

GREATER LONDON AUTHORITY

REQUEST FOR MAYORAL DECISION – MD3475

Traffic and highway changes to enable the pedestrianisation of Oxford Street from Great Portland Street to Orchard Street

Executive summary:

In early 2025, a public consultation was held on the principle of pedestrianising Oxford Street; this showed strong support. In July 2025, the Mayor approved (in Mayoral Decision (MD) 3394) the development of detailed pedestrianisation proposals for a section of Oxford Street. This section runs from Great Portland Street to Orchard Street; and is referred to as Oxford Street West in Transport for London's (TfL's) consultation on these proposals.

In September 2025, the Mayor designated Oxford Street – and several adjoining side roads – as GLA Roads (MD3429), transferring highway and traffic authority responsibilities to TfL. From 21 November 2025 to 16 January 2026, TfL (in its capacity as highway authority for Oxford Street) launched a new consultation on detailed proposals for transport and highway changes that could (subject to the Mayor's decision) enable the pedestrianisation of Oxford Street West.

The consultation was supported by a detailed Equality Impact Assessment (EqIA) – since updated to reflect any issues raised by consultees. It was also supported by information relating to the noise, air-quality and traffic impacts of the proposals. The consultation received 2,716 responses, addressing two open questions. The first, asking for views on TfL's proposed traffic and highway changes and their impacts, gathered 2,396 responses. The second, asking for views on TfL's proposed changes to bus routes, gathered 1,254 responses.

This decision invites the Mayor to approve the proposals set out in the consultation report; approve the publication of the consultation report; and direct TfL to take the steps necessary to remove traffic from Oxford Street between Great Portland Street and Orchard Street.

Decision:

That the Mayor:


- approves the proposals for the pedestrianisation of Oxford Street between Great Portland Street and Orchard Street set out in the Transport for London Oxford Street Transport and Highways consultation report
- approves the publication of the Transport for London Oxford Street Transport and Highways consultation report
- directs TfL, in accordance with the Direction at Appendix 1, to take the steps necessary in its capacity as highway and traffic authority to implement the approved proposals to enable the removal of traffic from Oxford Street between Great Portland Street and Orchard Street.

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:

26/2/26

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

Decision required – supporting report

1. Introduction and background

- 1.1. Oxford Street is one of the country's most important economic areas, generating around one per cent of the country's economic output. In recent years, TfL has improved accessibility to the Oxford Street area through the provision of step-free access at Bond Street and Tottenham Court Road stations, with the Elizabeth line now carrying over 500 million passenger journeys per year.
- 1.2. Nonetheless it faces a number of issues which threaten its long-term success and London's reputation as one of the world's leading cities. In 2025, the Mayor consulted on his proposal to designate a Mayoral Development Area (MDA), and establish a Mayoral Development Corporation (MDC), to drive the regeneration of Oxford Street and transform it into an exciting, high-quality destination in the heart of London. The consultation also asked for the public's views on the principle of pedestrianising Oxford Street. There were more than 6,000 responses to this previous consultation, and it showed widespread support for pedestrianising Oxford Street. In relation to the Mayor's proposal to designate an MDA for Oxford Street, 69 per cent of submitted responses were supportive. In relation to the principle of pedestrianising Oxford Street, 66 per cent of submitted responses were supportive.
- 1.3. In July 2025, the Mayor considered the consultation responses, and decided to take the next steps towards establishing an MDC to lead the regeneration of Oxford Street. He approved the development of detailed proposals to pedestrianise a stretch of Oxford Street, between Orchard Street and Great Portland Street. This approval is contained in Mayoral Decision (MD) 3394 (see Appendix 2).
- 1.4. In September 2025, the Mayor approved designating Oxford Street (from Marble Arch to the western arm of its junction with Tottenham Court Road) as a GLA Road (under MD3429). This was to facilitate the transformation of Oxford Street and the regeneration of the MDA. The Mayor also approved, in MD3429, designating short stretches of certain side roads off Oxford Street as either GLA Side Roads or GLA Roads.
- 1.5. As a result of this decision, Transport for London (TfL) became:
 - the highway authority, in accordance with section 1(2A) of the Highways Act 1980, for the GLA Roads
 - traffic authority for the GLA Roads and the GLA Side Roads, with powers to make traffic orders to implement changes to traffic movements.
- 1.6. On 21 November 2025, TfL launched another public consultation. This focused on proposed transport and highway changes, to enable the pedestrianisation of Oxford Street between Great Portland Street and Orchard Street. This section is referred to as Oxford Street West in TfL's consultation, and in this decision form. The consultation closed on 16 January 2026.

