MAYOR OF LONDON

Oxford Street Transformation – consultation report

June 2025

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Mayor's Foreword

Oxford Street has suffered in recent years due to the pandemic, the growth of online shopping, and other factors that have held the street back. Urgent action is clearly needed to give our nation's high street a new lease of life.

That's why I set out proposals in February to transform Oxford Street into an exciting, thriving destination for Londoners and tourists alike. I want to rejuvenate Oxford Street and establish it as a global leader for shopping, leisure, and outdoor events, competing with the likes of Times Square in New York and the Champs-Élysées in Paris.

This would help to unlock the true potential of Oxford Street and attract more international visitors, bringing the world to London and showcasing the best of London to the world. It would act as a magnet for new investment and job-creation, driving growth and economic prosperity for decades to come.

I have carefully considered the feedback to the consultation on our proposals, which is set out in this report. The majority of respondents supported the plans and I remain committed to taking them forward.

This is an exciting time for London. Not only can we move forward to create a beautiful public space where people can shop, eat, and connect, but we can also transform Oxford Street into a place Londoners and the whole of the country can be proud of as we continue to build a better London for everyone.

Executive Summary

Between 28 February and 2 May 2025, the Greater London Authority (GLA) consulted Londoners on two questions related to Oxford Street: the designation of a Mayoral Development Area (MDA) and the principle of pedestrianising Oxford Street.

Throughout this period, the consultation was widely publicised to statutory consultees, local stakeholders, Londoners, and other interested parties.

The consultation received 6,642 submissions from a wide range of respondents across Greater London and beyond. These included statutory consultees, individuals, residents' associations, businesses, trade unions, trade bodies, active travel groups, and accessibility organisations.

On the question of designating an MDA, 69 per cent supported the proposal, of those who responded on this topic. On the principle of pedestrianisation, 66 per cent were in support, of those who responded on this topic. This does not include those who responded with boilerplate text through campaigns. If all campaigns are included, the MDC support rises to 70 per cent and the pedestrianisation support rises to 67 per cent.

Each written response to the consultation was organised into a code frame—a theme that summarises the feedback received—and summaries of responses to individual issues raised can be found in Chapters 3, 4, and 5.

In response to the proposal to designate an MDA, we received submissions from three of the seven statutory consultees. A summary of the issues raised in their submissions, and responses to them, is presented in Section 4.2. For the principle of pedestrianisation, which was a non-statutory consultation, we sought views from members of the public and stakeholders.

We received 4,391 responses on the proposal for an MDA and 6,245 on the principle of pedestrianisation (this includes responses that we received by email). Of these consultation responses, 158 submissions were from stakeholders, and the rest were from members of the public. A breakdown of sentiment by category can be found at Section 2.5.

Analysis of these responses was undertaken by an independent consultant. Issues raised were grouped thematically and are referred to throughout this report as code frames. GLA officers have responded to each of these themes. Where answers are subject to further public consultation, this has been noted.

Each response to the consultation has been considered in the drafting of this report.

Before this consultation process, public polling conducted by YouGov and published in October 2024 found that 63 per cent of Londoners support pedestrianising Oxford Street, including 33 per cent who strongly support doing so. 23 per cent were opposed, with 11 per cent strongly opposed.

Chapter 1 – About the Consultation

1.2 Purpose

The objectives of the consultation were to:

- Comply with the requirements of the Localism Act 2011 in consulting on the proposal to designate an MDA for Oxford Street and consulting on certain specific functions that any Mayoral Development Corporation (MDC) subsequently established may take on
- Consult on the principle of pedestrianisation of Oxford Street
- Give stakeholders and the public easily understandable information about all of the proposals and allow them to respond
- Understand the level of support for each of the proposals
- Understand concerns and objections, including any likely impacts on people with protected characteristics under the Equality Act 2010
- Allow respondents to make suggestions

1.2 Consultation history

The GLA has not previously consulted on a proposal to designate an MDA for Oxford Street.

Transport for London (TfL) has, in partnership with Westminster City Council (WCC), previously consulted on proposals to pedestrianise Oxford Street on two occasions.

The consultations ran from 24 April to 18 June 2017 and 6 November 2017 to 3 January 2018, respectively.

Details of both consultations can be requested from haveyoursay@tfl.gov.uk

Previous consultations demonstrated support for pedestrianisation plans.

Consultation 1 (April to June 2017)

- 62 per cent of 4,461 respondents were supportive or supportive with caveats.

Consultation 2 (November 2017 to January 2018)

- 64 per cent of 14,429 respondents were supportive or supportive with caveats.

Anyone who had a point of view about the proposed pedestrianisation of Oxford Street was free to respond to either consultation. Both consultations were extensively publicised, including in the Oxford Street area.

Note that the results of these former consultations have not influenced the conclusions drawn in this report. They are included here for contextual information.

1.3 Who we consulted

Under the Localism Act 2011, there is a requirement on the Mayor to consult statutory consultees on the proposal to designate an MDA. The Mayor decided to extend the consultation to the general public, as he has the discretion to do.

The Mayor also sought views from all consultees on the principle of pedestrianisation to inform decision making on that matter.

The consultation was open to individuals and organisations. There were no geographic or demographic restrictions.

A number of local stakeholders were specifically invited to respond, including those who the Mayor is statutorily obliged to consult.

Details of the methods used to publicise the consultation, and the stakeholders invited to respond, are set out later in this response.

1.4 Consultation Questions

The following two questions were asked in the consultation process:

Question 1 – The Mayor has proposed the designation of a Mayoral Development Area (MDA) and the establishment of a Mayoral Development Corporation (MDC) to help regenerate Oxford Street in line with his vision for the street. We would like to know your views on this. You might like to consider the proposals in relation to the following areas in doing so:

- The designation of an MDA and the establishment of an MDC for Oxford Street
- The boundary of the MDA
- The purpose and objectives of the MDC
- The approach to the MDC's functions in relation to planning, other functions and granting discretionary relief from non-domestic rates
- The composition of the MDC's Board and Planning Committee.

Question 2 – The Mayor considers the pedestrianisation of Oxford Street would help to deliver his vision for the area and support its regeneration. What are your views on the

principle of pedestrianising Oxford Street? Please use the space below to provide your answer, including:

- Any thoughts you might have about pedestrianisation, or suggestions for how it could work best
- Any other ideas you have to support the regeneration of Oxford Street.

1.5 Methods of responding

The consultation was carried out by TfL on behalf of the GLA and the Mayor of London.

TfL made several channels available through which the public could respond to the consultation.

- It was possible for respondents to complete a consultation questionnaire by visiting TfL's website haveyoursay.tfl.gov.uk/oxford-street
- Comments could also be submitted by email to haveyoursay@tfl.gov.uk or in writing to FREEPOST TFL Have your say
- Respondents could complete an Easy Read Version of the consultation survey; this survey was also available to download from TfL's webpage as a fillable PDF for completion and return by email or our Freepost service
- TfL provided a telephone call back service (Tel: 020 3054 6037) for respondents to get in touch with any questions and as a further method of response.

The 'Questions' tool on the consultation website was available during the consultation to enable people to submit queries and obtain further information to help them respond. The consultation website was visited over 63,400 times.

1.6 Consultation materials and publicity

Materials can be found at Appendix A, B and C.

The TfL 'Have your say' website provided a summary of the proposals to designate an MDA for the Oxford Street area and to establish an MDC to manage the regeneration of Oxford Street. It additionally explained why the Mayor believes the pedestrianisation of Oxford Street is necessary. A range of supporting information was published, as follows:

- Three factsheets which expanded on the summary information published. These provided more detailed proposals for the MDC and the case for establishing it as well as the case for pedestrianising Oxford Street. A factsheet was also published which combined all these individual documents
- Two Equality Impact Assessments. One assessed the impacts of designating an MDA and establishing an MDC. The other assessed the possible impacts of the pedestrianisation of Oxford Street on people with protected characteristics

- Easy-read, audio, and British Sign Language video formats of the summary information that were published on TfL's website.

Local stakeholders, interested parties, and statutory consultees were invited to respond to the consultation by email. The email explained our consultation in summary terms and made clear how respondents could reply or find out more information.

Residents and businesses were also contacted by post. An invitation to respond to the consultation, with a summary of the proposals, was sent to 23,228 addresses within the proposed MDA and within a 250-metre radius of the boundary of it.

Posters were placed at London Underground stations throughout the consultation period. These were displayed at Bond Street, Oxford Circus, Tottenham Court Road, and Marble Arch as well as at over 100 other stations across the TfL network.

The consultation was also promoted to residents, businesses, and shoppers through face-to-face activity on the street. On nine days during the consultation period, circa 4,500 leaflets were distributed on Oxford Street explaining the consultation and how to respond. Leaflets were distributed on Monday 3 March, Friday 7 March, Tuesday 11 March, Saturday 22 March, Saturday 29 March, Wednesday 2 April, Saturday 12 April, Saturday 19 April, and Saturday 26 April, with four of the days specifically targeted to bus passengers. There was extensive media coverage of the launch of the consultation on 28 February. In addition, the Metro newspaper ran a quarter-page advertisement promoting the consultation on 22 March.

The GLA also utilised social media to promote the consultation. From 5 March, there was a promotional campaign on Facebook and Instagram targeting all Londoners. The campaign consisted of an animated 'story' as well as a 'static' advertisement. From 17 April to the close of the consultation we extended this promotion to Snapchat and YouTube.

We estimate that the social media campaign reached at least six million people across London.

1.7 Report structure

This report includes:

- Consultation methodology and overview figures (Chapter 2)
- Issues raised and response to these from campaigns and on consultation methods (Chapter 3)
- The statutory statement of reasons for the MDA (Chapter 4)

- The issues raised and responses to these on the principle of pedestrianisation (Chapter 5)

1.8 Equality Assessment

Two Equality Impact Assessments (EQIAs) were carried out for this consultation: one in relation to the proposal to establish an MDA, and one in relation to the principle of pedestrianisation. An EQIA on more detailed proposals for pedestrianisation will be developed if proposals proceed to detailed design.

Full EQIAs are available online at tfl.gov.uk/oxford-street

1.9 Analysis of consultation responses

Consultation analysis was undertaken by independent consultants, AECOM.

All responses were grouped into themes using a code frame to allow meaningful analysis. For each of the questions included in our consultation questionnaire, initial responses were used by AECOM to develop a code frame based on emerging themes. These were then verified before full coding began. Where new themes emerged, these were verified and confirmed before coding continued. A minimum of 10 per cent of the responses analysed was reviewed for quality assurance purposes.

Each of the two consultation questions were analysed and coded separately. For each question, free text responses were analysed and coded using the relevant code frame. The following assumptions were made when coding:

- If not explicitly stated, it was assumed that responses referred to the question being asked. For example, if the response “fully support” was given to Q1, if was assumed that the response was supportive of the proposal for the MDA/MDC/regeneration of Oxford Street; and
- Where responses were received to a specific question, they were coded against the code frame for this question, regardless of the subject. For example, if a response to Q1 referred to pedestrianisation, it was coded to the code frame developed for Q2.

Chapter 2: Overview of Responses

2.1 Number of responses

	Public	Stakeholders	Total
Q1	3647	62	3709
Q2	4674	70	4744
Emails	1675	86	1761

The figures in this table reflect the numbers of respondents who answered Q1 (asking about the MDA) and Q2 (asking about pedestrianisation) via the website, or who responded by email instead, including those we identified as part of a campaign. A table in section 2.7 provides a further breakdown to show how responses we identified within each campaign were submitted to us.

When responding online, respondents sometimes left answers related to the MDA in the box for Q2, or related to pedestrianisation in the box for Q1. The table above only looks at total responses by question, not whether the content of those responses relates to the topic of the question.

There were four campaigns (see Chapter 3). The London Cycling Campaign (LCC) and Friends of the Earth campaign were submitted by email. The United Cabbies Group (UCG) and Fitzrovia campaigns responded to Q1 and Q2, so are counted in the 'public' column for both Q1 and Q2 above.

(For the sentiment analysis and code frame analysis below, any response regarding the MDA was counted toward that topic, regardless of where it was made, and the same was true of pedestrianisation).

