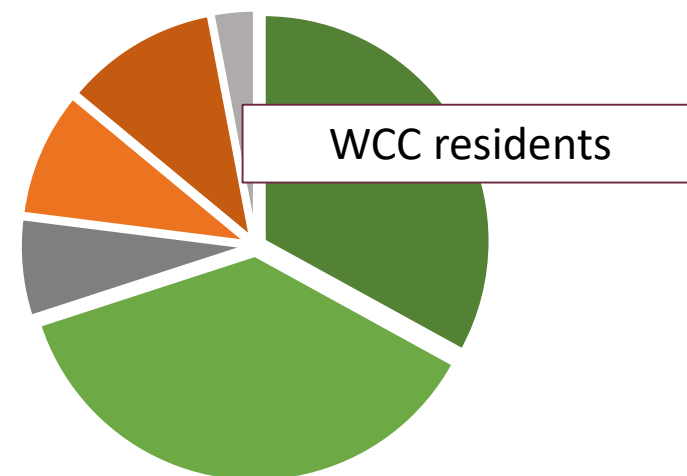
Background

WCC decision not to progress
the TfL sponsored
pedestrianisation scheme

Development of alternative
Oxford Street District Place
Strategy

Public consultation on Place
Strategy end of 2018

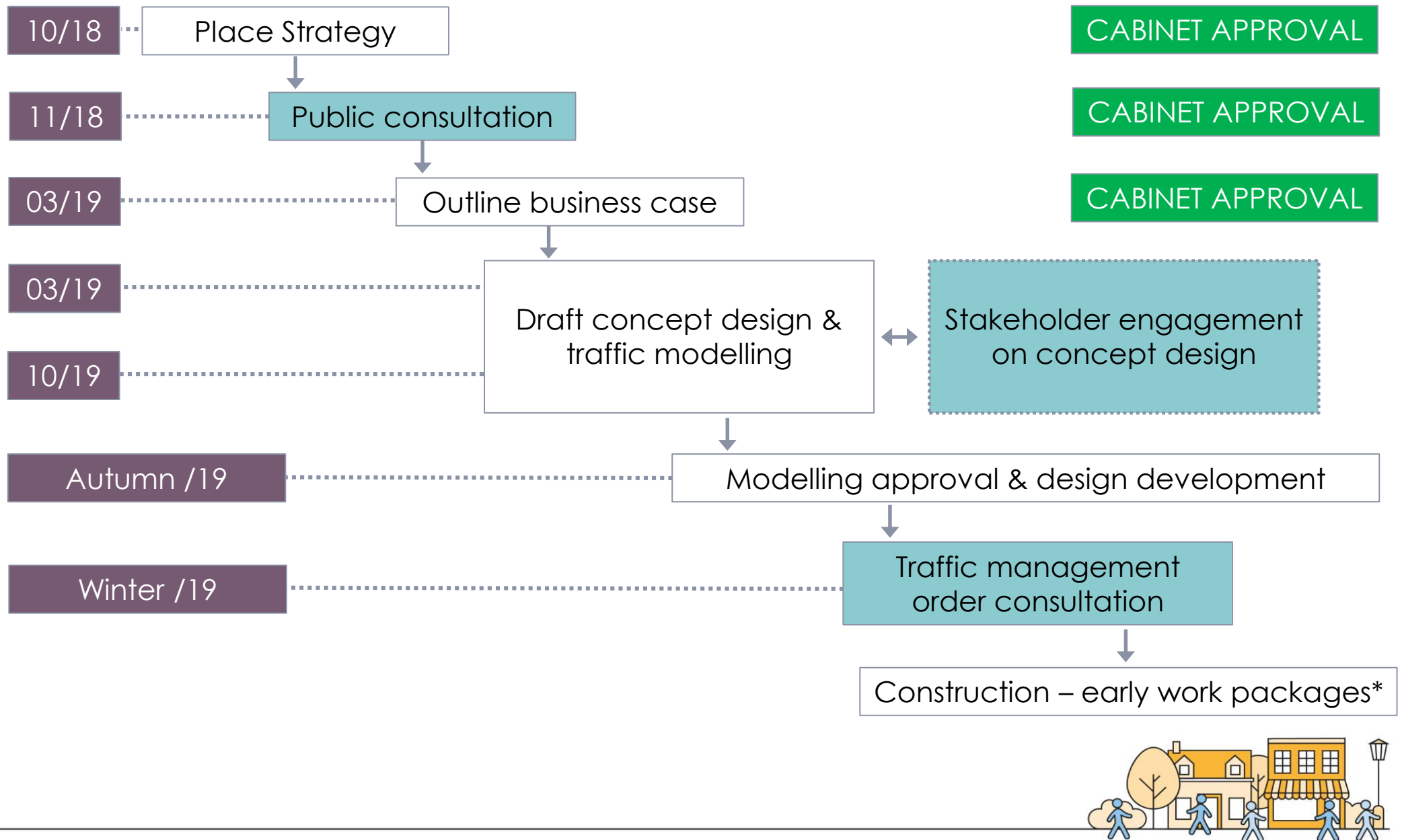
Concerns considered
and addressed



■ Strongly support ■ Tend to support ■ Neither
■ Tend to oppose ■ Strongly oppose ■ Don't know