Summary of the Oxford Street Transport and Highways consultation report

- 1.7. A copy of the consultation report is provided to the Mayor with this decision form as Appendix 3 for his consideration. The Mayor is invited to read it in full. He has also been provided with a link to an electronic file containing all of the stakeholder consultation responses and a summary of some of the key points is set out below.
- 1.8. The objectives of the consultation were to:
 - give stakeholders and the public easily understandable information about the proposals and allow them to respond on an informed basis
 - understand the public's views on the proposals

- understand any issues that might affect the proposals
- understand concerns and objections to the proposals
- allow respondents to make suggestions for changes to TfL's proposals.

1.9. It should be noted that TfL's consultation did not ask respondents for their views on general support for the pedestrianisation of Oxford Street. This was covered in the previous GLA consultation on the Oxford Street Transformation. For that previous consultation, 66 per cent of responses were supportive of the principle of pedestrianising Oxford Street (as explained in paragraph 1.1 – the full report for the GLA consultation can be accessed on London.gov.uk at: [Oxford Street Transformation](#)). However, some respondents to TfL's consultation chose to express their views on pedestrianisation as general comments, as explained at paragraph 1.12.

1.10. TfL's consultation was open to anyone. TfL's consultation outreach strategy sought to reach people living in, working in or travelling through the Oxford Street West area itself, along with a very large number of stakeholders.

1.11. TfL's outreach strategy is described in sections 4.6 and 4.7 of the consultation report (at Appendix 3). It included:

- promotion on the TfL consultation website (haveyoursay.tfl.gov.uk/oxford-street-transport-highways)
- media activity (press release)
- bus stop posters
- letters to local properties
- social media posts
- emails to the public (including bus passengers travelling on bus routes affected by TfL's proposals), key stakeholders and respondents to the previous GLA consultation on the principles of pedestrianisation. A list of the organisations TfL sent it to is included in Appendix B of the consultation report (included in Appendix 3 of this MD).

Staff also visited Oxford Street and distributed A5-sized postcards to pedestrians and bus passengers. These explained where to find more information about the proposals, and how to respond to the consultation. TfL also arranged four drop-in sessions where attendees could ask TfL staff about the proposals (attended by 150-200 people); and set up stakeholder meetings. These were attended by, among others, representatives of:

- disability groups
- taxi groups
- business improvement districts
- residents' associations
- local businesses
- youth groups
- fire and emergency groups.

A full list of stakeholders' meetings held is available in section 4.7 of the consultation report (at Appendix 3).

- 1.12. TfL's consultation received 2,716 responses, addressing two open consultation questions.
- 1.13. In question one, TfL asked people for their thoughts on the proposals necessary to support the pedestrianisation of Oxford Street West; and on the impact of these proposals. Across a total of 1,863 public and stakeholder responses (excluding responses identified as being part of a campaign)¹, almost 200 separate issues (or comments), both positive and negative, were raised. TfL noted, in its consultation report, that each response to the consultation may have contained a variety of individual comments – either general or specific in nature. The consultation report at Appendix 3 summarises the top 10 most frequent comments. Respondents were not asked explicitly for their views on general support (or otherwise) for pedestrianisation; however, some chose to provide general comments. The most frequent comment was general support/agreement with the proposals, mentioned by 647 respondents (out of 1,863).² This was followed by:
- general opposition/disagreement with the proposals (472 respondents)
 - suggestions or concerns about traffic congestion (439 respondents)
 - comments regarding reduced/loss of access for people with disabilities (308 respondents)
 - comments regarding reduced/loss of access for older people/those less able to walk longer distances (304 respondents).
- 1.14. In response to concerns about traffic/congestion, the consultation report notes TfL's commitment to keep monitoring the impact of the proposed scheme on traffic and congestion levels. In doing so, TfL will continue to work with Westminster City Council (WCC) to minimise the impact of the changes and keep traffic moving smoothly.
- 1.15. Concerns were also raised about reduced/loss of access for older people; those less able to walk longer distances; and people with disabilities. TfL acknowledged that its proposals could have some negative impacts on people who are older, disabled or pregnant; or who have other characteristics impeding their mobility. Members of these groups may face longer and potentially more difficult journeys to get to Oxford Street, as they will need to travel further (100 to 200 metres) to access bus stops and taxi ranks. However, TfL considers that its proposals would create significantly more space for people walking and wheeling and ease the current crowding on footways. Therefore, once on Oxford Street, older people, disabled people and women (including pregnant women) would find it easier to use Oxford Street as a result of having more pedestrian space, a level pavement surface and more seating and resting places. Where bus stops would be relocated, TfL's proposals have sought to ensure these bus stops would be located close to Oxford Street. TfL is committed to work closely with Westminster City Council to improve routes from the new bus stops to Oxford Street. TfL will work to improve wayfinding and signage and ensure that new bus stops are fully accessible, with features such as good lighting, CCTV and accessible customer information. While there may be some disadvantage for some groups with protected characteristics, it is considered that, on balance, the benefits (including to those with protected characteristics) outweigh those disadvantages.
- 1.16. A full breakdown of issues raised in response to question one, and TfL's responses, is available in Appendix A of the consultation report included as Appendix 3 of this decision form.