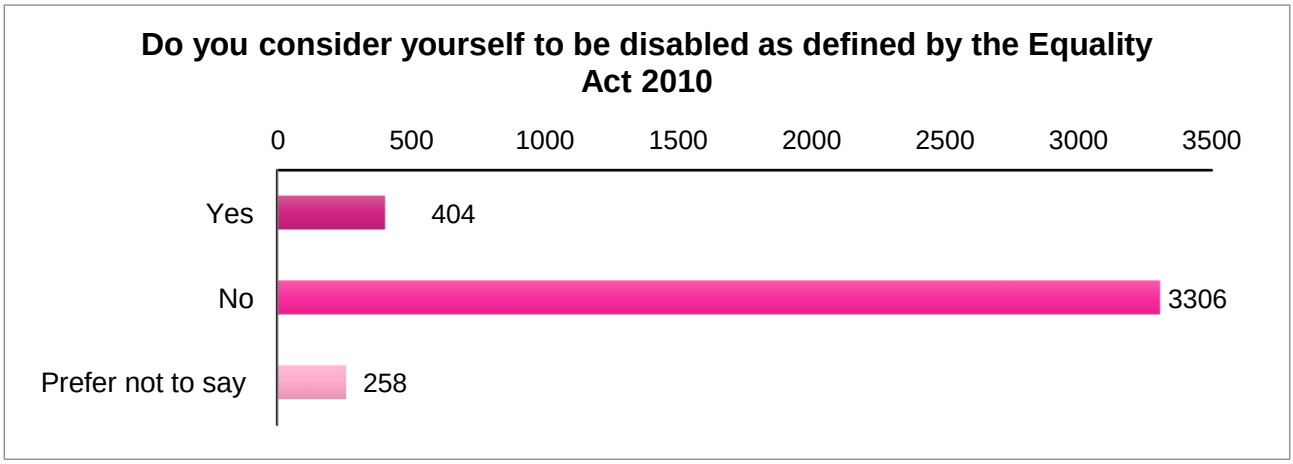
2.2 Methods of responding

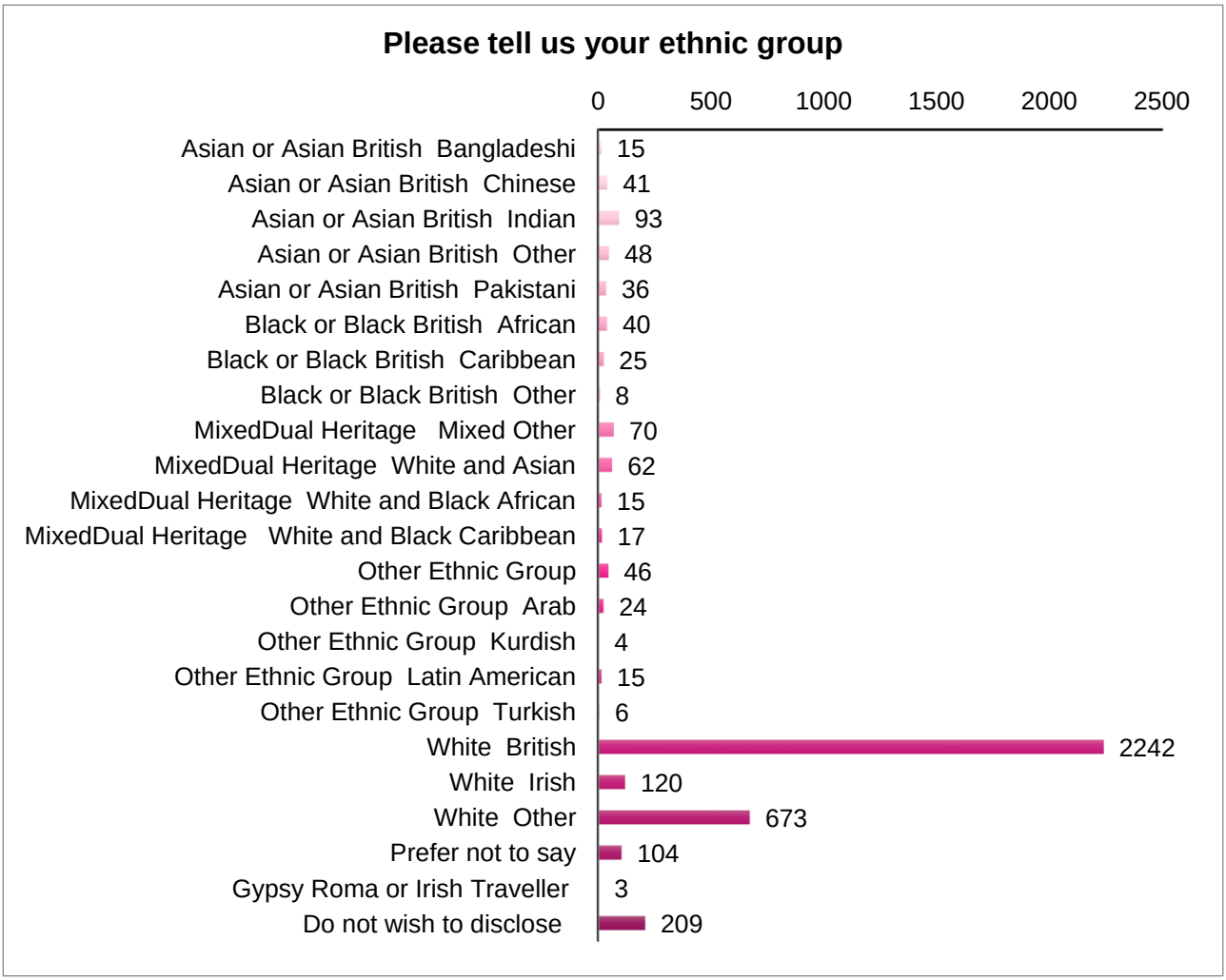
Methods of responding	Total	%
Website	4881	86
Email	1761	13

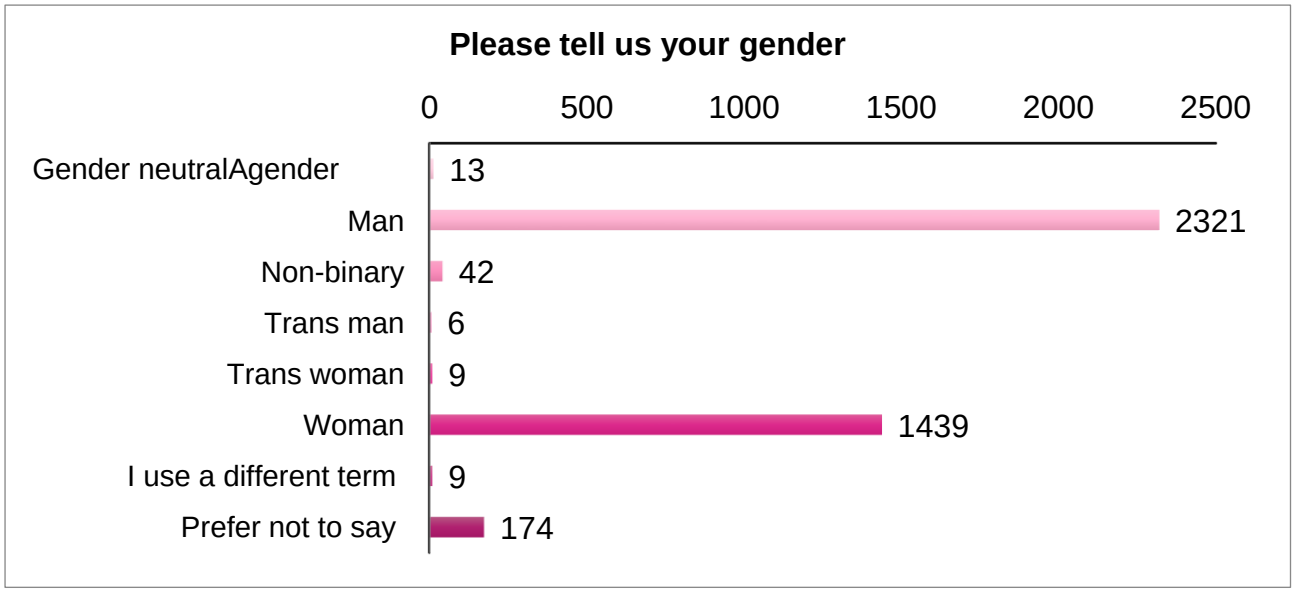
Percentages have been rounded, which accounts for any discrepancies.

2.3 Demographic Data

Respondents were asked to supply demographic information about themselves if they wished to do so. All of these questions were voluntary.

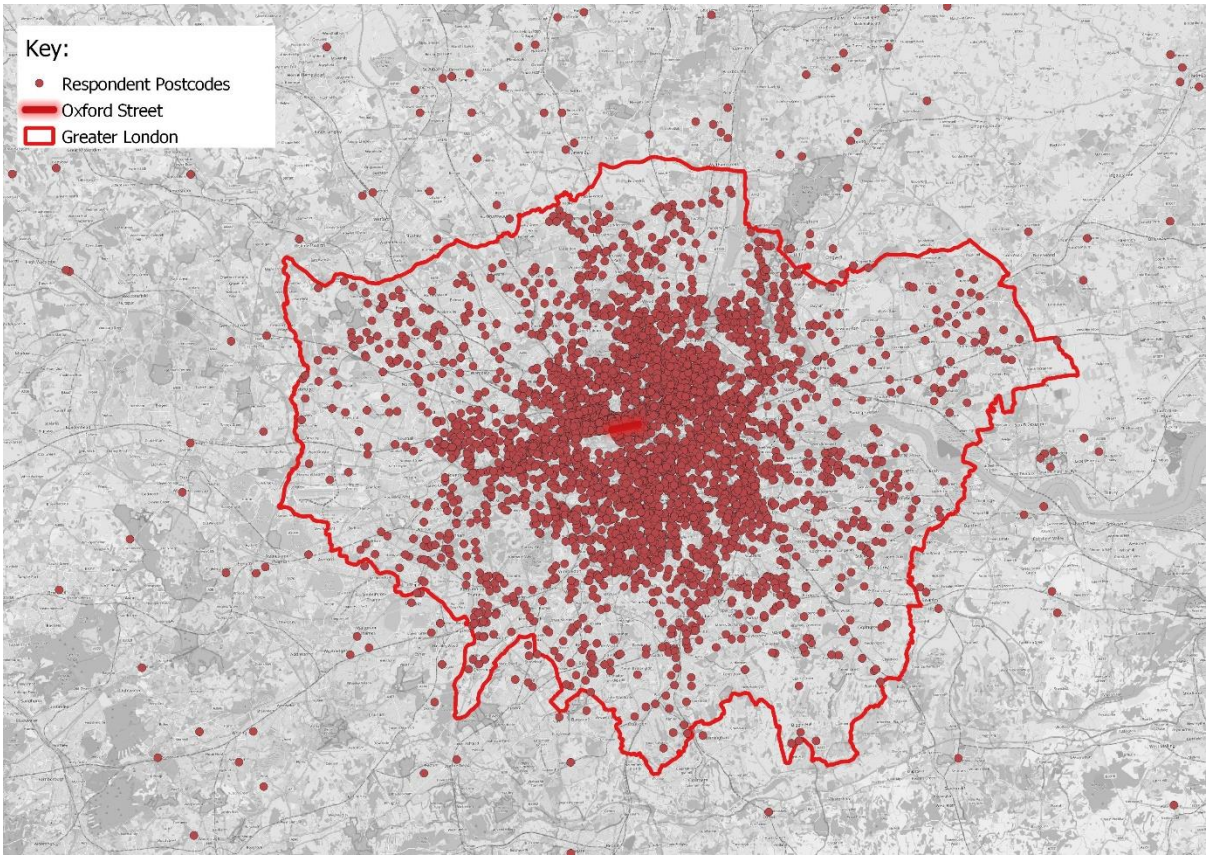






2.4 Geographical breakdown

Responses to the consultation came from across Greater London and outside.



2.5 Overview of sentiment

The sentiment analysis captures the views of respondents on both questions. All responses have been included in the sentiment analysis except those who submitted only boilerplate text as part of a campaign. Personalised and bespoke responses received as part of a campaign are included in this analysis.

For this sentiment analysis, a response regarding the MDA was counted toward that topic, regardless of whether it was included under Q1, Q2, or by email, and the same was true of pedestrianisation. This is why the total responses about the MDA, and the total responses about pedestrianisation, differ from the total response figures in Section 2.1.

MDA/MDC Sentiment Analysis	Number	Per cent of responses about MDA/MDC/regeneration
Supportive/positive about the MDA/MDC/regeneration	1573	36%
Supportive/positive with caveats/conditions about the MDA/MDC/regeneration	1446	33%
Oppose/negative comment about the MDA/MDC/regeneration	1043	24%
Mixed feelings/unsure of feelings about the MDA/MDC/regeneration	329	7%
Not answered about the MDA/MDC/regeneration	1955	
Total responses about the MDA/MDC/regeneration	4391	

The total figure that support/support with caveats in regards to the MDA is 69 per cent. If all responses are counted, including boilerplate text submitted as part of a campaign, then the support/support with caveats for the MDA rises to 70 per cent.

Pedestrianisation Sentiment Analysis	Number	Per cent of responses about pedestrianisation
Supportive/positive about pedestrianisation	2109	34%
Supportive/positive with caveats/conditions about pedestrianisation	2021	32%
Oppose/negative comment about pedestrianisation	1709	27%
Mixed feelings/unsure of feelings about pedestrianisation	406	7%
Not answered about pedestrianisation	101	
Total responses about pedestrianisation	6245	

The total figure that support/support with caveats in regards to pedestrianisation is 66 per cent. If all responses are counted, including boilerplate text submitted as part of a campaign, then the support/support with caveats for pedestrianisation rises to a total of 67 per cent.

2.6 Stakeholders

A total of 158 organisations responded to the consultation. A full list can be found at Appendix G.

Stakeholder responses were coded in the same way as individual submissions and responses to issues raised can be found below.

2.7 Campaigns

This consultation received four groups of responses that we identified as being part of a campaign. The LCC and Friends of the Earth campaigns were submitted by email; the UCG and Fitzrovia campaigns responded through our online consultation questionnaire and completed responses to both questions. Examples of these can be found in the appendix D. The table below shows how each of the four campaign responses were submitted to us, and their overall sentiment towards the MDA/MDC and pedestrianisation:

Originator of campaign or campaign reference	Q1	Q2	Emails	Sentiment
London Cycling Campaign	-	-	937	Support (Both topics)
Friends of the Earth	-	-	104	Support (Both topics)
United Cabbies Group	19	19		Oppose (Both topics)

Fitzrovia campaign	16	16		Oppose (Both topics)

We identified a response as a campaign if it met one of the following criteria:

- The text of the response was identical to others we had received
- The text of the response was largely identical to others we had received, but it included some additional personalization
- The response was submitted to us via an external website associated with the originator of the campaign, thus making clear that the response was a part of that campaign.

Of the response received via the LCC and the Fitzrovia campaign, the majority of responses were personalised or bespoke. For Friends of the Earth and the UCG, the majority were boilerplate responses.

Chapter 3: Responses to the consultation from campaigns and on methods

3.1 Summary of campaigns and response

London Cycling Campaign

By far the largest campaign email supported pedestrianisation and called for the prioritisation of east-west cycle routes, as well as the reduction of traffic in surrounding areas, and expressed support for the MDC.

Response

Enabling more people to cycle continues to be a key priority for the Mayor. However, permitting cyclists to use Oxford Street at all times would be challenging, and would create potential conflict with pedestrians, making it less attractive for all. As part of any future detailed proposals for pedestrianisation, an assessment of the options available would be undertaken, drawing on best practice and relevant research from the UK and internationally.

To ensure any cycling proposals are delivered to a high standard, we would also work closely with WCC and the London Borough of Camden (LBC) to develop proposals for alternative cycle routes.

Friends of the Earth

A number of individuals submitted emails requesting the boundary of the MDA be extended to side streets and Soho, for east-west cycling routes to be prioritised, for step free access on buses, and for diverse representation on the MDC board.

Response

It is important that the MDA boundary enables a strategic focus on Oxford Street and its immediate surroundings, and it is considered that the proposed boundary best achieves this.

The response to cycling routes has been addressed in Section 5.2.

Regarding buses, London has one of the world's most accessible bus networks, with all buses being low floor and having ramps for easy boarding. We would work to ensure any new bus stops are fully accessible.

Taxi Drivers

A number of individuals responded on the impact on taxis drivers.

Response

A decision has not been taken nor detailed proposals developed yet for traffic movement around Oxford Street. Whether to permit Taxi and Private Hire Vehicle (PHV) access on pedestrianised sections of Oxford Street will be considered further in developing these proposals. A pedestrianised area is generally vehicle-free and a pleasant and calm space where pedestrians can dwell, rest, walk, and cross where they choose. Allowing vehicular access could well undermine this approach. Examples of this pedestrianised approach can be found in Covent Garden, Strand / Aldwych and Carnaby Street.

Preventing all traffic which is not required for essential servicing (including buses, taxis, and PHV) would also make the street safer and provide more space for the very large numbers of pedestrians, helping to address overcrowding and the disorientating nature of the current layout.

It is recognised that full pedestrianisation would have some negative impact on certain users, including the ability of taxis to bring people door-to-door, and as a consequence on accessibility for disabled people and those with reduced mobility.