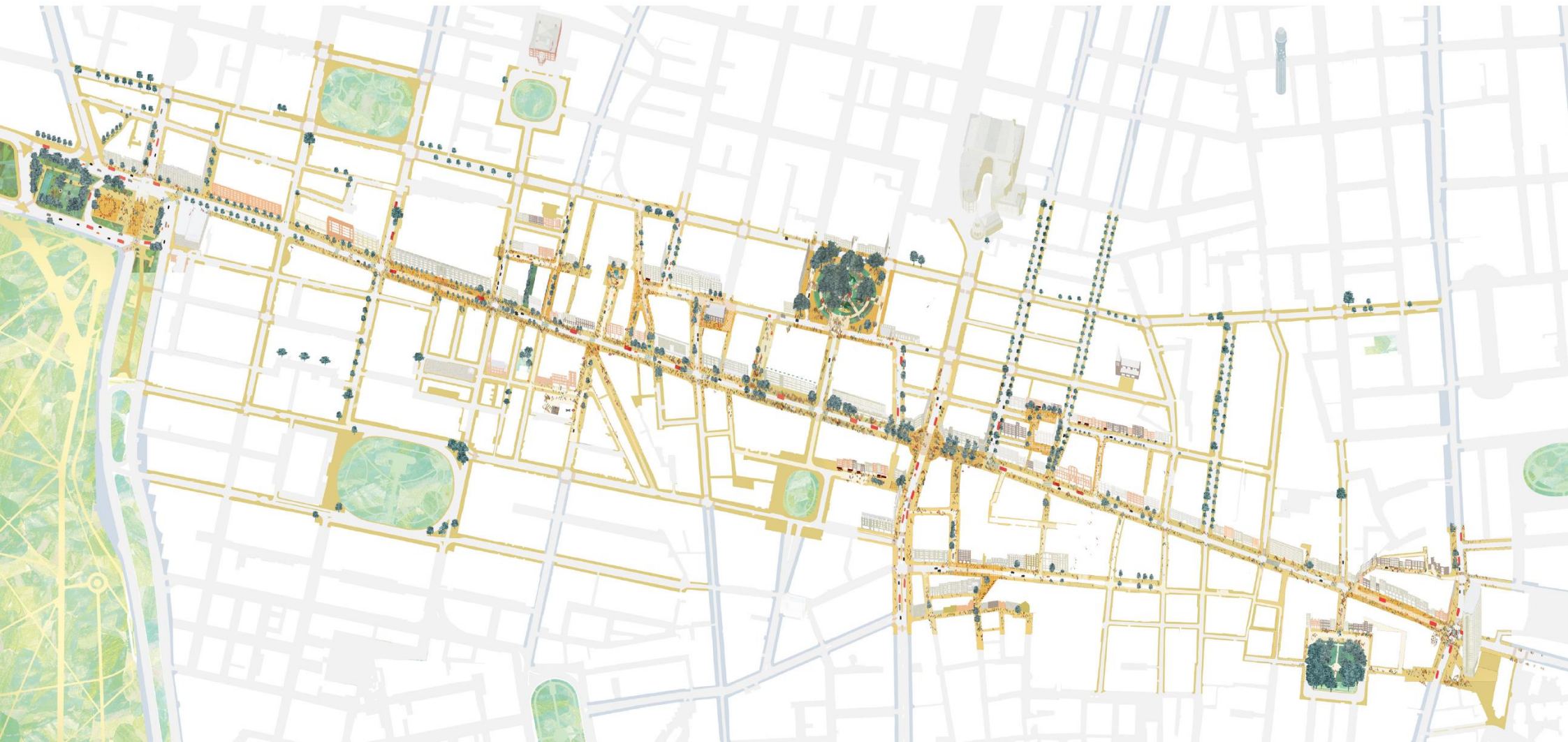
Progress to date



*early work packages – Ramillies project will be the first. Others to be programmed in.

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Public Realm Vision



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Principles

- Make the district inclusive, accessible and liveable
- Improve air quality
- Improve safety
- Take immediate steps to address management
- Prioritise pedestrians and value every space
- Make the district better for cycling
- Support economic growth across the district and promote innovation and experimentation
- Design for flexibility
- Build from existing and connect the whole district
- Create beautifully designed streets, gateways and a diversity of public spaces across the district

- Take every opportunity to add additional trees and planting, creating new green spaces and revitalising the garden squares
- Enrich the cultural life & identity of the district

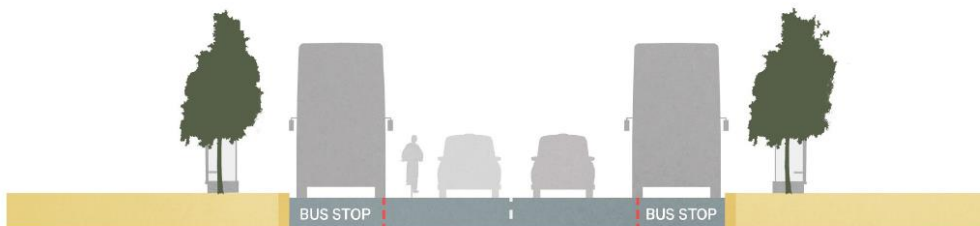
Oxford Street

- Diversify land use and extend the life of Oxford Street
- Make Oxford Street spectacular
- Embrace Oxford Street's role as an important sustainable transport corridor for the West End



Flexible Approach

Approximate existing cross-section (west)

