

# GREATER LONDON AUTHORITY

## REQUEST FOR MAYORAL DECISION – MD3429

### Oxford Street Transformation programme – Road Redesignation Order

#### Executive summary:

As set out in MD3394, the Mayor has asked the Secretary of State to establish a Mayoral Development Corporation – the Oxford Street Development Corporation (OSDC) – for Oxford Street and surrounding areas. The OSDC is expected to become operational on 1 January 2026.

To facilitate the transformation of Oxford Street (including potential pedestrianisation and wider regeneration benefits), the Mayor is invited to approve that Oxford Street – from Marble Arch to the western arm of its junction with Tottenham Court Road – becomes a GLA Road. The Mayor is also invited to approve that short stretches of certain side roads off Oxford Street become either GLA Side Roads or GLA Roads (the details are set out at Appendix A and Appendix B1; a list of the side roads and their proposed designation is at Appendix B2). Transport for London (TfL) will then become the highway authority, in accordance with section 1(2A) of the Highways Act 1980, for the GLA Roads; and traffic authority for the GLA Roads and the GLA Side Roads, with powers to make changes to traffic movements, bus routes and kerbside activities (loading, bus stops, etc). Consent for these changes has been sought and was approved by Westminster City Council on 17 September 2025 (see attached document at Appendix C). It is recommended that the Mayor approves making the necessary orders to implement these changes. This will enable TfL, as the highway authority and traffic authority, to lead the public consultation (planned for later this year) for the detailed highway and traffic proposals, including proposals for pedestrianisation.

#### Decision:

Following consent from Westminster City Council (as set out in Appendix C), the Mayor is invited to approve making the orders required (as appended, in draft version, at Appendix B1 and Appendix B2) to approve the inclusion of Oxford Street and side roads (details at Appendix A) in the GLA (No.3) Designation Order 2008; and the GLA Side Roads (City of Westminster) Designation Order 2007.

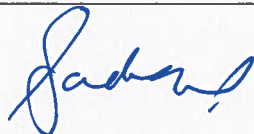
If approved, the orders would transfer the highway authority status for Oxford Street (from Marble Arch to the western arm with the junction of Tottenham Court Road), including operationally essential sections of adjoining roads, to the GLA under section 14B of the Highways Act 1980; and traffic authority status for the GLA Side Roads to the GLA under section 124B of the Road Traffic Regulation Act 1984.

#### Mayor of London

I confirm that I do not have any disclosable pecuniary interests in the proposed decision and take the decision in compliance with the Code of Conduct for elected Members of the Authority.

The above request has my approval.

Signature:



Date:

17/9/25

## **PART I – NON-CONFIDENTIAL FACTS AND ADVICE TO THE MAYOR**

### **Decision required – supporting report**

#### **1. Introduction and background**

- 1.1. Oxford Street welcomes approximately 120 million visitors a year. As well as being an internationally recognised destination, it is a major element of the West End, London and national economies. It contributed an estimated £25 billion to London's GVA in 2022.
- 1.2. Like other high streets, Oxford Street has suffered in recent years due to a combination of the pandemic, the growth of online shopping and other factors. Compared to similar locations, however, Oxford Street is underperforming. A bold vision, and coordinated action, are needed to drive the regeneration of the street and enable it to achieve its potential.
- 1.3. In February 2025, further to MD3327, the Mayor launched a public consultation on the proposal to designate a new Mayoral Development Area (MDA) for Oxford Street and to establish a Mayoral Development Corporation (MDC). The consultation also sought views on the principle of pedestrianising Oxford Street.
- 1.4. In June 2025, further to MD3394, the Mayor approved publication of the consultation report. This noted that 69 per cent of those who responded on the designation of a new MDA expressed support for it. The Mayor subsequently wrote to the Secretary of State for Housing, Communities and Local Government to formally request the establishment of an MDC for the Oxford Street area. Subject to the relevant parliamentary procedures, the Oxford Street Development Corporation (OSDC) is expected to become operational from 1 January 2026. The consultation report also noted that 66 per cent of those who responded on the principle of pedestrianisation expressed support for it, and the Mayor also approved development of detailed proposals for pedestrianisation of Oxford Street, for public consultation.
- 1.5. As part of the proposed regeneration and transformation of Oxford Street, the Mayor is invited to approve the designation of Oxford Street (from Marble Arch to the western arm of the junction with Tottenham Court Road) as a GLA Road. (This includes essential sections of adjoining roads, necessary to introduce and operate Hostile Vehicle Mitigation.) The Mayor is also invited to designate short stretches of other adjoining roads as GLA Side Roads. Following detailed discussions and considerations, Westminster City Council provided its approval of consent to the proposed re-designations on 17 September 2025. Its published decision approving consent is provided at Appendix C.
- 1.6. The full extent of the proposed road re-designations is set out in the draft orders (Appendix B1 and Appendix B2), along with a draft plan (Appendix A).
- 1.7. It is proposed that the Mayor approves these changes, and approves the GLA making the required orders, to enable TfL (as the highway authority and traffic authority) to lead the public consultation for detailed highway and traffic proposals (which are planned for later this year), including proposals for pedestrianisation.