However, it is our view – subject to further consultation - that these impacts could be acceptably balanced by allowing access via north / south streets and closed side streets with drop off and pick up areas. The maximum distance between a destination on Oxford Street and the nearest road access would likely to be around 100m. In addition, other improvements that would be part of pedestrianisation are likely to assist people with reduced mobility, for example addressing overcrowding, more seating, and introducing a fully accessible pedestrian environment on Oxford Street.

Assessments would be undertaken to determine which north / south roads that cross Oxford Street could remain open along with where drop off locations could be provided, and detailed proposals would be included in any future proposal for consultation.

Fitzrovia Residents

A small number of individuals raised the impact of traffic displacement and creation of the MDC on the area of Fitzrovia.

Response

Pedestrianisation proposals would remove through traffic from Oxford Street, making the street significantly more pleasant to dwell, walk along, and cross.

For the majority of Oxford Street, during the day, buses and taxis are the only vehicles currently permitted (servicing vehicles are also permitted at certain times). There has therefore already been some traffic displacement onto adjacent streets. It is accepted that removing through traffic (including buses and taxis) is likely to lead to some further traffic displacement. Detailed traffic modelling would be undertaken as part of any future detailed proposal to understand the traffic and environmental impacts of pedestrianising Oxford Street. The traffic impacts of a proposal would be included in any future consultation; in developing detailed proposals for future consultation, we would seek to minimise adverse impacts as much as possible through traffic management changes in the wider area, which could include traffic signal changes and traffic changes on some local streets.

3.2 Responses to the consultation on the methods used

We received consultation responses that praised or raised concerns about the methods or approach we used. All comments have been considered, and responses are included here. Each concern raised below represented less than 6 per cent of responses to the consultation.

Issues raised

Some respondents left positive comments about the consultation/consultation material whilst others said further information/clarity about proposals/consultation information was needed or felt the layout/design of the consultation material/survey was poor quality or could have been improved.

Response

We noted the positive comments. We created a range of channels through which people could contact us and request further information about the proposals or ask questions, and noted these on our website. These were:

- TfL's email address: haveyoursay@tfl.gov.uk
- A 'Questions' tool that could be accessed through TfL's website: haveyoursay.tfl.gov.uk/oxford-street

- TfL's telephone call back service: 020 3054 6037

We responded to all of the questions we received through these channels during the consultation.

We took care to explain our proposals both for the new MDC and the principles behind the pedestrianisation of Oxford Street carefully and comprehensively.

Issues raised

Some responses expressed concern that the consultation/questions are biased or leading.

Response

We do not believe that the consultation questionnaire we made available on our website was biased or misleading. If respondents felt that they were not able to complete the questionnaire, it was also possible to respond via the channels mentioned above, or by post to FREEPOST TFL HAVE YOUR SAY (Oxford Street).

Issues raised

Some responses suggested that further consultation/engagement is needed.

Response

Should the Mayor decide to proceed with the proposals, there would be a further consultation on the detailed traffic proposals required for the pedestrianisation of Oxford Street.

Issues raised

Some responses commented on the accessibility of the consultation material/survey.

Response

We published a range of accessible versions of our consultation materials and survey. These were:

- An 'easy read' version of the materials and survey
- A British Sign Language video of the materials and survey
- An audio version of the materials and survey.

We also created a range of channels through which people could contact us if they required additional assistance to respond, as mentioned above.

Issues raised

Some responses expressed concern that the consultation responses would have no or little impact on GLA or TfL decisions and were just a tick-box exercise.

Response

This report explains what issues were raised by respondents to our consultation and it explains how we have taken these into account.

Issues raised

Other comments were provided about the consultation/consultation material.

Response

There were a range of other comments about our consultation which we have noted.

Chapter 4: Statement of Reasons - Mayoral Development Area

This section contains the statement by the Mayor of London in response to the statutory consultation on the designation of a new MDA for Oxford Street and on certain functions that any subsequent MDC may take on. Sections 197(3)(d), 202(7)(c), and 214(4)(c) of the Localism Act 2011 require the Mayor to publish a statement giving the reason for non-acceptance of any comments made by certain statutory consultees before taking further steps towards the designation of an MDA.

Section 4.1 below summarises responses received from statutory consultees as part of the public consultation. Section 4.2 provides the Mayor's responses to the comments made by the statutory consultees in relation to the designation of an MDA, establishment of an MDC, and the functions it would take on, as well as responding to additional comments made by statutory consultees. Section 4.3 includes the Mayor's responses to additional issues raised by the public and stakeholder groups as part of the public consultation and in relation to the designation of an MDA and the establishment of an MDC to manage the regeneration of Oxford Street. Section 4.4 concludes.

4.1 Statutory Consultees

There were seven statutory consultees as set out in section 197(4) of the 2011 Act. Of the statutory consultees, only WCC, LBC, and the London Assembly (through its Planning and Regeneration Committee) responded to the consultation. This statement covers their responses to the consultation in so far as it related to the designation of an MDA, establishment of an MDC, and its functions. A full list of statutory consultees is at Appendix E.

Overview of statutory consultees responses

The London Assembly Planning and Regeneration Committee responded on behalf of the London Assembly. The London Assembly did not comment on the proposed MDA boundary and they asked that more information be provided in relation to the future funding for the MDC; the MDC's planning powers; and consultation and engagement.

LBC expressed support for the principle of the MDC and the proposed boundary, and agreed that bold and coordinated action is needed to unlock the potential of the area.

WCC did not object to the proposed MDA boundary, but expressed reservations on the need to establish an MDC and its remit.

Both LBC and WCC made suggestions and raised questions in relation to the MDC's proposed planning powers, its governance, the management of developer contributions collected through section 106 agreements (s106) and the Community Infrastructure Levy (CIL), and non-domestic rates relief.

4.2 Statement of reasons

MDC establishment

Issues raised

Although the London Assembly response raised some questions about its operation and funding, the overall principle of establishing an MDC was not directly challenged.

LBC's consultation response fully supported the Mayor's proposal to establish an MDC. It emphasised the importance of ongoing collaboration between the Mayor, local authorities, and the MDC—if established—to ensure that regeneration objectives are pursued in a holistic way and seek coherence with projects delivered outside of the MDA boundary that are complementary to Oxford Street proposals and contributing to the regeneration of the city centre.

WCC's consultation response raised issues with the Mayor's proposal to establish an MDC as they do not believe this to be justified by the Mayor's proposals to pedestrianise Oxford Street in phases. It is their view that any pedestrianisation scheme would be dealt with by the relevant highway authority, not the MDC, and that therefore an MDC is not required to deliver the scheme. However, WCC indicated they would work with the MDC if established.

WCC also challenged the view that establishing an MDC would enable developing a single vision of regeneration in the MDA. It is WCC's view that creating a new local authority in the Oxford Street area sitting alongside existing local authorities, the neighbourhood forums, and the Business Improvement Districts would contribute to further fragmentation and confusion. They also argued that recent growth in Oxford Street shows that an MDC is not needed to spur investment in the area.

Mayor's response

Oxford Street is a flagship destination in central London, an area of critical national economic importance. The Mayor acknowledges that the relevant local authorities, WCC and LBC, have made progress delivering improvements alongside the landowners and businesses but the regeneration of Oxford Street needs to go further.

The Mayor's proposal to create an MDC goes beyond the pedestrianisation of Oxford Street—its key aim would be to transform the broader Oxford Street area and stimulate economic improvement to allow Oxford Street to fulfil its potential. Responses to the public

consultation show a high level of public support for these plans and respondents are confident the Mayor's proposals would successfully support the regeneration of Oxford Street as a world-class destination. Sustained and coordinated leadership is required to drive and deliver these ambitions.

Data from November 2024 indicates that footfall on Oxford Street is currently at only 57 per cent of the level seen in 2006, compared to 98 per cent and 83 per cent respectively for Bond Street and Regent Street. Spend recovery on Oxford Street lags behind the overall West End average by 9 per cent on weekdays, with the weekend gap widening to 16 per cent. It is clear that urgent action is needed to reverse Oxford Street's decline and to give the nation's high street a new lease of life.

The Mayor's conclusion is that the MDC model would provide a more effective mechanism to deliver these objectives by allowing for comprehensive planning and regeneration, focusing on safety, public realm activation, and planning in an integrated way. The MDC would allow a structured response to tackle these issues as it would be granted a range of powers and functions, including planning functions. The MDC would have a strategic focus, not distracted by the other demands on local authority resource and with the capacity to raise funds through business contributions, philanthropy, and commercial channels. Crucially, that income would be retained within the MDC and spent locally.

The Mayor welcomes WCC and LBC's continued engagement with this proposal and remains committed to working in partnership. The Mayor expects that, if established, the MDC would work collaboratively with all stakeholders to achieve its objectives, and that it would work closely with the local authorities to ensure a coherence with other initiatives, including complementary public realm improvements, contributing to the transformation of Oxford Street and the broader city centre.

Timescale of MDC operation

Issues raised

All statutory consultees asked for more information about the expected lifespan of the MDC.

The London Assembly Planning and Regeneration Committee asked for a proposed end date for the MDC.

LBC asked that clear milestones should be set for the MDC to achieve its objectives and clear review points established to assess progress against those, to ensure that it does not continue to operate for longer than necessary. LBC also suggested that ongoing evaluation should be built into the MDC budget.

Mayor's response

The Mayor is committed to the successful regeneration and development of Oxford Street. It is not possible to predict at this stage how long this MDC might be required for and to set out an end date for the MDC. However, the Mayor would review the continuing existence of the MDC by January 2029, in line with section 215 of the Localism Act 2011. This would allow the MDC's progress in fulfilling its objectives to be measured.

If established, the MDC's leadership team and board would decide how the MDC evaluates and monitors its activities to achieve its objectives, which could include building in ongoing evaluation as part of the MDC's activities. In addition, there would be opportunities for the MDC to report on these items to the GLA and the London Assembly, for instance through the GLA Group budget-setting process. A Governance Direction would also be put in place under section 220 of the Localism Act 2011.

MDC board

Issues raised

LBC raised no issue with proposed board representation and asked that the Mayor ensures the board is diverse and representative of the groups who visit, work, and live in the city centre.

WCC advised that local residents and New West End Company (NWEC) should sit on the MDC board—subject to appropriate protections against conflict of interest around the commercial aspects of any decision making, in the case of NWEC. WCC also requested that they could nominate four seats on the MDC board as opposed to the three suggested in the consultation.

Mayor's response

Having considered the responses of the local authorities, the proposals set out in the consultation will remain. Members of the MDC board would be appointed on merit, drawing from the public and private sector to give the board access to the skills required to deliver the functions of the MDC—as required by Schedule 21 of the Localism Act 2011.

While the final composition of the board would be established through a transparent recruitment process, the Mayor anticipates the board would include the following members (subject to the appointment criteria outlined above):

- one elected member from each of WCC and LBC, in accordance with the statutory requirements
- two other individuals nominated by WCC, subject to Mayoral Appointment
- up to eight individuals that the Mayor would appoint directly.

The Mayor expects the MDC board would include members that have an interest in the transformation of Oxford Street and the demonstrated skillset to help drive it through. The membership of the board would span across the local community, local businesses, as well as the arts and culture, retail, finance, and property sectors. As noted above, WCC would have the opportunity to nominate two of these board members in addition to their elected official representative. The Mayor understands the importance of local businesses, and their representative bodies, contributing to the work of the MDC and will continue to discuss how this is best achieved while the MDC is being established.

MDC planning committee

Issues raised

LBC strongly supports a separate planning committee for their part of the MDA, and would like to see it including at least two LBC councillors and local representatives. It is LBC's view that if a decision is made to proceed with one planning committee for the MDA, then for applications within LBC, two LBC councillors should sit on the committee. For applications in Westminster, this could reduce to one LBC councillor.

WCC would like to see appropriate Westminster representation on any planning committees the MDC may establish, and would consider separate planning committees for Westminster developments and Camden developments as a potentially beneficial choice to ensure strategic alignment with the wider local authority area.

Mayor's response

The planning committee would be established by the MDC board and would provide an opportunity for expert and local representation to ensure that decisions are fair and transparent, as required under Schedule 21 of the Localism Act 2011.

Both local authorities support separate planning committees for planning applications decided within their authority boundary. This presents practical issues and therefore the Mayor is of the view that a single planning committee should be established to ensure a single vision for the MDA is implemented, which is a core reason for the existence of the MDC. The purpose of granting planning powers to MDCs is to allow a wider strategic approach to be taken to planning issues and to consider matters that may have implications beyond a single borough, and to assist in ensuring consistency. The Mayor would continue discussions with the local authorities on this issue between now and the establishment of the MDC.

MDA boundary

Issues raised

The London Assembly Planning and Regeneration Committee did not take issue with the proposed MDA boundary.

LBC is supportive of the proposed MDA boundary.

WCC is of the view that Oxford Street is entirely in Westminster which is the appropriate authority to handle the transformation of Oxford Street—and that they are already working in partnership with LBC on areas of mutual interest in relation to Oxford Street. However, they did not challenge the boundary of the MDA as proposed.

Mayor's response

None of the statutory consultees challenged the boundary of the MDA as proposed. Other comments raised by consultees in relation to MDA boundaries are addressed in section 4.3.

MDC funding

Issues raised

The London Assembly Planning and Regeneration Committee requested that more information is provided about the costs of the MDC and its funding model to inform their review of any formal proposal from the Mayor. Specifically, they have requested information on:

- Estimates of MDC income, specifying the expected funding from the GLA and from external sources
- Estimates of MDC expenditure, where possible specifying expected spending on MDC running costs, public realm improvements, and business rates relief.

The Planning and Regeneration Committee also asked whether the MDC would rely on GLA funding solely, highlighting the burden of this approach for the GLA's budget if the MDC cannot be financially self-sustaining.

Mayor's response

A resource plan has been prepared to ensure the effective operation of the MDC. Initial set-up costs have been accounted for in the 2025-26 GLA budget to cover initial resourcing requirements. Draft costings are being developed and reviewed on an ongoing basis, and the final draft MDC budget for 2026-27 will be submitted to the London Assembly for review as part of the Mayor's annual budget-setting process. Given the nature of the Oxford Street area, the Mayor anticipates the MDC would be able to leverage outside investment and commercial revenue streams.

Planning functions

Issues raised

WCC and LBC accepted the Mayor's proposal for the MDC to take on plan making functions.

The London Assembly Planning and Regeneration Committee asked why the MDC would need to take on the proposed functions to deliver the pedestrianisation of Oxford Street.

WCC asked for more clarity on the scope of the Mayor's proposal for the MDC to determine 'all planning applications' in the MDA.

Similarly, the London Assembly Planning and Regeneration Committee asked for more clarity about 'how and by whom planning applications would be determined.' They also asked for additional information on how local accountability would be ensured, how local amenity would be taken into account, and how potential changes to building use would form part of a wider vision for Oxford Street.