¹ TfL's analysis of consultation responses identified two campaigns. 531 responses were part of a campaign organised by the London Cycling Campaign (LCC). These responses were supportive of the pedestrianisation of Oxford Street but called for Transport for London (TfL) and Westminster City Council to develop proposals for alternative cycle routes to Oxford Street. 224 responses expressed support for the use of new Routemaster zero emission buses on the network. These campaigns are analysed in full in the consultation report at Appendix 3 of this MD, but they did not form part of the analysis of top 10 most frequent comments in responses to questions 1 and 2 and summarised in this MD.

² In 2025, the Mayor consulted on his proposal to designate an MDA, and establish an MDC, to drive the regeneration of Oxford Street. The consultation also asked for the public's views on the principle of pedestrianising Oxford Street. In relation to the Mayor's proposal to designate an MDA for Oxford Street, 69 per cent of submitted responses were supportive. In relation to the principle of pedestrianising Oxford Street, 66 per cent of submitted responses were supportive.

- 1.17. In question two, TfL asked people for their views on the proposed bus service changes that would be necessary to support the pedestrianisation of Oxford Street West. Across 1,030 public and stakeholder responses (excluding responses identified as being part of a campaign)³, almost 200 separate issues (or comments), both positive and negative, were raised. TfL noted that each response to its consultation may have contained a variety of individual comments, either general or specific in nature. Respondents were not asked explicitly for their views on general support, or otherwise, for pedestrianisation; however, some chose to provide general comments. The most frequently raised comment was support for, or agreement with, proposed bus route changes/not allowing buses on Oxford Street West (general comment). This was mentioned by 187 respondents (out of 1,030). This was followed by:
- concern about journey times increasing due to bus route/stop changes, or bus journeys taking longer (156 respondents)
 - more specific suggestions or concerns about changes to bus route 94 (123 respondents)
 - a concern the proposals would increase vehicle use/traffic congestion around Oxford Street (122 respondents)
 - concerns about reduced/loss of access for older people (113 respondents).
- 1.18. Concerns were raised about journey time increasing and increased traffic/congestion. In response, TfL committed to keep monitoring the impact of its proposed scheme, if implemented, on traffic and congestion levels; and to work with Westminster City Council to minimise the impact of the changes as explained in paragraph 1.14.
- 1.19. Concerns were raised around proposed changes for bus route 94. In response, TfL has explained that different options and combinations of route changes were considered to ensure good public transport access to the area. It added that the impact on bus and general traffic journey times has been assessed through detailed traffic modelling. TfL's proposed scheme involves three through-routes operating along Wigmore Street and Henrietta Place, with route 94 shortened. This option has been taken forward to ensure operational efficiency, whilst minimising the impacts to users. TfL acknowledges that the early termination of route 94 may increase overall journey times for some passengers, whose planned stop would have been after the new end of the route. However, TfL considers this to be the most operationally efficient option of those considered, and the least disruptive to bus users.
- 1.20. TfL's responses to concerns about the reduced/loss of access for older people are summarised in paragraph 1.14.
- 1.21. The assessment of TfL's proposals on accessibility is further discussed in the Equality Impact Assessment (EqIA) provided at Appendix 4, and summarised in section 3, of this MD.
- 1.22. A full breakdown of issues raised, and TfL's responses to them, is available in Appendix A of the consultation report (at Appendix 3 of this MD).
- 1.23. The Mayor is invited to consider and approve the proposals set out in the consultation report and approve publication of the consultation report. The Mayor is also invited to consider and have regard to the consultation report together with the stakeholder consultation responses (which have been provided to the Mayor via an electronic link) in relation to the matters that the Mayor is invited to approve in this decision form. He is invited to do so on the basis that, having regard to all relevant information, approval of the proposals will enable the objectives considered in section 2 to be achieved and the associated benefits to be realised.
- 1.24. The Mayor is invited to issue a direction to TfL, as traffic and highway authority, to use its statutory powers to take the steps needed to remove traffic from Oxford Street West. A direction is considered appropriate given that the objectives of the scheme are broader in scope than TfL's statutory transport functions and are focused on matters which fall within the

³ See footnote 1

Greater London Authority's remit, including the promotion of economic development and wealth creation, social development and the promotion of the improvement of the environment. It is acknowledged, however, that TfL has express statutory powers to make changes to local bus services and that a separate decision on that will need to be taken by TfL in due course.