#### **2. Objectives and expected outcomes**

- 2.1. The objectives of the proposal to re-designate Oxford Street and short sections of the adjoining roads as GLA Roads, and to designate sections of other side roads as GLA Side Roads, as set out in paragraph 1.5, are to:
  - support the transformation of Oxford Street – including enabling potential pedestrianisation (subject to consultation) and other wider economic and regeneration benefits

- give TfL the responsibility for Oxford Street and sections of adjoining roads as the highway and traffic authority. This will enable TfL to make changes to traffic movement, bus routes and kerbside activities; and manage highway maintenance, road infrastructure and operations
- enable TfL to progress public consultation on detailed traffic and highway proposals, as the highway and traffic authority.

2.2. It is considered that the objectives and outcomes set out above fulfil the requirement of expediency set out in section 14B of the Highways Act 1980; and section 124B of the Road Traffic Regulation Act 1984. This is a condition of the Mayor taking a decision that the GLA should make the orders.

### **3. Equality comments**

- 3.1. Under section 149 of the Equality Act 2010 (the Equality Act), the GLA and the Mayor must comply with the Public Sector Equality Duty when exercising their functions. This is a duty to have due regard to the need to eliminate discrimination, harassment and victimisation, and any conduct that is prohibited by or under the Equality Act; and to advance equality of opportunity, and foster good relations, between people who share a protected characteristic and those who do not. This involves having due regard to the need to remove or minimise any disadvantage suffered by those who share a relevant protected characteristic that is connected to that characteristic; taking steps to meet the different needs of such people; and encouraging them to participate in public life or in any other activity where their participation is disproportionately low.
- 3.2. The protected characteristics under section 149 of the Equality Act are: age, disability, gender reassignment, pregnancy and maternity, marital or civil partnership status, race, religion or belief, sex, and sexual orientation. Compliance with the duty may involve ensuring people with a protected characteristic are provided with all the opportunities that those without the characteristic would have.
- 3.3. The public consultation referred to above, on the proposed MDA/MDC and on the principle of pedestrianisation, sought views on any impacts of the proposals on people with protected characteristics. The consultation materials included two Equality Impact Assessments (EqIAs): one relating to the proposed MDC, and another on the principle of pedestrianisation. The full EqIAs are available at: <https://haveyoursay.tfl.gov.uk/oxford-street>.
- 3.4. The Mayor's Equality, Diversity and Inclusion (EDI) Strategy sets out how the Mayor works to create a fairer, more equal, integrated city, where all people feel welcome and able to fulfil their potential. EDI is subsequently enshrined within the GLA's strategies, programmes and activities.
- 3.5. The proposed objectives to support the transformation of Oxford Street could result in an improved public realm, including for Londoners with disabilities and other relevant protected characteristics, and a safe and welcoming environment. The proposed decision to re-designate Oxford Street (from Marble Arch to the western arm of its junction with Tottenham Court Road) and sections of adjoining roads as GLA Roads and GLA Side Roads (and transferring highway and traffic powers to TfL) is expected to help achieve this, making Oxford Street more inclusive and responsive to the needs of all Londoners and visitors. However, no changes to traffic management are proposed as a result of the re-designation alone. Future proposals, including the public consultation on detailed proposals for pedestrianisation, will be supported by a further EqIA.

### **4. Other considerations**

#### Risks and Issues

- 4.1. The key risk is set out in the table overleaf:

Risk	Likelihood	Impact	Mitigation	RAG rating
TfL will need to ensure it can maintain Oxford Street as the highway authority.	Low	High	TfL has expertise as a highway authority, and will ensure good maintenance and asset management. TfL has been in conversation with Westminster City Council to ensure it has as much information as possible to prepare.	Green

#### Links to Mayoral strategies and priorities

- 4.2. The transformation of Oxford Street is identified as a key workstream in the Boosting London's Growth Sectors mayoral mandate, and will form a core part of the associated programme delivery plan when finalised. The proposed decisions are also expected to deliver against multiple objectives in the London Plan; the Mayor's Economic Development Strategy; and the London Environment Strategy.
- 4.3. The London Plan 2021 identifies Oxford Street as part of one of two international centres within the Central Activities Zone (CAZ).
- 4.4. The activities outlined in this MD will contribute towards the following Mayoral policies and priorities:
  - London Plan Policy:
    - GG3: creating a healthy city
    - GG5: growing a good economy
    - policy SD4: the CAZ
    - policy SD6: town centres and high streets
    - policy SD10: strategic and local regeneration
    - policy D8: public realm
  - Economic Development Strategy:
    - promote the importance of well-designed, inclusive and high-quality public spaces, buildings and housing
    - work with local authorities, and the voluntary, community and social enterprise sector, to enable the creation of more socially integrated places
    - help to protect London's role as a global hub for business, ensuring there is sufficient supply of office accommodation and investment in transport and infrastructure
    - help to make more efficient use of London's streets by reducing car dependency and tackling congestion
  - Environment Strategy:
    - objective 4.1: support and empower London and its communities, particularly the most disadvantaged and those in priority locations, to reduce their exposure to poor air quality
    - policy 5.1.2: protect, conserve, and enhance the landscape and cultural value of London's green infrastructure
    - policy 8.2.3: increase the amount of sustainable drainage, prioritising greener systems across London in new development, and retrofit solutions



- o policy 8.4.5: reduce the impacts of heat on streets.