Both LBC and WCC have asked for enforcement powers to remain with the local authorities, meaning the MDC would not take those powers as initially proposed by the Mayor in the consultation document. LBC also indicated that if the MDC takes on enforcement powers, they would be willing to explore contractual arrangements that would enable their involvement in the execution of planning enforcement within the MDA. They also stressed their intention to support decision making by the MDC through cooperation arrangements, which could extend to providing services on behalf of the MDC, and asked if some of the planning powers the Mayor is proposing to transfer to the MDC could be delegated back to the local authority temporarily to allow more time for the operational setup of the MDC.

WCC requested more information about the timescale for the MDC to have its own planning policy in place, and about how the MDC would undertake communications activity to ensure that developments at pre-application stage and local plans in development are not paused due to ongoing uncertainty.

LBC asked that more detail is provided on the GLA and future MDC's plans in relation to collaboration with the relevant local authorities in the MDC set-up phase, and subsequently in the ongoing operation, management, and delivery phases of the programme.

LBC indicated that they made an Article 4 direction which covers part of the MDA and removes permitted development rights for offices and other Class E uses to convert to residential without planning permission, to prevent important commercial space being lost to poor-quality housing. LBC is also implementing a borough-wide Article 4 direction in

relation to basement development. LBC indicated that they would expect the MDC to maintain these directions.

Mayor's response

As already noted, the regeneration of Oxford Street is not just about pedestrianisation. The Mayor's view is that the MDC should determine planning applications and take on development and plan making functions as well as other planning functions relating to planning enforcement, tree management, advertisements, listed buildings, and conservation areas. This is because the transformation of Oxford Street—including improving its attractiveness and mix of economic activities—is more likely to be achieved through the cumulative impact of public realm changes and planning decisions (including relatively small-scale), rather than through large new development, which was the main focus of previously established MDCs.

If established, and just like other local planning authorities, the MDC would have a planning committee in place to review planning decisions and the MDC would follow statutory requirements in relation to consultation and engagement, which would be specific to the type of planning activities undertaken. There would be transitional arrangements with LBC and WCC to avoid any duplication or issue with planning applications that have already been submitted and are in the process of being determined.

LBC proposed holding regular and ongoing partnership meetings which could include the sharing of information, local knowledge and insight, and best practice, as well as ongoing operational coordination meetings to help smooth the transition and ensure all planning activities are coordinated to the benefit of LBC, WCC, and the MDC. The Mayor supports this proposal and is committed to ensuring regular meetings continue to be held between relevant teams across the GLA and the local authorities, including the MDC, if established.

If the MDC is established, and once any transitional arrangements have come to an end, it would be responsible for discharging relevant planning functions within the MDA, unless a decision is made to discharge those functions back to the boroughs through a scheme of delegation (note this would only apply to functions that can be discharged under Part 3 of the Town and Country Planning Act 1990). It is not the Mayor's intention to discharge planning functions back to LBC or WCC under a scheme of delegation, even temporarily. This is because all types of planning applications would be relevant to the improvement and regeneration of Oxford Street. It is therefore important that a single authority has the decision-making functions over all planning applications.

'All planning applications' in this context means the MDC would exert control over development (including planning control) under Part 3 of the Town and Country Planning Act 1990 and the Planning (Listed Buildings and Conservation Areas) Act 1990. The MDC would also exercise the additional functions described in section 202(3) to (5) of the Localism Act 2011 throughout the whole of the proposed MDA.

Transitional arrangements would be discussed with both local authorities and the Ministry for Housing, Communities, and Local Government (MHCLG) as part of the establishment of the MDC to ensure the smooth transitioning of plan-making and other planning functions to the MDC.

Equally, the Mayor expects the MDC to take on enforcement powers, considering the importance of those powers to shape the character of the Oxford Street area and to ensure a coherent approach to enforcement across the MDA. Where appropriate, it is anticipated that the MDC would work in partnership with LBC and WCC to ensure alignment in the discharging of planning functions, including enforcement. This would ensure the MDC can learn from best practices from both local authorities and enable a coordinated approach where needed. The exact details of this partnership working would be formalised through separate cooperation arrangements with LBC and WCC.

The MDC would continue to rely on pre-existing planning frameworks, planning policy documents, and local plans to determine planning applications until it has fully developed its own local plan, which would require, in some instances, following established public consultation processes. On establishment, the MDC would need to consider an appropriate time frame to develop relevant plans and policies and would engage with stakeholders, including the local authorities, in doing so. The MDC would seek to ensure that transitional arrangements are smooth and clear for stakeholders, so that existing activity is not paused.

Existing Article 4 directions are expected to remain in place within the MDA on establishment. It would then be for the MDC to determine the continued need for existing Article 4 directions and any further measures that the MDC considers necessary.

Plan-making

Issues raised

LBC and WCC both asked that relevant local planning policies and development documents and strategies should be reflected in the future MDC local plans and other planning documents, and that the MDC work in partnership with both local authorities when developing its own local plans.

WCC asked for greater clarity about whether the GLA expects the MDC to respect local plans where funding has been secured for investment within the proposed MDA.

Mayor’s response

As mentioned in the previous response, existing local plans would continue to apply until the MDC develops its own local plan and policies, if established. The Mayor expects that the MDC would work closely with the local authorities to ensure a coherent approach in relation to planning and that the MDC implement best practices from both local authorities

when developing planning documents and policies. The views of WCC, LBC, local businesses and residents would be heard as part of the preparation of the local plan and supplementary planning documents. These policy documents would be used to inform the determination of planning applications.

Transitional arrangements

Issues raised

WCC raised a number of issues in relation to the proposed transfer of planning powers to the MDC. WCC asked that the MDC acknowledges developments underway that have appropriate permissions within the MDA and their timelines, as well as the physical changes they would bring to the MDA. They asked that the MDC engage early on with them about any change request that would impact pre-approved applications.

LBC and WCC both recommended that the GLA work with the local authority to develop a transfer of powers plan to provide clarity on the functions and statutory responsibilities to ensure a smooth transition. WCC recommended specifically that transitional agreements should be put in place to cover issues such as live enforcement and potential appeals and prosecutions.

Mayor's response

The GLA would continue to work closely with LBC, WCC, and MHCLG to put in place clear transitional arrangements. These transitional arrangements would be secured through the Functions Order. The establishment of previous MDCs provides established principles for transitional arrangements. If appropriate, additional cooperation arrangements between the MDC, WCC and LBC may be entered into to ensure the transfer of planning functions to the MDC, if established.

Heritage applications

Issues raised

LBC is supportive of the Mayor's proposal to keep conservation areas as they are with existing guidance, appraisals, management strategies, and audits continuing to apply until such time as any amendments are made by the MDC. LBC also recommends that the MDC works closely with the local authorities to ensure a consistent approach to conservation areas including engagement with Conservation Area Committees. LBC would like to support the MDC in carrying out its conservation responsibilities.

WCC asked if the MDC's approach to heritage and design would consider the wider network of the area for consistency of approach. They also asked if the scope of proposed planning powers to be transferred to the MDC includes all listed building consent and advertisement applications and approval of conditions on decisions.

Mayor's response

The scope of proposed planning powers to be transferred to the MDC includes all listed building consent and advertisement applications and approval of conditions on decisions. The unique characteristics of the Oxford Street area in relation to heritage assets and listed buildings would be considered when establishing a resourcing plan for the MDC, to ensure these are properly managed. The Mayor would welcome continuous engagement with WCC and LBC to ensure that their expertise feeds into the MDC's approach to managing heritage buildings/listed buildings in conservation areas over the coming months, if established.

Any planning document, guidance, or local plan developed by the MDC would consider pre-existing planning frameworks to seek to achieve consistency of approach where possible, including for the management of listed buildings, conservation areas, and other heritage assets. The ways in which these pre-existing plans would be accounted for is a matter for the future MDC to decide. The Mayor anticipates the MDC would work very closely with local authorities when developing its own planning and development documents. As noted above, the views of WCC, LBC, local business and residents would be heard as part of the preparation of the local plan and supplementary planning documents. These policy documents would be used to inform the determination of planning applications.

Community Infrastructure Levy and Section 106

Issues raised

LBC requested that current arrangements for spending local CIL on a ward basis are retained and recommend a joint approach for spending decisions relating to strategic CIL.

Similarly, WCC flagged the importance of taking an equitable approach to CIL and s106 payments, to ensure that CIL and s106 investment in the wider borough is not negatively impacted by the MDC.

LBC asked that CIL generated within the part of the MDA that currently sits within Camden is spent in Camden. LBC indicated that currently 25 per cent of Camden CIL is retained and spent by the ward it is generated in and expect that this arrangement would be maintained. LBC asked if the Mayor would support this approach going forward, and to specify who would be responsible for collecting CIL within the MDA. LBC intends to review its charging schedule in 2026 and expressed a willingness to work in partnership with the MDC on any new charging schedule it intends to prepare to ensure charges are consistent and fair across the city centre.

For s106, LBC requested that the development funds generated within Camden are retained by LBC. They also stressed the opportunity to work with the MDC and WCC to invest into new joint programmes, for example to support Oxford Street and the retail and

leisure sectors. LBC recommended that for major planning applications, s106 contributions from developments in the part of the MDA that currently sits within Camden would be used to mitigate local impacts and to deliver improvements within their vicinity. They recommended the delivery of the functions that arise from these s106 commitments remain with Camden.

WCC requested further clarity regarding s106 obligations to ensure there are no unforeseen consequences for development schemes that are currently in live discussions or processes with WCC.

Mayor's response

If the MDC is established, it would be responsible for collecting CIL payments from developers (once a CIL charging schedule is in place) and Mayoral CIL.

It is the Mayor's expectation that the MDC, in its capacity as the local planning authority, would take responsibility for s106 obligations that fall within the MDC and relate to site-specific mitigation of developments. However, the Mayor is also committed to ensuring a fair and equitable approach to s106 commitments that are less site specific (for example, jobs brokerage). This would form part of future discussions regarding the management of planning contributions with both local authorities.

The GLA and the MDC, if established, would continue discussions with both boroughs to agree mutually beneficial arrangements as part of ongoing engagement supporting the establishment of the MDC, specifically in relation to transitional arrangements and cooperation agreements.

The Mayor expects the MDC would continue to work with the relevant local authorities on an approach to these matters that would work for all parties. In establishing policies around CIL and s106, it is expected that the MDC would seek to agree arrangements with both local authorities—including transitional provisions—to ensure an outcome which complies with legal requirements and the required processes for establishing the policies. The Mayor welcomes the suggestion for LBC to work in partnership with the MDC to support consistency across charging schedules.

Non domestic rates relief

Issues raised

LBC asked whether they would be reimbursed for any income lost as a result of business rates reliefs being granted within the Camden part of the MDA, and if so, they recommended that this follows the process for Retail relief or Covid-19 Additional Relief Fund (CARF).

LBC asked what their role would be in applying relief and if any relief would be applied and administered by them, as this would have cost implications. They also asked if the Mayor intends to cover the administration costs to LBC for resourcing (officers, managers dealing with complaints, etc.), reporting and IT costs, and indemnify LBC against any legal costs (e.g. relating to any legal challenge).

Similarly, it is WCC's view that any relief scheme must cover the local authority's costs—including administrative costs (either from the MDC, rate payers, or both).

LBC asked if the impact on businesses adjacent to the MDA not eligible for any proposed relief had been considered, as businesses on the edge of the MDA may put pressure on LBC to match reliefs.

WCC asked for more clarity on the Mayor's proposals to give the MDC the powers to grant non-domestic rates reliefs to businesses located in the MDA. Specifically, WCC requested more information about the proposed process for the MDC to enact non-domestic rates reliefs and if this requires a vote by the MDC Board. WCC would also like to understand how the non-domestic rates reliefs granted by the MDC would be reflected through the Business Rates Retention Scheme (BRRS) and what the financial implications are for the local authority.

Mayor's response

The Mayor maintains his consultation proposal that the MDC take on powers to grant discretionary business rate relief for non-domestic rates within the MDA. This is because business rates relief could be a tool to assist in regenerating the MDA. No decisions have been made on whether the MDC would use this function, when, and in what context. The MDC would make the decision to use this function if it considers that doing so would further the regeneration of Oxford Street, after considering any financial implications and any wider impacts. It would be for the MDC to develop its own processes to determine which decisions were made at which level within the organisation.

The Mayor expects the Functions Order for the MDC to provide detail on the relationship between the MDC and each local authority should the MDC exercise this function. GLA officers would work with both local authorities to discuss the transitional arrangements in more detail.

Other issues raised by statutory consultees

The London Assembly Planning and Regeneration Committee, LBC, and WCC raised further issues that do not relate directly to the designation of the MDA or other aspects of the Mayor's proposals with regards to the MDC (planning functions, governance, business rates relief).

Issues raised by statutory consultees which are relevant to the future operations of the MDC—or the management of the MDA, if established—and the Mayor's response to those are summarised below.

Issues raised by statutory consultees in relation to highway management, freight management, and any future plans regarding public realm improvement and pedestrianisation are covered in Chapter 5, which summarises responses to the Mayor's proposals regarding the pedestrianisation of Oxford Street. GLA officers would continue engaging with statutory consultees on any future decision made by the Mayor in relation to his proposals to designate an MDA for Oxford Street and on any future plans for pedestrianisation.

Consultation and engagement

The London Assembly Planning and Regeneration Committee and LBC asked for more information about the ways in which the MDC plans to engage with the public on a range of matters (including planning) and its approach to public consultation. The Mayor anticipates the MDC would engage with residents and Londoners more broadly through statutory consultation processes, where relevant, and through ongoing stakeholder engagement activities before and after establishment. The MDC preferred modalities of consultation and engagement (beyond statutory requirements) would be defined by the MDC, if established, and would seek to emulate best practices.

Maintenance within the MDA

WCC asked for more clarity on how maintenance would be carried out within the MDA—for instance, waste collection—and on which aspects of maintenance the MDC would be responsible for—for instance, in relation to environmental matters such as green spaces or trees maintenance. They also asked for greater collaboration with the GLA around Planned Preventive Maintenance Work which would be carried out before the MDC proposed commencement date (1 January 2026). WCC also pointed out that future plans for the pedestrianisation of Oxford Street should consider potential increases in maintenance costs. Responses to the public consultation show strong support for the Mayor's proposal to deliver high quality public realm in the Oxford Street area and to enhance the experience of visitors, workers, and residents. If progressed, any future detailed plans for the pedestrianisation of Oxford Street would consider the maintenance of the space, and any related costs. GLA officers and the future MDC, if established, would continue to engage with WCC and LBC on matters relating to maintenance within the MDA.

Safety and Security

WCC asked that the GLA work with the future MDC to deliver improved safety and security measures around the MDA, including hostile vehicle mitigation, and that a comprehensive management plan for the area is developed before the street is pedestrianised. The Mayor

wants everyone to feel safe when visiting Oxford Street. He is committed to continue working with WCC and other relevant stakeholders on these matters, and expects that the MDC, if established, would continue doing so.