- 1.25. Subject to the Mayor's decision, it is expected that the next steps needed to remove traffic from Oxford Street West will entail: a) detailed design, mobilisation and works planning: further design work would be required to finalise plans, with suppliers mobilised and plans co-ordinated with other construction activity in the area; b) enabling works on both Oxford Street and on some surrounding roads (e.g. installation of new bus stops, minor road layout changes to support traffic movements and ensuring that all roads in the area remain accessible); c) bus re-routing onto the new routes and other vehicles would be prohibited from accessing Oxford Street; d) delivering an interim public realm scheme following road closure, which could include carriageway raising, seating and other features to make Oxford Street more attractive; e) delivering a permanent public realm scheme once final designs are completed and approved.

2. Objectives and expected outcomes

2.1. The Mayor's vision for Oxford Street is to:

- maximise its economic and social potential as a globally renowned retail and leisure destination
- deliver the greatest possible benefits for businesses and other stakeholders in the area, for London and for the wider UK economy.

2.2. Achieving this vision depends upon the successful regeneration of the area, including:

- the development of an attractive and inclusive neighbourhood that welcomes people of all ages and backgrounds
- the provision of a high-quality, sustainable and climate-resilient public realm, including through pedestrianisation
- the curation of the retail and leisure offer, including activation of the street as a visitor destination.

2.3. TfL's proposals to pedestrianise Oxford Street West would directly contribute to delivering these objectives by contributing to delivering a world-class, attractive public realm to spur the growth of Oxford Street.

3. Equality comments

3.1. Under section 149 of the Equality Act 2010 (the Equality Act) the GLA (including the Mayor), as a public authority, must comply with the Public Sector Equality Duty when exercising its 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 have due regard to the need 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
- 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 having due regard to the need to provide people with a protected characteristic with the opportunities that those without the characteristic would have.
- 3.3. 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. In line with this aim, EDI is enshrined within the GLA's strategies, programmes and activities.
- 3.4. The GLA's consultation carried out on its behalf by TfL in 2025 on the proposed MDC and the principle of pedestrianisation specifically sought views on any impacts of the proposals on people with protected characteristics. The consultation materials included two EqlAs: one relating to the proposed MDC, and another on the principle of pedestrianisation. The full EqlAs are available online at: TfL/Mayor of London, [Have your say: Oxford Street transformation](#).
- 3.5. The EqlA on the principle of pedestrianisation found that the pedestrianisation of Oxford Street:
 - would create more dedicated pedestrian space along the street
 - should significantly reduce the overwhelming and disorienting nature of crowding that commonly occurs currently, delivering positive benefits for those with protected characteristics by affecting their experience of the space (e.g., changing the sensory-based experience).

Removing most traffic from Oxford Street would significantly reduce road-danger risks for pedestrians. This would deliver positive benefits for those with reduced/impaired mobility; and people with other protected characteristics (e.g. the elderly, pregnant people). In terms of negative impacts, concerns were raised by consultees about the removal or relocation of bus services and taxi access, which could affect mobility and independence for disabled users. For older people and people with mobility impairments the EqlA identified potential challenges in accessing services and navigating longer walking distances due to changes in transport provision. The GLA responded to these concerns in the consultation report on the principle of pedestrianisation and committed to address these issues in future consultation(s) on detailed plans for the pedestrianisation of Oxford Street. Similar points were raised in responses to TfL's consultation on highways and traffic changes and are addressed in paragraph 1.15 above and in the paragraphs below.