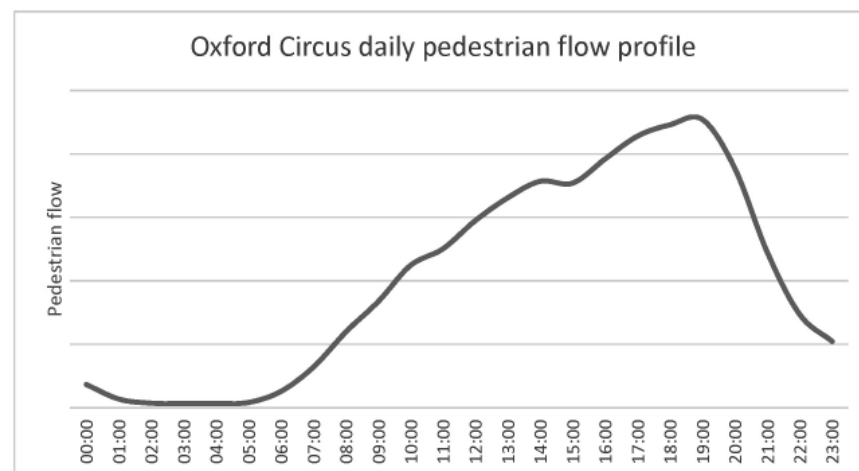
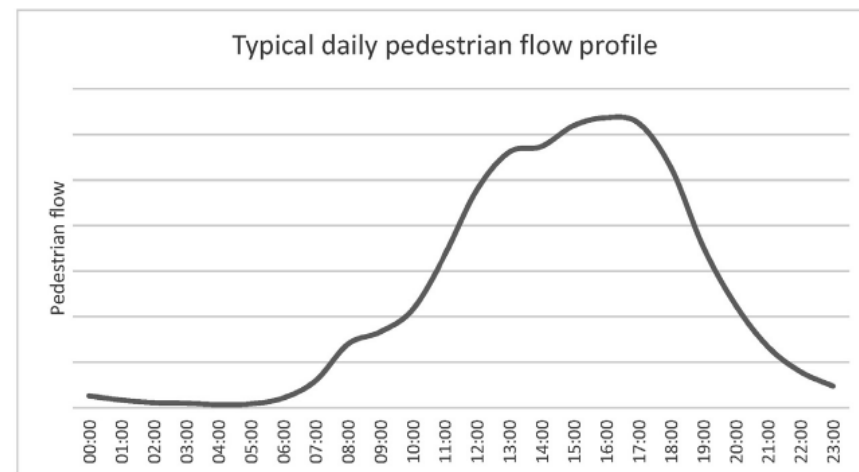


Approximate proposed cross-section (west)



Peak times for pedestrians Midday - 7pm. Proposed widened footways will be adequate at other times (except Oxford Circus)

- Proposed traffic restrictions Midday – 7pm
- Maintain vehicle access morning and evening
- Improved access for loading on street in the morning
- Full access for taxis and private hire on Oxford Street in the evening to support night-time economy



Benefits - Streetscape

The Oxford Street “flexible design approach” future proofs for expected increase in pedestrians



Illustration of footway widening – Bond Street station



Benefits - Streetscape

Wider footways, new paving, lighting, planting and public realm spaces will transform the street experience



Bond Street



Baker Street



Tottenham Court Road



Benefits - Streetscape

New and improved pedestrian crossings, reduced traffic, reduced vehicle speeds & reduced noise & air pollution will make Oxford Street a safer, easier and more comfortable place to walk



Improved crossings Bond Street



Old Bond Street – low traffic environment



Benefits – Public Transport

Bus services will be retained on Oxford street but with lower numbers, reduced speeds, lower emissions and a lower requirement for infrastructure (shelters). Journey times expected to improve.