Licensing and events within the MDA

WCC asked that any licensing is carried out in line with their current policies, and that any changes to future legislation should be considered carefully to ensure the roles and responsibilities of the local authority and the GLA are understood to avoid confusion. They also stressed the importance of ongoing collaboration and coordination around events planning. Responses to the public consultation show strong support for the Mayor's proposal and respondents' appetite for a more diverse commercial offer on Oxford Street, including entertainment and leisure. The Mayor would continue working with both WCC and LBC on licensing and events planning and would expect that the MDC, if established, would continue to do so. This would be key in ensuring that any future scheme and programme of activities contributes to positioning Oxford Street as a world class destination. The status of WCC and LBC as licensing authorities for their respective areas is not affected by this consultation or the decision about whether to create an MDC.

Asset management under the MDC

WCC asked for more clarity and a written agreement on the management of local council and third party assets (for instance council cycle stands) within the MDA. They also asked that the GLA and the MDC engage with statutory undertakers on the management of their assets and scheduled replacement works affected by any future pedestrianisation/public realm improvement plans. The Mayor would continue to explore with WCC future arrangements for maintenance and inspection including street furniture such as cycle parking stands, as it is paramount these assets are well-maintained to enhance the quality of the space, including for cyclists. The Mayor agrees with WCC that utility companies should be given the opportunity to carry out works on their assets, including mains replacement works, ahead of public realm improvements to avoid any damage to the improved public realm.

Future liability

WCC asked that the MDC agrees a plan for future liabilities upon the dissolution of the MDC, including in relation to any contract handed over to the MDC—to ensure no costs to the council. The Mayor is of the view that if the MDC is established, any decision over future physical and social infrastructure to be delivered within the MDA would be taken by the MDC board (including representatives from the local councils) and these decisions would need to take account of liability and maintenance costs. It is too early at this stage to agree specific plans for future liabilities upon the dissolution of the MDC, without knowing what activities potential liabilities would relate to.

Infrastructure

WCC asked that the MDC includes in its plan the council's programme to install additional 5G 'small cells' on lampposts. The Mayor would expect WCC to continue with their current plans. The MDC would be invited to consider this programme as part of its future activities if established.

Homelessness and rough sleeping

WCC requested that an agreement on the management of rough sleeping and support for these groups should be in place during the MDC's existence. The Mayor expects that, if established, the MDC would work with the GLA and local councils as appropriate on issues of rough sleeping and homelessness and would seek to emulate the best approaches to tackling these important issues.

4.3 Response to other consultation comments

Q1 of the consultation asked the public's view on the Mayor's proposal to designate an MDA for Oxford Street and to establish a new MDC to manage the regeneration of the area. 4,391 responses were submitted regarding the MDA and MDC. These responses were coded and analysed to identify key issues raised by members of the public and stakeholder groups through a code frame analysis (full list of code frames available in Appendix F).

69 per cent of responses support the Mayor's proposals, of those who responded on this topic. A minority of respondents raised a number of issues in relation to MDA designation and MDC establishment which are addressed in this section. Aside from those who expressed general disagreement with creation of the MDC, each issue raised below represented less than 8 per cent of the total responses to the consultation.

Issues raised in response to Q1 relating to highway management, freight management and any future plans regarding public realm improvement and pedestrianisation are covered in Chapter 5, which summarises responses to the Mayor's proposals regarding the pedestrianisation of Oxford Street.

MDC establishment

Issues raised

The majority of respondents were supportive of the Mayor's proposal to designate an MDA for Oxford Street and establish an MDC to manage the regeneration of the area. The analysis of issues raised showed that a smaller group of respondents disagreed with the Mayor's proposal to establish an MDC to drive the regeneration of Oxford Street, with some of the responses citing concerns that the establishment of the MDC would be a waste of public resources or stating that WCC should remain responsible for the

management of Oxford Street and the surrounding areas. Some respondents also worried about the potential negative impacts of these proposals on the local economy, as well as local businesses, workers, tourism, and residents.

Mayor's response

Considering the strong support for his proposal, the Mayor is still of the view that creating an MDC is the best vehicle to achieve the regeneration of Oxford Street, and the best approach to remove any uncertainty from decisions about the future of the street.

As explained in the Mayor's response to statutory consultees in Section 4.2, the MDC model would allow for comprehensive planning and regeneration of the Oxford Street area, focusing on safety, public realm activation, and planning. Sustained and coordinated leadership is required to drive and deliver these ambitions. The Mayor is committed to ensuring this project would generate good jobs for those already working on Oxford Street and for Londoners of all backgrounds. The Mayor expects the MDC would work closely with local businesses and residents along with other relevant stakeholders to ensure any future scheme and programmes benefit those who live and work locally as well as those who visit the Oxford Street area. The Mayor's response to statutory consultees in section 4.2 also provides more information on specific planning queries—such as how transitional arrangements and the transfer of planning powers will be dealt with, and in relation to the applicability of existing local plans in the MDA, if the MDC is established.

Timescale of MDC operations

Issues raised

Respondents asked for more clarity on how long the MDC would be in place for.

Mayor's response

The question of the MDC's lifespan is addressed in detail in the Mayor's response to issues raised by statutory consultees in Section 4.2.

Proposed MDC objectives

Issues raised

Some respondents suggested the MDC should have clearer objectives and raised concerns that over time the scope could grow too much and lead to delays with making improvements to the area. A minority of respondents were worried that the Mayor's plans—particularly his pedestrianisation proposals—would reduce the footfall on Oxford Street and have a negative impact on the number of visitors coming to the area.

Mayor's response

Considering the high levels of support for his proposals, the Mayor is still of the view that the MDC is the best vehicle to provide the long-term focus needed to transform Oxford Street.

Oxford Street has suffered in recent years due to a combination of the pandemic, the growth of online shopping and other factors. Urgent action is needed to give the nation's high street a new lease of life.

The Mayor's proposals would help to transform Oxford Street into an exciting, thriving destination for Londoners and tourists alike. This includes delivering improvements to the public realm and the retail and leisure offer, as well as putting on events. This would help to attract more international visitors, bringing the world to London and showcasing the best of London to the world. And it would act as a magnet for new investment and job-creation, driving growth and economic prosperity for decades to come.

The Mayor would expect that, if established, the MDC would review and finalise its objectives, to ensure they provide the right focus for the MDC to turn Oxford Street into a world-class destination.

Respondents generally welcomed the Mayor's proposals and made suggestions about what the MDC could focus on to achieve its objectives, including: supporting the nighttime economy, encouraging the location of businesses that would enable people to socialise and stay in/around Oxford Street, as well as hospitality with more places to eat and drink in the area. Respondents also suggested they would like to see more independent shops, bookshops, markets and pop-up shops, a better fashion retail offer, as well as entertainment venues (sport, fitness, cinema, museums). Respondents suggested there should be fewer vape, candy, and souvenir shops on Oxford Street, and a greater diversity of retail offer, with less chains and more independent/smaller shops. The Mayor welcomes respondents' suggestions.

MDC board

Issues raised

Respondents suggested the MDC board should consist of a variety of people to be representative of the area and diverse. They said it should include relevant stakeholders in its operations and suggested the MDC should engage with local residents, businesses, and key stakeholders when making plans to ensure their views are considered. Some respondents worried about the potential lack of transparency and accountability of the MDC board and asked for more clarity about board membership, the process for selecting board members, how the MDC would work with local authorities (for instance to avoid duplication), and how the MDC would navigate any potential conflict of interest among its board members.

Mayor's response

Section 4.2 provides a response from the Mayor on issues raised by statutory consultees regarding the MDC board composition and selection process—including with regards to any potential conflict of interest.

MDC boundary

Issues raised

Some respondents suggested that the MDA boundary should be expanded to include the following areas: Soho; the side streets connecting Oxford Street to surrounding areas and up to Wigmore Street; Regent Street; and the West End. Other respondents asked that the MDA boundaries should be reduced, mainly to only include Oxford Street so that it does not include the adjacent streets. Individual property owners also asked that the MDA includes the entirety of their portfolio in the Oxford Street area.

Mayor's response

The MDA boundary should enable a strategic focus on Oxford Street and its immediate surroundings. Redrawing the MDA boundary to extend its reach into Soho, Regent Street, or the West End, or all the way up to Wigmore Street would not help achieve this and may contribute to diluting the focus on regenerating Oxford Street. Equally, reducing the MDA boundary to cover Oxford Street only would exclude the surrounding buildings and therefore not fall within the MDC's remit as a local planning authority. Planning law makes provisions for developers whose development sites cut across several local authorities to submit the same planning application to all relevant planning authorities. Each planning authority would then be responsible for determining planning applications within their boundary. The MDC would be expected to work closely with WCC and the LBC to ensure a coordinated approach to planning and decision-making, should such cases arise.

MDC funding

Issues raised

Respondents expressed concerns with regards to how the MDC would be funded, and whether this would impact local businesses and Londoners financially.

Mayor's response

The Mayor's response to issues raised by statutory consultees regarding the MDC costs and funding is provided in section 4.2. The Mayor expects the MDC would be able to leverage a range of income sources, including outside investment and commercial revenue streams, to augment any core funding provided through the GLA's budget. This approach to funding is consistent with the other MDCs in London.

Conservation areas and heritage

Issues raised

Respondents suggested the Mayor's proposals should protect the culture/character of the area when considering what buildings/units/businesses operate on Oxford Street.

Mayor's response

The Mayor's proposals make it clear that the MDC would endeavour to retain and enhance the character of the area, as explained in the longer response to issues raised by statutory consultees on that matter in section 4.2.

Non-domestic rates reliefs

Issues raised

Some respondents raised issues with the implementation of business rates reliefs and financial incentives to support the regeneration of Oxford Street, for instance arguing that this could be unfair to other businesses not located in the MDA.

Mayor's response

As explained in the Mayor's response to the statutory consultees in section 4.2, the consultation proposes that the MDC would take on powers to grant discretionary business rate relief for non-domestic rates within the MDA. No decisions have been made on whether the MDC would use this function, when, and in what context. The MDC would make the decision to use this function if doing so would further the regeneration of Oxford Street, taking into consideration the financial implications of this decision and any wider impacts.

Safety and security in the MDA

Issues raised

Some respondents highlighted the importance of improving safety and reducing crime in and around Oxford Street, with responses suggesting that it would be key to ensuring buildings/units on Oxford Street are being used appropriately for the area and not being used for criminal activity (e.g. money laundering).

Mayor's response

Tackling crime is the Mayor's top priority. The Mayor wants everyone to feel safe and be safe when travelling around Oxford Street. The Mayor and the MDC would work with the

Metropolitan Police Service, LBC, WCC, NWEC, and others to develop proposals that embed public safety and help to tackle crime in the area.

4.4 Conclusion on the Statement of Reasons

The Mayor has now consulted on plans to designate an MDA for Oxford Street with the aim of establishing an MDC, using powers granted by the Localism Act 2011 and becoming operational by 1 January 2026. Under these proposals, the MDC would have the powers available to it under the Localism Act 2011, act as the authority responsible for planning, and be granted powers to apply business rates relief to eligible organisations within the MDA. Taken together, these powers would enable the MDC to drive the regeneration of Oxford Street.

The responses received during the consultation have been considered in detail by the Mayor. This Statement of Reasons provides a detailed breakdown of the comments received during the consultation by statutory consultees, members of the public, and stakeholder groups, as well as the Mayor’s responses.

Chapter 5: Responses to the consultation on the principle of pedestrianisation of Oxford Street

5.1 Background

The consultation document set out the Mayor's view that there is a compelling case for the phased pedestrianisation of Oxford Street to address pedestrian over-crowding, enhance the quality and use of the public realm, and reduce traffic collisions. It was proposed that the first phase of pedestrianisation would begin with the area broadly between Oxford Circus and Orchard Street.

The public consultation on Oxford Street transformation sought the public's views on the principle of pedestrianisation of Oxford Street, as a way of contributing to and maximising the regeneration of the area. 66 per cent of consultation responses submitted were supportive of the principle of pedestrianisation for Oxford Street. The pedestrianisation proposal would be subject to further development and assessment, including additional public consultation.

If pedestrianisation moves ahead, there would be a coherent approach to place making on Oxford Street and its surrounding area. This would be done by working closely with the relevant local authorities and other key stakeholders, and by supporting positive public realm improvements brought forward by others in the surrounding area.

This section provides a summary of issues raised by some members of the public and stakeholder groups, and the responses by officers. These responses are clustered around key themes. Aside from those who expressed general disagreement with pedestrianisation, the top issues raised were related to cycling and congestion on neighbouring streets. Beyond those topics, each issue raised represented less than 15 per cent of responses submitted to the consultation. The last section covers additional issues raised by MDA/MDC statutory consultees (the London Assembly, LBC, and WCC) in relation to the principle of pedestrianisation for Oxford Street.

5.2 Responses to issues raised

General comments about pedestrianisation

Issues raised

While the majority of respondents supported the pedestrianisation of Oxford Street, some disagreed because they thought it would have a negative impact on businesses, workers, tourists, and the local economy. They also said it would be a waste of resource and the Mayor should spend money on other priorities. Some consultation responses were also concerned that pedestrianisation would lead to reduced footfall on/around Oxford Street and would reduce the number of visitors to the area.

Response

There is a clear case to pedestrianise Oxford Street to help boost the West End's economy. GLA Economics estimate the mid-range of potential impacts of pedestrianisation to increase GVA by nearly £82m per year, whilst supporting a further 781 jobs. The analysis also states that pedestrianisation could raise £30-£40m in VAT receipts and £10-£20m in business rates depending on the scenario and outcomes.

By removing most vehicles on Oxford Street, pedestrianisation would significantly expand and improve the area for people, providing a more attractive environment with space to dwell and relax. It would also provide space to host events and create memorable moments, which would help increase footfall and growth in the area.

Case studies of pedestrianisation elsewhere have shown an increase in footfall and an increase in trade. In Strøget, in the heart of Copenhagen, following pedestrianization, footfall increased by 35 per cent. Similarly, in Times Square in New York City, pedestrianisation improved economic performance by 22 per cent between 2007 and 2011. The transformation of Oxford Street would also address a wide range of issues that currently threaten the long-term success the nation’s retail high street.

Vehicle Access and Accessibility

Issues raised

Some respondents opposed restricting vehicles on Oxford Street generally and were concerned for people who are dependent on vehicles and/or cannot use other methods of travel. Other responses were concerned about pedestrianisation negatively impacting accessibility to the area or that it would make travelling to the area more difficult.

Some respondents supported the partial pedestrianisation of Oxford Street by allowing vehicle access in some areas, and others suggested vehicles should still be allowed to

cross Oxford Street (i.e. via north / south streets). Some respondents opposed restricting vehicles on Oxford Street.