- 3.6. To inform and support its consultation on highways and traffic changes, TfL published a full EqlA analysing the potential impacts of the proposals to pedestrianise Oxford Street West, both positive and negative, on people with protected characteristics. The document systematically assesses potential impacts on people within each of the protected characteristic groups; identifies both direct and indirect impacts; and discusses potential mitigation measures. The analysis considers impacts by reference to four aspects of the proposals, namely pedestrianisation of the street (including taxi and private hire vehicle and cycle-related impacts); servicing arrangements; relocation of bus stops; and bus service changes. The development of the EqlA included engagement with several key stakeholder groups (as described p 19-21 of the EqlA report). The full report is accessible at <https://haveyoursay.tfl.gov.uk/oxford-street-transport-highways> and the Mayor is invited to consider it. The key findings were as follows:
 - The pedestrianisation of Oxford Street would create more dedicated pedestrian space along Oxford Street and should significantly reduce the overwhelming and disorienting nature of crowding that is common. This would deliver positive benefits for those with protected characteristics, such as younger people and those from Black, Asian and other minority ethnic groups who are statistically more likely to walk regularly as part of their daily travel, by removing most traffic from Oxford Street, which is likely to reduce road danger risks for pedestrians. This would deliver positive benefits for those with protected characteristics, including children and older people who may feel more vulnerable in high-traffic environments. Although concerns were identified about the perceived impact on personal safety for some people (such as women and people who may feel

vulnerable to hate crime due to a protected characteristic) during quiet periods, TfL has identified mitigations such as ensuring areas are well lit and have CCTV.

- Pedestrianisation would prevent direct bus and taxi access to Oxford Street West; and result in rerouting buses and taxis to adjacent streets. Older people, disabled people and women (including pregnant women) have higher rates of bus and taxi usage; therefore, the changes set out may have a negative impact on those groups. However, the scheme would also deliver positive impacts for older people, disabled people and women (including pregnant women) who would find it easier to use Oxford Street as a result of having more pedestrian space; a level pavement surface (better for those in wheelchairs or using walking aids); and more seating and resting places, as described in paragraph 1.15.

- 3.7. TfL has committed to include new seating and rest areas as part of the planned urban realm improvements; and to work with Westminster City Council to improve the condition of footways in the surrounding area. This would help those with accessibility requirements to get to and from Oxford Street West and surrounding bus stops, taxi pick-up/drop-off locations and tube stations.
- 3.8. The EqlA prepared to support the consultation was reviewed after the consultation closed, and updated to address points raised in the consultation responses. The updated EqlA is provided to the Mayor along with this decision form at Appendix 4 and the Mayor is invited to consider it carefully.
- 3.9. In its consultation report, TfL noted that, while the main accessibility and equality implications of the proposals were considered in detail as part of the pre-consultation EqlA, additional concerns and comments were raised in the consultation response. Over 2,700 responses were received and some respondents submitted comments on the potential impact of the proposals upon accessibility, inclusive design, and on people with protected characteristics. Appendix C of TfL's updated EqlA (available at Appendix 4 of this MD) summarises the impacts identified in consultation responses on protected characteristics groups; and TfL's proposed mitigations to these impacts.
- 3.10. Additional impacts identified in consultation responses that may require additional mitigation measures include:
- potential negative impacts on people with sensory impairments who need to be dropped close to shops; or those who have difficulties carrying bags or luggage, and/or travelling over longer distances to access bus stops/taxi ranks
 - impacts on requirements to provide real-time information on pedestrian and traffic flow to help all visitors plan their journey
 - potential negative safety impacts on the general public, and people with protected characteristics specifically, at bus stops (particularly at night).
- 3.11. In response to these issues, TfL's additional proposed mitigation measures include:
- making sure inclusive design guidance is adopted as a core principle in public realm design, consistent with current applications to highway proposals
 - making sure all new bus stops are made as accessible as possible, with high-quality lighting, CCTV and real-time countdown information; this would help mitigate negative safety impacts, and help people plan their journeys in and around Oxford Street
 - making sure all changes to services are communicated clearly, using accessible and inclusive formats; this would help people plan their journeys in and around Oxford Street as traffic and highway changes are implemented
 - working with the Oxford Street Development Corporation (OSDC) and other stakeholders to investigate the feasibility of shop-mobility services within the area; this would help mitigate negative impacts on people with sensory impairments, and those who find it difficult to carry their

bags to bus stops/taxi access points. The OSDC is committed to ensure that Oxford Street becomes a world class destination that is welcoming, attractive, and inclusive for all Londoners. The OSDC and design teams are working closely with a wide range of accessibility and inclusion specialists, including the Mayor's Design Advocates, the Independent Disability Advisory Group (IDAG), and the Built Environment Access Panel to ensure inclusive design is built into its work programmes.