Illustration of existing issues

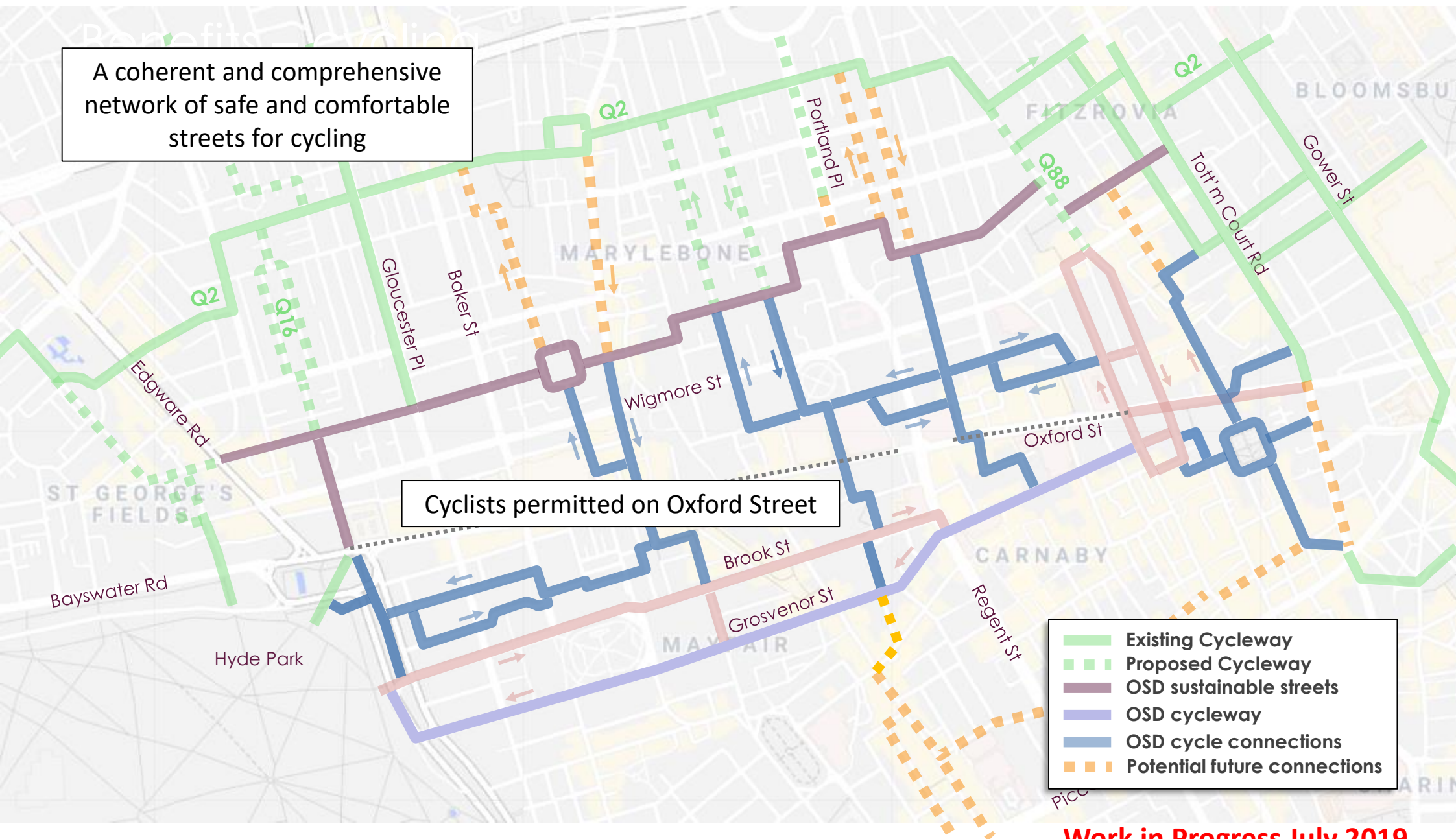


Cleaner bus fleet



Benefits - Cycling

A coherent and comprehensive network of safe and comfortable streets for cycling



Headline Benefits

Criteria	OSD total	Group 1 (ABC)	Group 2 (DEF)	Group 3 (GHI)	Sustainable streets scheme
Number of new pedestrian crossings	57	10	15	12	20
Number of improved pedestrian crossings	103	24	38	34	7
Area of new pedestrian priority space (sqm)	18,374m ²	981m ²	7652m ²	5573m ²	4169m ²
Area of new footway (sqm)	22,340m ² *	3,568m ²	9073m ²	6682m ²	3017m ²
Number of bus stops retained on Oxford Street	15	7	4	4	0
Metres of enhanced cycling streets	13,904m	2,378m	1,660m	4,160m	5,706m
Predicted annual road casualty saving	-83.7	-29.3	-24.5	-17.6	-12.4
Predicted annual fatal casualty saving	-0.7**	-0.1	-0.6	-0.0	-0.0
Air quality benefits / impacts	Work in progress				
Vehicle delay benefits / impacts	Work in progress				

*Equivalent to two new Trafalgar Squares

**Equivalent to 7 fatal casualties saved per 10 year period – NB all casualty predictions are indicative based on analysis of current accident trends against expected benefits



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Freight & Servicing

Mayor's Freight & Servicing Action Plan:

- 10% reduction in freight & servicing vehicles in central London during AM peak by 2026.