Response

Currently, Oxford Street faces issues of severe pedestrian overcrowding, traffic congestion, poor air quality, and road safety. Pedestrianising Oxford Street would allow these issues to be effectively addressed by restricting access to vehicles and reallocating road space to the very high numbers of pedestrians.

An EQIA was undertaken to assess the potential impacts of pedestrianising Oxford Street in principle, which can be found at tfl.gov.uk/oxford-street. The EQIA considered the issue of access for disabled people and those with limited mobility. If future proposals are developed, then impacts on all users would be further assessed to ensure those impacts are carefully considered and mitigated as far as possible. Any such assessment would consider the impact of alternative bus, taxis, and PHV routes, new drop off / pick up areas, new walking routes, a fully accessible pedestrian area on Oxford Street, and more seating and resting places. The impacts on those who are dependent on vehicles for travelling would be further assessed in any future proposal for Oxford Street to ensure impacts are carefully considered and avoided or mitigated as far as possible.

Going forward, assessments would be undertaken to determine which north / south roads could remain open to provide adequate vehicle access to the area including for business deliveries, cycling, taxis, and PHVs. It is likely that multiple north / south routes would remain open in any proposal and details would be included in any future consultation.

Issues raised

Some respondents were concerned that pedestrianisation would have a negative impact on business deliveries or suggested allowing deliveries in the pedestrianised area.

Response

Within the pedestrianised area, it is anticipated that some businesses would be allowed to make deliveries at certain times to ensure that they can continue to operate effectively. In addition, loading areas would be considered on side streets close to Oxford Street. The times for business deliveries and the locations for loading on side streets require detailed assessment and would be included in any future consultation.

Traffic and Overcrowding

Issues raised

Some responses highlighted the need to reduce vehicle use and traffic congestion on and around Oxford Street. Others were concerned about displacement of traffic if Oxford Street is pedestrianised or that the surrounding areas would suffer more congestion/pollution.

Response

Pedestrianisation would remove through traffic from Oxford Street, making the street significantly more pleasant to dwell, walk along, and cross.

For the majority of Oxford Street, during the day, buses and taxis are the only vehicles currently permitted (servicing vehicles are also permitted at certain times). There has therefore already been some traffic displacement onto adjacent streets. It is accepted that removing through traffic (including buses and taxis) is likely to lead to some further traffic displacement. Detailed traffic modelling would be undertaken as part of any future detailed proposal to understand the traffic and environmental impacts of pedestrianising Oxford Street. The traffic impacts of a proposal would be included in any future consultation; in developing detailed proposals for future consultation, we would seek to minimise adverse impacts as much as possible through traffic management changes in the wider area, which could include traffic signal changes and traffic changes on some local streets.

Issues raised

Some responses raised concerns that pedestrianisation would cause more overcrowding on/around Oxford Street and the Underground stations.

Response

Pedestrianising Oxford Street would help to address the issues of overcrowding adjacent to Bond Street and Oxford Circus stations by providing significantly more space for people to walk, cross, and dwell.

Crime

Issues raised

Some respondents were concerned that pedestrianisation of Oxford Street would cause more crime or create more safety issues for pedestrians.

Others were also concerned that pedestrianisation would restrict/have a negative impact on emergency service vehicles.

Some responses suggested adding modal filters/physical barriers to restrict vehicles on/around Oxford Street

Response

Tackling crime and keeping Londoners safe is the Mayor's top priority. The Mayor and the MDC would work in collaboration with the Metropolitan Police Service, the adjacent local authorities, and others to reduce crime in the area and ensure the space is safe.

Pedestrianising Oxford Street would require vehicle restrictions and security bollards to keep vehicles out and to protect people walking. We would work closely with TfL, LBC, and WCC to consider all options for physical restrictions that do not impede pedestrian movement.

Access for emergency service vehicles would be maintained along Oxford Street in any pedestrianisation proposal. We would work closely with the emergency services to ensure their operations and requirements are carefully considered in any design that is developed.

Extent of Pedestrianisation

Issues raised

Some responses suggested extending the pedestrianised area or pedestrianising other areas nearby.

Response

It is our view that the pedestrianisation of Oxford Street would help to unlock the potential of the area and supercharge its economic contribution to the UK. The ambition is to pedestrianise the whole road, in a way which delivers maximum benefit and minimum disruption. In practice, this would mean a phased approach, with the first pedestrianisation plans to be brought forward focusing on Oxford Street West (broadly Orchard Street to Oxford Circus), and likely with some public realm improvements made to the eastern part of Oxford Street, as well. The issue of the MDA boundary is addressed in Chapter 4 above.

Taxis on Oxford Street

Issues raised

Some comments suggested taxis should be allowed on Oxford Street and that consideration is needed about taxi access. This included concerns about the negative impact on the taxi trade and taxi drivers, while other respondents suggested taxis should not be allowed on Oxford Street.

Other comments about taxis on and around Oxford Street were made. These included accessibility issues for disabled people and the provision of drop off and pick up points.

Response

No decisions have yet been taken on detailed proposals, which will be subject to consultation, but our view – subject to that consultation – is that preventing all through traffic (including buses, taxis and PHV) could make the street safer and provide more space for the very large numbers of pedestrians, helping to address overcrowding and the disorientating nature of the current layout.

It is recognised that removing all through traffic would have some impacts, including on the important role that taxis and PHV have bringing visitors door-to-door, improving accessibility for disabled people and those with reduced mobility.

A decision has not been taken nor detailed proposals developed yet for traffic movement around Oxford Street. However, it is our view that the impact of removing through traffic could be balanced by allowing access via north / south streets and closed side streets with drop off and pick up areas. In the development of detailed proposals, we will work towards achieving the maximum distance between a destination on Oxford Street and the nearest road access of around 100m. In addition, other improvements that would likely be part of detailed pedestrianisation proposals are likely to assist people with reduced mobility—for example, addressing overcrowding, more seating, and introducing a fully accessible pedestrian environment on Oxford Street.

Assessments would be undertaken to determine north / south roads that cross Oxford Street and could remain open along with where drop off locations could be provided and detailed proposals would be included in any future proposal for consultation.

Public Transport and Active Travel

Issues raised

Some responses highlighted the need to encourage more use of active travel and public transport. They also suggested the need to improve public transport on and around Oxford Street, with some suggesting the need to provide a tram/minibus service on/around Oxford Street.

Response

The transformation of Oxford Street and the surrounding area would encourage active travel and the use of public transport, with an associated reduction in private motor trips.

Public transport in the area has been recently and dramatically improved with the opening of the fully accessible Elizabeth Line at Bond Street and Tottenham Court Road. New

station entrances have significantly increased public transport access for residents, workers, and visitors. The area is also served by multiple tube lines and a high frequency bus network, making this area extremely well served by public transport.

With the removal of traffic from Oxford Street, more space would be available for pedestrians, allowing people to move more easily at their own pace. We would work with WCC to develop high-quality cycle routes to facilitate more people cycling. We would ensure that buses can still continue to serve the bus passengers who rely on their services to get to Oxford Street and other local destinations. As discussed below, details of any changes to bus routes or cycling would be included in any future public consultation.

As part of our proposals, and to ensure good public transport access to the area, we would explore and work through all options to ensure that Oxford Street remains accessible to all, with a good range of public transport options.

Buses on Oxford Street

Issues raised

Some responses suggested consideration is needed for bus routes/access on Oxford Street, and concerns were raised regarding the impacts of pedestrianisation on buses. Some responses suggested buses should be allowed on Oxford Street and others suggested buses should not be allowed. Suggestions were made regarding specific bus stops and routes. Some responses requested more information or clarity on the impact of proposals on buses.

Response

The success of the London bus network is recognised worldwide and has been based on providing a cheap, reliable, and easy-to-use service. In recent years, with the introduction of the Elizabeth Line, bus passenger numbers have reduced significantly on Oxford Street and bus services have been adapted accordingly.

In any pedestrianisation proposal, we would develop detailed proposals to divert some sections of bus routes to nearby streets to ensure the area remains accessible to all. We would carry out detailed assessments on the options for buses and the impact of diverting bus routes to adjacent streets on bus passengers. We would also look at all walking routes to and from public transport to ensure the needs of all pedestrians are carefully considered. We would consult on the details of any changes to bus routes and stops in the area as part of a future public consultation.

Cycling on Oxford Street

Issues raised

Some responses suggested consideration is needed for cycle routes and access on/around Oxford Street, with some suggesting cyclists should be allowed on Oxford Street (including routes/lanes) and others suggesting they should not be allowed. Some believed a pedestrianisation scheme would improve the experience and safety for cyclists in the area, while others were concerned about negative impacts on cyclists if they are not allowed on Oxford Street. Some responses suggested cycle parking is needed on/around Oxford Street, and that new cycle routes/lanes should be created on roads or streets parallel to Oxford Street.

Response

Encouraging more people to cycle continues to be a key priority for the Mayor. However, permitting cyclists to use Oxford Street at all times of the day would be challenging, and would create potential conflict with pedestrians, making it less attractive for all. As part of our proposal for pedestrianisation, an assessment of the options available for cycling would be undertaken, drawing on best practice and relevant research from the UK and internationally. We would consult on the details of cycling changes as part of a future consultation.

To ensure any cycling proposals are delivered to a high standard, we would also work closely with WCC and LBC to develop proposals for alternative cycle routes and cycle parking facilities close to Oxford Street.

Other vehicles and parking on Oxford Street

Issues raised

Some responses suggested pedicabs should be allowed on Oxford Street, while others suggested they should not be allowed, and the same was said of scooters and other types of vehicles.

Response

TfL are working on plans to regulate pedicabs to address various issues associated with the pedicab industry, including blocking highways, creating noise nuisance, harassing customers, and causing serious risk through dangerous riding. If pedestrianisation moves forward, it is considered likely that pedicabs would need to be restricted to reduce conflict with pedestrians and make Oxford Street safer and more attractive for all. Alternative routes for pedicabs in and around Oxford Street would be assessed.

We recognise that scooters can be an efficient and popular mode of travel in Central London. However, permitting scooters to use Oxford Street at all times would be challenging, and would create potential conflict with pedestrians, making it less attractive for all. As such it is considered likely that scooters would need to be restricted on Oxford Street and the details would be included in any future public consultation.

Issues raised

Some responses suggested improving or creating more car parking spaces on/around Oxford Street.

Response

We would liaise with WCC on any changes to parking spaces on their roads. However, providing more car parking spaces in the area is unlikely to be possible or desirable and would lead to more traffic congestion and air pollution in the area.

Public realm and amenity improvements on Oxford Street

Issues raised

Some responses considered the need to improve/create more green spaces, more seating and rest areas, and more sheltered spaces on and around Oxford Street.

Response

With climate change, our city is likely to get hotter. Providing more natural shade, shelter, and places to rest including through climate-resilient solutions like sustainable drainage systems (SuDS) would be important to keep people comfortable, cool, and heathy.

Issues raised

Some responses suggested the need for a number of additional amenities on Oxford Street, including: public toilets, additional waste/recycling bins, and water/drinking fountains.

Response

Having enough public toilets is essential for people visiting Central London, particularly those who are older, disabled, or with certain illnesses. An assessment of the existing public toilet provision would be undertaken, and options would be considered if additional toilets are required.

Providing suitable waste and recycling facilities on Oxford Street helps to keep the street clean, which is crucial to ensuring the public realm looks and feels attractive. The MDC

would look to work with WCC on a strategy for waste collection and on-street bins on Oxford Street in order to ensure the optimal approach is adopted as part of any pedestrianisation plan.

The Mayor has rolled out a network of water fountains and bottle-refill points across the capital to help reduce single-use plastic. As part of our proposals, we would explore suitable options and locations for additional water fountains and drinking points on and around Oxford Street.

Issues raised

Some responses suggested improving or providing areas for arts/entertainment (for example, sculptures, art installations, busking, street entertainment). Other responses suggested creating more play areas on/around Oxford Street (for example, children's parks, skate parks, areas for sports).

Response

Our aim is to make Oxford Street and its surrounding area attractive to all Londoners and visitors.

As part of our proposals, we would explore options to activate the street including with temporary events and entertainment. We would also consider options for introducing high-quality public art to enhance the appeal of the street and to reinforce its character as the nation’s high street.

We would explore the potential for more play areas as part of temporary events and as part of our longer-term strategy for transforming the area.

Issues raised

Some responses suggested public realm improvements, including: improving/adding more lighting and signage, and improving pavements/surfaces on/around Oxford Street

Response

Good lighting helps to improve visibility, reduces the likelihood of crime and anti-social behaviour, and creates a more pleasant and inviting environment. The current lighting would be reviewed and updated to be in keeping with a pedestrianised street. Opportunities to use lighting to help activate the street for events and highlight landmarks and architectural details would be considered.

Pedestrianisation of Oxford Street and the enhancement of side streets would open up new destinations and walking routes. A review of wayfinding signs with WCC would be undertaken to ensure that walking routes and destinations are easy to locate.

The current width, condition, and quality of pavements on Oxford Street do not fully reflect the importance of the street to the city. Pedestrianisation would provide the opportunity to provide a fully accessible, high-quality, level surface covering the whole street, enabling pedestrians to move freely. We would consider the best materials and designs to help transform the public realm of the nation's high street.

Environmental Impacts

Issues raised

Some responses highlighted the importance of reducing the negative environmental impact of Oxford Street. Other responses raised concerns that pedestrianisation would have a negative impact on the local environment including litter, air pollution, and noise pollution. Others raised the need to improve air quality and reduce air and noise pollution on/around Oxford Street.

Response

An objective for the transformation of Oxford Street is to improve the local environment.

We recognise that air quality in the Oxford Street area is a serious and pressing issue. Air pollution limits are regularly exceeded, despite improvements in the number of low-emission buses and taxis operating in London and efforts by businesses to consolidate or re-time deliveries to reduce their impact.

The noise from vehicles contributes to the current unpleasant pedestrian environment on Oxford Street.

Independent consultants would assess the air quality and noise impacts of any future proposal across the wider Oxford Street area. The details of these assessments would be included in any future public consultation.

5.3 Other issues raised by MDA/MDC statutory consultees in relation to the principle of pedestrianising Oxford Street

Highways, traffic and parking management

These matters have been included here, rather than in Chapter 4, because they relate to the principle of pedestrianisation.

Issues raised

LBC asked the GLA to confirm that they would retain their highways and parking powers and functions under the Mayor's proposed plan. LBC also asked the GLA to clarify the MDC's status as a statutory consultee on LBC schemes.

WCC asked that walking routes are clearly identified for those who are expected to travel to Oxford Street and that the MDC works closely with the local authority to avoid increasing costs and further traffic issues relating to changes to cycle access in the MDA.

WCC asked if the MDC would take into account the impacts of pedestrianisation on maintenance and repair needs and asked that it supports any financial impact of the Oxford Street changes on adjacent streets. WCC asked that the MDC undertakes freight consolidation measures when established and works with WCC and others to explore broader freight consolidation.