3.12. TfL also complied with the Public Sector Equality Duty in designing and delivering the consultation. All consultation materials were written in an easy-to-understand and legible way. TfL provided channels (including a telephone call-back service) for people who had questions about their proposals, as well as publishing easy read, audio, and British Sign Language video versions of the consultation materials, for people who might need these formats. TfL's consultation webpage also included an auto-translate function, so that people who did not have English as a first language could understand the proposals and respond. TfL discussed its proposals with a large range of stakeholders before and during the consultation, including disability and accessibility groups. A complete list of the stakeholder organisations with whom TfL engaged is provided in section 4.7 of the consultation report; and at Appendix B of the consultation report (Appendix 3 of this MD).

4. Other considerations

Key risks and issues

4.1. Key risks associated with the activities relating to the pedestrianisation of Oxford Street West are set out in the table below:

Risk	Likelihood	Impact	Mitigation	RAG rating
Procurement timelines may impact delivery schedule	Low	Medium	TfL will begin early engagement with suppliers; and use existing frameworks where appropriate.	Green
Unknown ground conditions and/or discovery of additional underground utilities may lead to additional costs and/or time delays	Medium	Low	Surveys of underground utilities/other assets are to be undertaken as part of project development; and early engagement with utility companies is planned. This will ensure minimal need for diversion of services or other design amendments.	Green
Construction works may lead to temporary disruption for residents, businesses, visitors, road users, etc.	High	Medium	TfL will work to minimise this as far as possible through measures such as noise and dust suppression; timing works to reduce impact; and communicating effectively to ensure the purpose and impact of any works are understood.	Amber
Accessibility to Oxford Street may be impacted during any works	High	Medium	TfL will manage any construction work to minimise the impact having particular regard to accessibility and inclusion. Works will be advertised in advance through several channels. Measures such as temporary access ramps will ensure that everyone can use Oxford Street during works.	Amber

Interface between Oxford Street works and other local schemes/events may cause disruption, delay and/or additional cost	Medium	Low	TfL will work with local developers and stakeholders to ensure construction works are coordinated with other works in the area (underway or planned). TfL will work to minimise impact upon peak shopping periods and local events.	Green
Planned utility works could interface with Oxford Street works	Medium	Low	TfL will engage with utility companies to coordinate and minimise disruption. There is also an opportunity to work closely with utility companies to ensure any utility upgrades are done before permanent urban realm improvements are delivered. This will reduce the need for future disruption on Oxford Street.	Green

Links to Mayoral strategies and priorities

- 4.2. The proposed activities approved under this MD are being delivered as part of the Oxford Street Transformation project under the Mayor's Boosting London Growth Sectors programme (approved under MD3430), and will contribute to multiple objectives included in:
- the London Plan
 - the Mayor's Economic Development Strategy
 - the Culture Strategy for London
 - the 24-hour London vision
 - the Healthy Streets agenda.
- 4.3. The London Plan 2021 identifies two international centres in the Central Activities Zone. One of these is the West End, where Oxford Street sits.
- 4.4. The OSDC was established on 1 January 2026, which is a new functional body, and a member of the GLA Group, to deliver the Mayor's vision for the regeneration, transformation and pedestrianisation (subject to consultation) of Oxford Street. The OSDC will work alongside TfL, government, businesses, local councils and Londoners to develop and deliver a bold new vision for Oxford Street.

Additional impacts

- 4.5. In addition to the EqIA, TfL released additional assessments that informed its proposals, to support the public consultation and gave consultees the opportunity to comment on the impacts.

Traffic impacts

- 4.6. The traffic modelling developed by TfL started from a 'base' representation of traffic flows before any scheme is implemented, using 2025 traffic volumes in the Oxford Street area. To understand the impacts in the future, TfL assessed how London's roads would operate in 2026, considering population and employment growth; committed developments; and other road improvements planned for delivery (e.g. the Wigmore Street Two-Way, Euston/HS2 and Parliament Square schemes). TfL then tested how London's roads would operate in 2026 with the changes proposed as part of the scheme. The Mayor is invited to consider the full traffic modelling available at Appendix 5 of this MD.