West End Partnership Delivery & Servicing Strategy:

- Reduce delivery & servicing vehicles across West End by 10%.
- Reduce delivery & servicing vehicles in key areas of importance (including Oxford Street) by 80% at peak visitor (pedestrian) times.

Oxford Street District Place Strategy:

- Enable essential deliveries and servicing for residents and businesses.
- Minimise the number of freight and servicing trips to contribute towards an overall vehicle reduction across the district .
- Manage essential delivery & servicing activity to improve safety, reduce air pollution and reduce impact on residents.



Access & Kerbside

- Goods vehicles will be permitted to use Oxford Street at times of day that do not conflict with high pedestrian use.
- More loading and servicing will be permitted and provided for on street during these times.
- We will apply a more consistent approach with access limited to buses and taxis between 12 noon – 7pm / 7 days – for most of Oxford Street.
- New restrictions on loading on residential side streets to reduce impact on residents.



Bond Street – loading permitted at specific times



Bond Street – reserved for pedestrians in the afternoon

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Reduce. Remode. Retime.

We are committed to working with local businesses, landowners, BIDs and logistics companies to:

REDUCE
REMODE
RETIME

e.g. micro consolidation, reverse logistics, waste consolidation

e.g. porterage, cargo bikes, ZLE vehicles

e.g. trial quiet night time deliveries

How can we help reduce, remode or retime your freight & servicing?



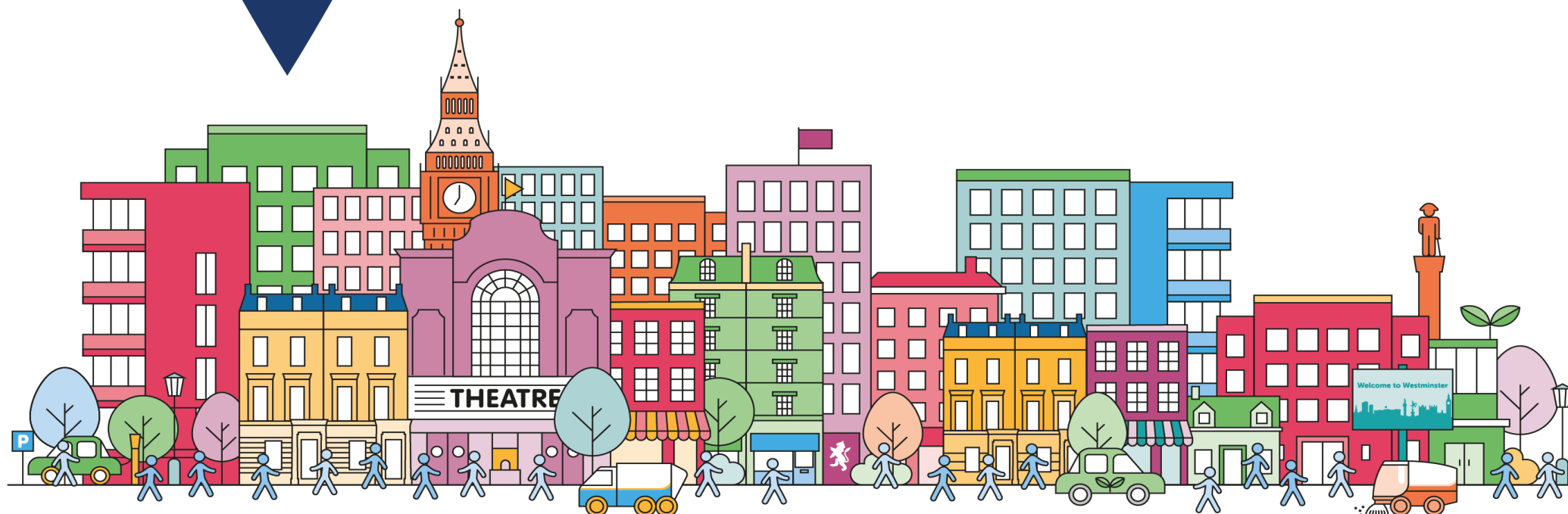


For more information go to our website:

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