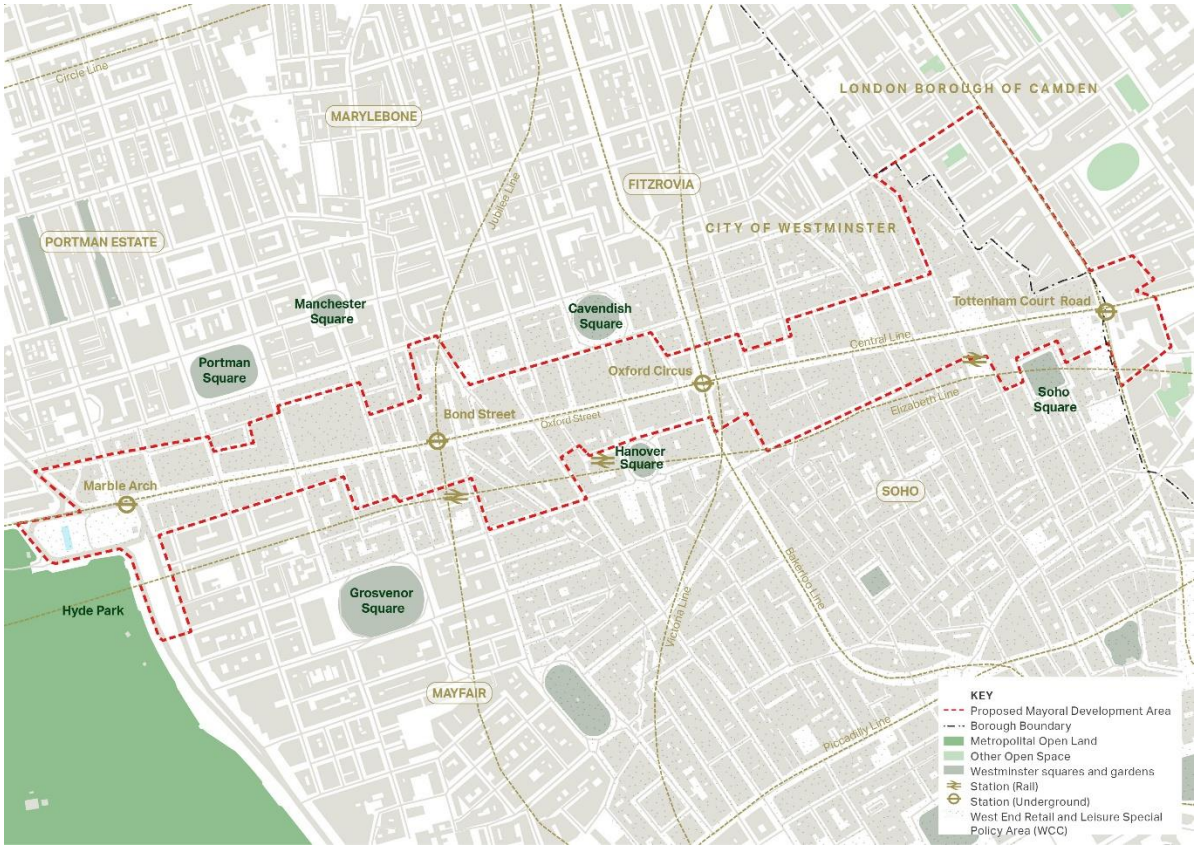
Response

No decisions have been taken about potential GLA road re-designation in LBC or WCC. We will continue to discuss these matters with both local authorities.

The MDC would become a statutory authority with various planning functions and powers. Where appropriate, it would become a statutory consultee in relation to its functions. The requirement to consult with specific bodies is set out in relevant legislation and the identity of those bodies may vary depending on the type of schemes consulted on.

We would expect there to be close collaboration with TfL, LBC, and WCC to develop appropriate pedestrian wayfinding and cycle routes. It would be in the MDC's interest to support freight consolidation in the area and to facilitate freight consolidation practices as far as possible within its remit. The Mayor would encourage the MDC to work with WCC and other stakeholders to look at freight consolidation more widely than the MDA, as well.

Appendix A: Proposed MDA boundary included in the consultation documents



Appendix B: Consultation launch email

From: TfL Have Your Say

Sent: Tuesday, March 4, 2025 4:36 PM

To: Subject: Mayor launches public consultation on biggest transformation of Oxford Street in history

Good afternoon

We are writing to confirm the start of the Mayor's consultation on proposals to breathe new life into Oxford Street.

As part of the Oxford Street Transformation Project, the Mayor is consulting on the proposed designation of Oxford Street as a Mayoral Development Area (MDA) and subsequent Mayoral Development Corporation (MDC), as well as consulting on the principle of pedestrianisation.

This consultation will run from 28 February until 2 May, and we hope that you will take time to review the consultation material and respond to the questions. You can do this by either:

- Visiting our online consultation page at www.london.gov.uk/your-oxford-street
- Emailing us at: haveyoursay@tfl.gov.uk
- Writing to us at: FREEPOST TFL CONSULTATIONS – Oxford Street

What is the proposal?

The Mayor's proposals are designed to boost the potential of Oxford Street and deliver a world-class, safe, accessible and clean street for all Londoners. This is not only about creating a beautiful public space where people can shop, eat and connect, but transforming Oxford Street into a place that Londoners and the whole of the country can be proud of as we continue to build a better London for everyone.

He is proposing to establish a Mayoral Development Corporation (MDC). An MDC would enable the focused, strategic leadership and coordination required to create an attractive environment for visitors, residents and businesses and drive economic growth.

Alongside this we are gathering views on the principle of pedestrianisation. Any detailed permanent pedestrianisation proposal would be subject to further development and assessment, including additional engagement and public consultation.

Find out more:

To find out more about the proposals, visit www.london.gov.uk/your-oxford-street.

Yours sincerely

The Oxford Street Team

Appendix C: Consultation launch letter

07 March 2025

Mayor launches public consultation on biggest transformation of Oxford Street in history

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He is proposing to establish a Mayoral Development Corporation (MDC). An MDC would enable the focused, strategic leadership and coordination required to create an attractive environment for visitors, residents and businesses and drive economic growth.

Alongside this we are gathering views on the principle of pedestrianisation. Any detailed permanent pedestrianisation proposal would be subject to further development and assessment, including additional engagement and public consultation.

Find out more:
To find out more about the proposals, visit www.london.gov.uk/your-oxford-street.
Yours sincerely

The Oxford Street Team

Appendix D: Wording of each campaign

We have identified four ‘campaigns’ within the responses we received to the consultation. The boilerplate text provided through each campaign is set out below.

London Cycling Campaign

People who submitted this response to us were able to alter or add to the text below if they wished to do so. All of the issues raised were considered, including those raised through this campaign.

Dear TfL Consultation Team,

I support pedestrianising Oxford Street to create a safe, pleasant destination for people from all walks of life.

But please don’t forget cycling! Especially if cycling is banned on Oxford Street, one indirect route a long way to the north won’t cater for people’s needs. Safe cycleways must be created north and south of Oxford Street – TfL’s own strategic cycling analysis shows 4 top or high priority cycle routes through the area. The easiest way to do this would be to reduce motor traffic in the four surrounding neighbourhoods, Soho, Fitzrovia, Marylebone and Mayfair – transforming these areas for residents and businesses too.

I support the creation of a Mayoral Development Corporation to achieve pedestrianisation, since WCC has not so far come up with bold enough proposals on motor traffic reduction for such an important high street.

Friends of the Earth Campaign

People who submitted this response to us were able to alter or add to the text below if they wished to do so. All of the issues raised were considered, including those raised through this campaign.

Dear Mayor of London Sadiq Khan,

I’m writing in broad support of the proposal to restrict motor traffic on some or all of London’s iconic Oxford Street, with the benefits this will bring for Londoners’ health, the NHS, and the economy.

Despite great progress in recent years, Londoners are still breathing toxic air every day. In the remainder of his third term, the Mayor of London must act with ambition to continue cleaning up London’s air.

I broadly support the proposals, but in addition I would also like to see:

Surrounding streets and the wider West End taken into consideration to ensure safe and convenient access to Oxford Street, e.g. through the pedestrianisation of Soho, protected east-west cycleways on routes parallel to Oxford Street, and step-free access via bus;

Working with the people most affected by proposed changes, including residents, workers, and user groups such as those representing people walking, people cycling, and people with impaired mobility. These groups should be represented in the composition of the MDC Board.

Greening the area to support climate adaptation, biodiversity and health

Ensuring that any redirection of bus routes does not have an adverse impact on traffic and pollution levels on surrounding streets, particularly in residential areas.

Thank you.

Fitzrovia Campaign

All of the issues raised were considered, including those raised through this campaign.

Q1 response

I strongly object to the creation of the MDA as it will have a negative impact on the neighbourhood of Fitzrovia. It will mean more commercial activity in my neighbourhood of around 8,000 residents. It will take away democratic control and put important decisions into an un-elected board and planning committee.

Q2 response

I strongly object to the pedestrianisation of Oxford Street and it would mean motor traffic, including buses and taxis, are displaced into the surrounding streets. Fitzrovia where I live already has a large amount of through motor traffic. Most people in Fitzrovia do not use private vehicles and instead walk, cycle and make use of public transport. Diverting Oxford Street traffic into Fitzrovia is unfair on those of us who live here and will make the environment worse for walking and cycling. Improving Oxford Street should not be done at the expense of the thousands of people living in the surrounding areas.

United Cabbies Group campaign

All of the issues raised were considered, including those raised through this campaign.

Q1 response

I strongly object to the creation of the MDA as it will have a negative impact on our passengers, my livelihood as a are self-employed licensed taxi driver and the residents who live in the surrounding neighbourhoods of Fitzrovia, Marylebone. Mayfair and Soho.

Q2 response

I strongly object to the pedestrianisation of Oxford Street as it would mean motor traffic, including buses and taxis, being displaced into the surrounding streets which already have significant volumes of motor traffic due to the restrictions Camden placed on Tottenham Court Road and Westminster’s failure to adequately enforce the bus/taxi and cycle exemption on Oxford Street since 31 March 2009.

Appendix E: Statutory Consultees

The statutory consultees as set out in section 197(4) of the 2011 Act were the London Assembly, each constituency member of the London Assembly whose Assembly constituency contains any part of the proposed MDA, each Member of Parliament whose parliamentary constituency contains any part of the proposed MDA and each London borough council whose borough contains any part of the area. In accordance with section 197(4) of the Localism Act 2011, the following were identified as statutory consultees:

- Sir Keir Starmer MP
- Rachel Blake MP
- Anne Clarke AM
- James Small Edwards AM
- Westminster City Council (WCC)
- London Borough of Camden (LBC)
- London Assembly

Appendix F: Frequency of mention for each code frame

Responses we received by email provided a variety of comments and in some cases people who replied by email or in writing commented on both the MDA/MDC and pedestrianisation. We chose to include the issues raised by respondents who responded by email within the Q2 code frame, including comments relating to the MDA/MDC, and this is reflected in the code frames below.

Code No.	Code frame	Total mention in responses to Q1 (MDA/MDC proposals)	Total mention in responses to Q2 (pedestrianisation)
	General comments about proposed MDA/MDC/regeneration of Oxford Street		
1	Comment acknowledging the decline of Oxford Street due to closure of shops/venues/facilities/ more online shopping	62	54
2	Support/agree with proposed MDA/MDC/regeneration of Oxford Street (general comment)	1869	1011
3	Oppose/disagree with proposed MDA/MDC/regeneration of Oxford Street (general comment)	581	67
4	Oppose/disagree with proposed MDA/MDC/regeneration of Oxford Street as it would be a waste of money/time/resources/should spend money on other priorities (general comment)	216	13
	General comments about proposed MDA/MDC/regeneration of Oxford Street		
30	MDA/MDC/proposals to regenerate will have a positive impact on businesses on Oxford Street (general comment)	23	1
31	MDA/MDC/proposals to regenerate will have a negative impact on businesses on Oxford Street (general comment)	31	2
32	MDA/MDC/proposals to regenerate will have a positive impact on workers around Oxford Street	9	2
33	MDA/MDC/proposals to regenerate will have a negative impact on workers around Oxford Street	4	1
34	MDA/MDC/proposals to regenerate will have a positive impact on residents around Oxford Street	29	3
35	MDA/MDC/proposals to regenerate will have a negative impact on residents around Oxford Street	75	16
36	MDA/MDC/proposals to regenerate will have a positive impact on tourists/tourism/visitors to Oxford Street	46	2

37	MDA/MDC/proposals to regenerate will have a negative impact on tourists/tourism/visitors to Oxford Street	10	0
38	MDA/MDC/proposals to regenerate will have a positive impact on the local economy	45	9
39	MDA/MDC/proposals to regenerate will have a negative impact on the local economy	20	1
	Proposed MDA/MDC		
60	Support/agree with proposed MDC/streamlined approach/enabling decisions/change to be made quicker	253	37
61	Support/agree with creation of MDC because Westminster City Council has not effectively managed/improved the area	164	942
62	Oppose/disagree with MDC as should be in the responsibility of Westminster Council/don't need to employ more people	310	70
63	Support MDAs/MDCs in general/more needed across London/instead of councils being in control	172	6
64	Suggest MDC should have clear objectives/concern scope will grow and lead to delays with making improvements	113	33
65	Suggest MDC should consist a variety of people/be representative of the area/include diversity/appropriate stakeholders	323	156
66	Suggest MDC should engage/consult with local residents/businesses/key stakeholders when making plans/ensure impacts on all people are considered	174	186
67	Concern about transparency/accountability of the MDC/suggest members should be impartial/MDC should be review independently	295	94
68	Other comment about proposed MDA/MDC	25	34
69	Need further information/clarity about who will be part of the MDC/how members will be selected/suggestion for how members are selected	44	5
70	Need further information/clarity about how long the MDC will be in place for/suggestion about how long the MDC should be in place	13	4
71	Need further information/clarity about how the MDC will work with other councils/bodies/concern about conflicts of interest/works with other councils/bodies (e.g. duplication of efforts)	53	17
72	Need further information/clarity about the purpose/objectives of the MDC/how the MDC will operate	53	12
73	Suggestion about what the MDC should aim to do/what its objectives should be (e.g. regeneration, sustainability, accessibility, commercial performance, transport etc)	110	12