- 4.7. The traffic impact assessment showed what effects TfL's proposals would be expected to have on traffic levels and journey times, on the basis that buses, taxis and cycles currently using Oxford Street would use a range of nearby adjacent routes if TfL's proposals were implemented. Under TfL's proposals, buses, taxis and cycles would no longer have access to Oxford Street West (private cars, motorcycles and goods vehicles are already unable to access to the road between 7am and 7pm, Monday to Saturday). These vehicles would instead use Wigmore Street. The results of TfL traffic modelling were presented for the morning and evening peaks (8:30am to 9:30am; and 6pm to 7pm). They showed the following:
- Most local bus routes would operate similar journey times, seeing an overall change of a minute or less in both the morning and evening peaks.
 - The routes that would see the largest increase in journey time are the 98 and the 390, which previously used Oxford Street. These are proposed to use a longer route, via Wigmore Street.
 - Route 98, towards Pound Lane, would see journey times increase by two to three minutes in the morning peak; and three to five minutes in the evening peak.
 - Route 98 towards Red Lion Square would see journey times increase by three to five minutes in the morning peak; and two to three minutes in the evening peak.
 - Most of the routes for general traffic would operate similar journey times, seeing an overall change of a minute or less in both the morning and evening peaks.
 - Road users choosing to use Wigmore Street as an alternative westbound route would see journey times increase by three to five minutes in the morning peak; and decrease by one to two minutes in the evening peak.
 - Road users choosing to use Wigmore Street and Mortimer Street as an alternative eastbound route would see journey times increase by up to one minute in the morning peak; and by one to two minutes in the evening peak.
- 4.8. The impact assessment also found that pedestrianisation, and the associated road network changes, would be expected to result in changes in traffic flows, with individuals choosing different routes to complete their journey. The following outlines the expected changes on key local routes around the pedestrianised area:
- Wigmore Street eastbound, between Mandeville Place and Duke Street, is expected to see an increase of 50 to 100 vehicles in the morning peak; and an increase of up to 50 vehicles in the evening peak. At the same location, moving westbound, the assessment forecast an increase of 50 to 100 vehicles in the morning peak; and a decrease of 50 to 100 vehicles in the evening peak.
 - Brook Street westbound, between Gilbert Street and Davies Street, is expected to see an increase of 100 to 200 vehicles in the morning and evening peaks. At the same location, moving eastbound, the assessment forecast a decrease of 50 to 100 vehicles in the morning peak; and a decrease of up to 100 to 200 vehicles in the evening peak.
 - Regent Street southbound is expected to see increases of 200 to 300 vehicles in the morning peak, and 100 to 200 vehicles in the evening peak. At the same location, moving northbound, an increase of up to 50 vehicles in the morning and evening peaks is expected.
- 4.9. TfL considers that while some streets will experience an increase in vehicle use, this change is manageable and does not cause any longstanding resilience concerns with the road network performance. TfL has committed to continue monitoring and managing the road network, following any intervention to ensure the impacts of its scheme are balanced.

Air-quality and noise impacts

4.10. Air-quality impacts and noise were modelled based on predicted traffic flows and speeds for a situation with and without the Oxford Street West scheme. The modelling assumed the pedestrianised street would open in 2026, if a decision to proceed were made. The Mayor is invited to consider the air quality and noise impact modelling available at Appendix 6 of this MD.

4.11. TfL's air-quality impact assessment considered:

- the current levels of air quality for Oxford Street and central London (i.e., the study area)
- the future situation without the Oxford Street West proposals
- the future situation with the Oxford Street West proposals.

It assessed nitrogen dioxide (NO₂) and particulate matter (PM_{2.5} and PM₁₀) at 85 selected sensitive locations within the study area (for example, homes; schools; hospitals; and local community buildings and spaces). Carbon dioxide (CO₂) emissions were calculated based on total road traffic volumes. The impact assessment forecast the following, in a scenario where the TfL proposals are implemented:

- Six locations in the study area would benefit from improved NO₂ levels – four of which are within the scheme area (i.e., Oxford Street West)
- NO₂ levels would fractionally decrease (by 0.1 µg/m³) in 24 locations across the study area
- NO₂ levels would fractionally increase (by 0.1 µg/m³) 43 locations across the study area
- PM₁₀ and PM_{2.5} levels across the study area would fall below the limit values of 40 µg/m³ and 20 µg/m³ respectively
- Total CO₂ emissions from all modelled roads in the study area would be 21,553 tonnes per year. This is below the 2024 baseline of 24,390 tonnes per year (a reduction of 2,837 tonnes). However, most of this change is due to improvements in vehicle and fleet emissions in the area. The Oxford Street proposals themselves are expected to reduce carbon dioxide emissions by 2 per cent, or 431 tonnes per year.

4.12. TfL's noise assessment considered:

- the current levels of noise for Oxford Street and Central London (i.e., the study area)
- the future situation without the Oxford Street West proposals
- the future situation with the Oxford Street West proposals.