- 4.5. The activity described in this MD also aligns with the ambitions of the Culture Strategy for London, the 24-hour London vision, and the Healthy Streets agenda.

#### Conflicts of interest

- 4.6. No GLA officer involved in the drafting or clearance of this MD is aware of any conflicts of interest with the proposed decision.

### **5. Financial comments**

- 5.1. This decision seeks the Mayor's approval for Oxford Street to become a GLA Road. TfL will become the highway authority and from a statutory perspective will be responsible for all financial implications arising from the Redesignation Order.
- 5.2. As this decision is a key part of the Oxford Street Transformation programme, it is expected that the GLA will support with any financial implications arising from this proposal in 2025-26. These arrangements will be set out in future decisions when costs are known and are expected to be contained within existing GLA and TfL budgets for 2025-26. Any funding required in future years will be provided for as part of the GLA Group budget for 2026-27.
- 5.3. At this stage, any financial implications arising from the Redesignation Order on the GLA Group cannot yet be quantified. The uncertainty on the asset condition of the road may result in TfL inheriting liabilities for assets that need to be addressed. The budgets for the initial maintenance works required to bring the highway up to appropriate standards (e.g. carriageway, pavement, lighting) as well as ongoing maintenance and highway operation of the new GLA road need to be determined. There is also a risk that the existing contracts held by Westminster City Council would transfer to TfL as part of the redesignation, resulting in some potential additional liabilities that are difficult to quantify until future decisions on traffic management and highway operations are taken. Once the financial implications arising from the Redesignation Order are known, these will be set out in future decisions.

### **6. Legal comments**

- 6.1. Under section 14B Highways Act 1980 and section 124B Road Traffic Regulation Act 1984, the Mayor has a duty to keep under review:
- the system of highways and proposed highways in Greater London and the allocation of responsibility for that system between the different local highway authorities
  - the roads and proposed roads which have junctions with GLA roads or with other roads having such junctions and the extent to which such roads should be or cease to be GLA side roads.
- 6.2. If the Mayor considers it expedient, the GLA is empowered (by virtue of section 14B of the Highways Act 1980) to make the proposed GLA Roads Designation Variation Order with the consent of the relevant London borough. Approval of such consent has been given and is included at Appendix C.
- 6.3. If the Mayor considers it expedient, the GLA is empowered (by virtue of section 124B of the Road Traffic Regulation Act 1984) to make the proposed GLA Side Roads Designation Variation Order with the consent of the relevant London borough. Approval of such consent has been given and is included at Appendix C.

### **7. Planned delivery approach and next steps**

- 7.1. The below table sets out the activities covered in this MD:

Activity	Timeline
Road redesignation occurs	September 2025
TfL-led consultation launches on detailed highways and traffic proposals for the first phase of Oxford Street pedestrianisation	November 2025

#### **Appendices and supporting papers:**

- Appendix A: Draft redesignation plan
- Appendix B1: Draft GLA Side Roads Designation Order
- Appendix B2: Draft GLA Roads Designation Order
- Appendix C: Westminster City Council decision of 17 September 2025 granting approval for consent to the GLA Roads Designation Variation Order

**Public access to information**

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FoIA) and will be made available on the GLA website within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary. **Note:** This form (Part 1) will be published either within one working day after it has been approved or on the defer date.

**Part 1 – Deferral**

**Is the publication of Part 1 of this approval to be deferred? NO**

**Part 2 – Sensitive information**

Only the facts or advice that would be exempt from disclosure under the FoIA should be included in the separate Part 2 form, together with the legal rationale for non-publication.

**Is there a part 2 form – NO**

**ORIGINATING OFFICER DECLARATION:**

Drafting officer to  
confirm the  
following (✓)

**Drafting officer:**

Mahalia Sterling has drafted this report in accordance with GLA procedures and confirms the following:

✓

**Sponsoring Director:**

Philip Graham has reviewed the request and is satisfied it is correct and consistent with the Mayor's plans and priorities.

✓

**Mayoral Adviser:**

Richard Watts has been consulted about the proposal and agrees the recommendations.

✓

**Advice:**

The Finance and Legal teams have commented on this proposal.

✓

**Mayoral Delivery Board**

This decision was agreed by the Mayoral Delivery Board on 8 September 2025.

✓

**CHIEF FINANCE OFFICER:**

I confirm that financial and legal implications have been appropriately considered in the preparation of this report.

**Signature:**

*Fay Hannam*

**Date:**

17/09/2025

**CHIEF OF STAFF:**

I am satisfied that this is an appropriate request to be submitted to the Mayor.

**Signature:**

*D. Bellamy*

**Date:**

10/09/2025