74	Concern about the funding of the MDC/whether Londoners/businesses will be financially impacted by having the MDC	51	11
75	Suggest the MDC should build on/review the impact of other projects/MDCs to learn from/improve upon them	21	1
	MDA - proposed area and size		
90	Support/agree with the proposed location/size of the MDA	106	13
91	Oppose/disagree with the proposed location/size of the MDA (general comment)	7	6
92	Suggest MDA should be extended/cover a larger area (general comment)	92	23
93	Suggest MDA should be reduced/cover a smaller area	30	5
94	Other comment about proposed area and/or size of MDA	54	22
95	Suggest MDA should be extended to include/cover Soho	103	6
96	Suggest MDA should be extended to include/cover Regent Street	27	0
97	Suggest MDA should be extended to include/cover surrounding/side streets to Oxford Street (general comment)	80	4
98	Suggest MDA should be extended to include/cover West End London	16	6
	Businesses on Oxford Street		
110	Suggest Oxford Street should have a mix of shops/facilities/businesses to cater for all	64	80
111	Suggest ensuring buildings/units on Oxford Street are being used appropriately for the area/not being used for criminal activity (e.g. money laundering)	44	97
112	Suggest protecting the culture/character of the area when considering what buildings/units/businesses operate on Oxford Street	103	79
113	Suggest business rate relief/financial incentives to support/attract local businesses	98	224
114	Oppose business rate relief/financial incentives to support local businesses/unfair to other businesses	14	3
115	Suggest improving the nighttime economy/attracting more nighttime economy businesses on/around Oxford Street (e.g. clubs, pubs, hotels)	24	62
116	Suggest improving/attracting more places/businesses to spend social/leisure time	34	47

117	Suggest improving/attracting more places to eat/drink on/around Oxford Street (e.g. cafes, restaurants)	48	400
118	Suggest reducing/removing candy shops on/around Oxford Street	92	268
119	Suggest reducing/removing souvenir shops on/around Oxford Street	46	119
120	Suggest improving/attracting other types of shops/businesses on/around Oxford Street	17	40
121	Suggest reducing/removing other types of shops/businesses on/around Oxford Street	15	66
122	Suggest reducing/removing vape shops on/around Oxford Street	6	39
123	Suggest reducing/removing large/chain stores/businesses	23	30
124	Support/suggest improving the quality of shops/businesses on/around Oxford Street/suggest reducing/removing the low-quality shops/businesses	39	83
125	Suggest improving/attracting more retail shops/businesses (general comment)	21	51
126	Suggest improving/attracting more small/independent shops/businesses	33	36
127	Suggest improving/attracting more pop-up shops/market stalls/street vendors	7	34
128	Suggest improving/attracting more fashion/clothing/beauty shops/businesses	3	9
129	Suggest improving/attracting more entertainment shops/businesses (e.g. sports, fitness, cinema, museums, golf)	2	24
130	Suggest improving/attracting more libraries/book shops/businesses	1	9
131	Concern/suggestion about business rate relief/financial incentives for businesses	43	2
	Improvements the proposals will have on Oxford Street		
140	Support proposals as they will improve safety/reduce crime on/around Oxford Street (general comment)	32	87
141	Support proposals as they will reduce the negative environmental impact of Oxford Street/will have a positive environmental impact (general comment)	38	47
142	Support proposals as they will reduce vehicle use/traffic congestion on/around Oxford Street	39	178
143	Support proposals as they will encourage more use of active travel/public transport/sustainable travel modes	20	85

144	Support proposals as they will improve air quality/reduce air pollution on/around Oxford Street	40	550
145	Support proposals as they will reduce noise pollution on/around Oxford Street	5	90
146	Support proposals as they will improve/create more green spaces on/around Oxford Street	11	13
147	Support proposals as they will improve/create more seating/rest areas on/around Oxford Street	1	2
	Other suggested improvements to Oxford Street		
170	Suggest improving safety/reducing crime on/around Oxford Street (general comment)	103	311
171	Suggest reducing negative environmental impact of Oxford Street/having a positive environmental impact (general comment)	38	15
172	Suggest reducing vehicle use/traffic congestion on/around Oxford Street	27	968
173	Suggest encouraging more use of active travel/public transport/sustainable travel modes	31	154
174	Suggest improving air quality/reducing air pollution on/around Oxford Street	22	192
175	Suggest reducing noise pollution on/around Oxford Street	2	40
176	Suggest improving/creating more green spaces on/around Oxford Street	55	726
177	Suggest improving/creating more seating/rest areas on/around Oxford Street	23	355
178	Other suggestion for improving Oxford Street	52	128
179	Suggest adding public toilets on/around Oxford Street	3	78
180	Suggest improving public transport (general comment)	54	137
181	Suggest providing a tram/minibus service on Oxford Street	14	225
182	Suggest improving/providing areas for arts/entertainment (e.g. sculptures, art installations, busking, street entertainment)	50	292
183	Suggest improving/creating more car parking spaces on/around Oxford Street	4	20
184	Suggest improving/creating more sheltered areas on/around Oxford Street	3	27
185	Suggest adding more waste/recycling bins on/around Oxford Street	7	21

186	Suggest adding water fountains/drinking points on/around Oxford Street	1	17
187	Suggest improving/adding more lighting on/around Oxford Street	2	26
188	Suggest improving/creating more signage on/around Oxford Street	3	18
189	Suggest creating more play areas on/around Oxford Street (e.g. children's parks, skate parks, areas for sports)	1	14
190	Suggest improving the surface quality/pavements on/around Oxford Street	2	24
191	Suggest adding modal filters/physical barriers to restrict vehicles on/around Oxford Street	1	14
	General comments about pedestrianisation		
200	Support/agree with pedestrianisation of Oxford Street (general comment)	413	4011
201	Oppose/disagree with pedestrianisation of Oxford Street/it is not needed/wanted (general comment)	182	1256
202	Oppose/disagree with pedestrianisation of Oxford Street as it would be a waste of money/time/resources/should spend money on other priorities (general comment)	9	155
	General impacts of pedestrianisation		
220	Pedestrianisation will have a positive impact on businesses on Oxford Street (general comment)	12	208
221	Pedestrianisation will have a negative impact on businesses on Oxford Street (general comment)	18	195
222	Pedestrianisation will have a positive impact on workers around Oxford Street	6	39
223	Pedestrianisation will have a negative impact on workers around Oxford Street	5	49
224	Pedestrianisation will have a positive impact on residents around Oxford Street	4	90
225	Pedestrianisation will have a negative impact on residents around Oxford Street	18	184
226	Pedestrianisation will have a positive impact on tourists/tourism/visitors to Oxford Street	13	1096
227	Pedestrianisation will have a negative impact on tourists/tourism/visitors to Oxford Street	12	94
228	Pedestrianisation will have a positive impact on the local economy	6	225

229	Pedestrianisation will have a negative impact on the local economy	10	33
	Pedestrianisation		
250	Concern about pedestrianisation negatively impacting accessibility to the area/will make travelling to the area more difficult (general comment)	222	575
251	Oppose/disagree with restricting cars/vehicle use on Oxford Street (general comment)	28	15
252	Concern for people who are dependent on cars/vehicles/cannot use other methods of travel	42	511
253	Support only partial pedestrianisation of Oxford St/still allowing vehicle use in some areas	18	121
254	Suggest vehicles should still be allowed to cross Oxford Street (i.e. north-south)	9	44
255	Concern pedestrianisation will have a negative impact on business deliveries/suggest allowing deliveries in the pedestrianised area	40	343
256	Concern about displacement of traffic if Oxford Street is pedestrianised/surrounding areas will suffer more congestion/pollution	245	992
257	Concern that pedestrianisation of Oxford Street will cause more crime/create more safety issues for pedestrians	47	290
258	Support pedestrianisation to improve pedestrian safety as Oxford Street is currently overcrowed/pavements too narrow/dangerous to travel around there	111	1042
259	Comment about other positive impact of pedestrianising Oxford Street	10	128
260	Concern about other negative impact of pedestrianising Oxford Street	52	129
261	Other comment about the pedestrianisation of Oxford Street	28	199
262	Suggest extending pedestrianised area/pedestrianising other areas nearby	116	447
263	Concern that pedestrianisation will cause more overcrowding on/around Oxford Street/underground stations in the area	2	35
264	Concern that pedestrianisation will lead to reduced footfall on/around Oxford Street/will reduce the number of visitors to the area	6	36
265	Concern that pedestrianisation will restrict/have a negative impact on emergency service vehicles	16	114

266	Concern that pedestrianisation will have a negative impact on the local environment (e.g. litter, air pollution, noise pollution)	6	49
	Taxis on Oxford Street		
280	Consideration needed about taxi access on Oxford Street (general comment)	29	74
281	Concern about negative impact on taxi trade/taxi drivers if not allowed to use Oxford Street	34	13
282	Suggest taxis should be allowed on Oxford Street	64	384
283	Suggest taxis should not be allowed on Oxford Street	11	115
284	Other comment about taxis on/around Oxford Street	8	83
	Buses on Oxford Street		
300	Consideration needed for bus routes/access on Oxford Street (general comment)	75	342
301	Suggest buses should be allowed on Oxford Street	135	758
302	Suggest buses should not be allowed on Oxford Street	9	134
303	Other comment about buses in/around Oxford Street	3	52
304	Suggestion about bus stops/routes on/around Oxford Street	13	80
305	Concern about the impact of pedestrianisation on buses/routes/more information/clarity needed about the impact on buses/routes	10	44
	Cycling on Oxford Street		
320	Consideration needed for cycle routes/access on Oxford Street (general comment)	42	1103
321	Pedestrianisation will improve the experience/safety for cyclists	11	10
322	Suggest cycling should be allowed on Oxford Street/need cycle route/lanes/concern about negative impact on cyclists if now allowed to use Oxford Street	57	868
323	Suggest cycling should not be allowed on Oxford Street	30	234
324	Suggest cycle parking needed on/around Oxford Street	8	139
325	Other comment about cycling on/around Oxford Street	23	121
326	Suggest cycle route/lanes should be created on roads/streets parallel to Oxford Street	16	1207
	Other vehicles on Oxford Street		

340	Suggest pedicabs should be allowed on Oxford Street	0	13
341	Suggest pedicabs should not be allowed on Oxford Street	22	190
342	Suggest scooters should be allowed on Oxford Street	1	7
343	Suggest scooters should not be allowed on Oxford Street	2	71
344	Suggest other type of vehicle should be allowed on Oxford Street	2	37
345	Suggest other type of vehicle should not be allowed on Oxford Street	3	51
	Comments about the consultation		
400	Positive comment about consultation/consultation material	2	0
401	Need further information/clarity about proposals/consultation information	139	242
402	Layout/design of the consultation material/survey was poor quality/could have been improved	14	4
403	Consultation/questions are biased/leading	1	0
404	Suggest further consultation/engagement needed	8	24
405	Comment about the accessibility of the consultation material/survey	5	19
406	Concern consultation responses will have no/little impact on TfL decisions/just a tickbox exercise	59	49
407	Other comments about consultation/consultation material	13	24
	Other comments (outside scope of consultation proposal)		
700	Criticism/negative comment about the Mayor/Government/TfL	140	259
701	Unclear comment/unsure what referring to	2	7
702	Comment/comparison to other country/city	77	811
703	Reference to people with protected characteristics (e.g. age, disability, gender, ethnicity, religion)	176	974
704	Don't know/unsure/no opinion/unable to comment	46	1
720	Response in another language	1	0
750	Out of scope comment/unrelated to proposals and not captured elsewhere	105	116
800	Other (does not fit into code frame)	107	112

Total	3709	6490

Appendix G: Full stakeholder list

BARAC UK
Rethinking Childhood
HSJ
Bedford Park Bicycle Club
NLA
London Forum of Amenity & Civic Societies
Estee Lauder Cosmetics Ltd
Porter Black Ltd
Disability Urbanism
Simkins LLP
HACKNEY CYCLING CAMPAIGN
PIPER TRANSPORT SERVICES LTDE
Freedom for Drivers Foundation
SBM Associates Limited
Wells House Road residents association
LAPD Consultants Ltd
The Knightsbridge Residents Management Company Limited
Noble House London Ltd
Intermediate Capital Group
Yes Please Productions
Commune Well
The ChangeGroup Intenrational Plc
Centro Planning Consultancy
The Door Store
London Living Streets
CPRE London
Age UK London
West End Street Traders Association
Hyde Park estate association (HPEA)
Inclusion London
The Prince Charles Cinema (Bubble Chamber Ltd)
LB Redbridge
Berwick Street Traders Society

Clivedale London
Create Streets
Future Transport London
Westminster Cycling Campaign
Rathbone Hotel
Roma Support Group
Historic England
Duke Street Property
Wheels for wellbeing
Publica Properties Establishment
Howard de Walden Estate
Salvation Army
UK Noise Association
Residents Society of Mayfair & St James
John Lewis Partnership
Global Action Plan UK
London Wildlife Trust
London Assembly Planning & Regeneration Committee
Meristem Design
Knight Frank Promise
Soho Live Studios
Redevco UK
London Assembly Lib Dems
Central District Alliance BID
Halcyon Interiors
Guide Dogs
Marriott Park Lane Hotel
Logistics UK
British Fashion Council
Derwent London
Great Portland Estate
SCP Estate
PACTS
M&G

Liam Conlon MP
Pollen Estate
Baker Street Quarter
Portland Village Association
Heart of London Business Alliance
London National Park City
Ealing Friends of the Earth
Lambeth Council
English National Opera
Margaret Mullane MP
Logistics UK
Action on Disability
CBI
Action Vision Zero
Cllr David Harvey, WCC
UK Hospitality
BFI
The Photographers Gallery
The Ramblers
Bloomsbury Association
Northwood Residents Association
Musicians Union
Centre for London
Greene King
Campaign for Better Transport
British Museum
Uma Kumaran MP
Arcadis
Arts Council England
Purpose Union
Sustrans
Lendlease
Soho Estates
United Cabbies Group

Cllr Paul Fisher, Westminster
Southwark Living Streets
Business LDN
Healthy Air Coalition
London TravelWatch
Portman Estate
Marylebone Association
Hyde Park & Paddington Forum
Marylebone Forum
Asthma & Lung UK
Shaftesbury Capital
Friends of the Earth
Almacantar
British Land
Hippodrome Casino
Camden Council
Westminster Council Conservative Group
Norges Bank Investment Management
Velocity Transport Planning
Westminster Property Association
Fitzrovia West Business Neighbourhood Form
C40 Cities
Clean Cities Campaign
WELPUT
Andrew Boff AM
NWEC
Westminster Amenity Societies Forum
LTDA
Westminster City Council
Soho Business Alliance
Berkely Estate Asset Management
Meard & Dean Street Residents Association
Footways
Publica Associates

Selfridges (two copies submitted)
Charlotte Street Association
Mums for Lungs
Fitzrovia Partnership
K&C Cycling Campaign
Marks & Spencer
USDAW
Camden Cycling Campaign
Royal London Asset Management
Caroline Russell AM
Fitzrovia Neighbourhood Association
Dawn Butler MP
Berners Allsop
Lazari Investments Ltd
Mayfair Neighbourhood Forum
The Crown Estate
Tulip Siddiq MP
Federation of Small Businesses
Claridges
Langham Estate
LCCI
Top Shop
Metropolitan Police Service

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