It found that, if the TfL proposals were implemented:

- traffic noise would still dominate in the study area; but high traffic noise levels would no longer be expected in many parts of central London, including:
 - Oxford Street
 - Bryanston Street
 - Wimpole Street
 - Great Castle Street
 - Vere Street
 - James Street
 - North Audley Street

- South Audley Street
- South Molton Street
- the largest reductions in traffic noise would be expected on Oxford Street, Bryanston Street and James Street; these streets would see noise reduce by between 11.1 and 24.1 decibels
- some areas are expected to see noise increase by between 3.2 and 7.8 decibels; these areas include:
 - Margaret Street
 - Upper Brook Street
 - Marylebone Lane
 - Dunraven Street
 - Stratford Place.

Conflicts of interest

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

5. Financial comments

- 5.1. This decision seeks approval to publish the TfL consultation report; and to direct TfL, in its capacity as highway and traffic authority, to take the statutory steps necessary to implement the pedestrianisation of Oxford Street West. These decisions do not, in themselves, commit the Mayor to any additional expenditure.
- 5.2. The OSDC draft budget submission for 2026-27 published on 14 January 2026 includes the expected revenue and capital costs for the infrastructure work and pedestrianisation of Oxford Street West and any wider accompanying works. These costs and the associated funding remain in the Mayor's Final Draft GLA Group Budget 2026-27, published on 18 February 2026.
- 5.3. Any commitment to expenditure in response to this decision will require approval under the OSDC and TfL's decision-making processes.

6. Legal comments

- 6.1. The decisions requested of the Mayor in this decision form concern the exercise of the GLA's general power in section 30(1) of the Greater London Authority Act 1999 (GLA Act), to do anything that the Mayor, acting on behalf of the GLA, considers will further any one or more of the GLA's principal purposes. The principal purposes are the promotion of:

- economic development and wealth creation
- social development
- improvement of the environment in Greater London

The proposed pedestrianisation of Oxford Street West falls within the scope of all of these principal purposes.

- 6.2. In determining whether, or how, to exercise his general power in section 30(1) to make these decisions, the Mayor is required to have regard to the effect of making them on:

- the health of persons in Greater London
- health inequalities between persons living in Greater London
- the achievement of sustainable development in the UK
- climate change and the consequences of it.

The Mayor is required to exercise his general power in a way that he considers is best calculated to promote or contribute to those objectives, and will best further the promotion of the Mayor’s other statutory purposes.

- 6.3. Section 32(1) of the GLA Act 1999 (the GLA Act) provides that the section 30(1) power is exercisable only after consultation with such bodies or persons as the GLA may consider appropriate. As set out above, there have been two public consultations carried out on the proposals on which a decision is now sought. The first of these was on the principle of pedestrianisation; and the second on detailed proposals to enable the pedestrianisation of Oxford Street West.
- 6.4. The Mayor must also comply with the Public Sector Equality Duty. To this end, the Mayor should have particular regard to section 3 of this decision form, and to the EqIA appended to it.
- 6.5. Under section 155(1) of the GLA Act, the Mayor has a power to issue TfL with specific directions as to the exercise of TfL’s functions. Section 155(4) provides that any directions issued under section 155(1) must be issued in writing, and notified to such officer of TfL as it may from time to time nominate to the Mayor for this purpose. The Direction appended to this decision form sets out a direction to TfL to exercise its statutory powers to take the steps required to remove traffic from Oxford Street West, including its specific powers in section 183 of the GLA Act to vary local bus services in London.

7. Planned delivery approach and next steps

7.1. The table below sets out the next steps for the activities covered in this MD:

Activity	Timeline
Removal of Traffic from Oxford Street West	Summer 2026, subject to approvals
Design reviews with key stakeholders to inform design development	Ongoing
Progress permanent design, from design development to concept design	November 2027

Appendices and supporting papers:

- Appendix 1: Direction to TfL
- Appendix 2: Mayoral Decision (MD) 3394 The designation of a Mayoral Development Area and establishment of a Mayoral Development Corporation for Oxford Street
- Appendix 3: Oxford Street Transport & Highways Consultation report
- Appendix 4: EqIA (as updated post consultation)
- Appendix 5: Oxford Street – Traffic impacts and supporting information
- Appendix 6: Oxford Street – Air Quality, Environmental and Noise

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:

Kat Stretton has drafted this report in accordance with GLA procedures and confirms the following:

✓

Sponsoring Director:

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

✓

Mayoral Adviser:

Seb Dance 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 23 February 2026.

CHIEF FINANCE OFFICER:

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

Signature**Date**

Fay Hammond

24 February 2026

CHIEF OF STAFF:

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

Signature**Date**

D. Bellamy

24 February 2026

