



# OXFORD STREET DISTRICT

OXFORD CIRCUS

JUNE 2021

OXFORD STREET DISTRICT  
GENER  
SMAR  
FUTURE  
TOGETHER

# Introduction

Westminster City Council (WCC) and The Crown Estate (TCE) are delighted to unveil ambitious plans for the iconic Oxford Circus. The reinvention of Oxford Circus as a world-leading, innovative urban space is the latest step in the council's ambitious plans to revive and revitalise the Oxford Street District (OSD) to deliver a greener, smarter future for residents, businesses and visitors.

Oxford Circus will be transformed with the creation of two pedestrian-friendly piazzas by Autumn 2021. It will deliver significant improvements to public spaces in and around Oxford Circus, creating more spacious and pleasant places to walk, eat, drink, shop and enjoy.

WCC has already committed £150m to kickstart the OSD programmes and attract inward investment, taking full advantage of the Elizabeth Line opening in 2022 and its links to the wider West End and beyond.

# Transforming Oxford Circus



**Cllr Rachael Robathan**  
Leader of Westminster  
City Council



**Dan Labbad**  
Chief Executive,  
The Crown Estate

“The pandemic has been disastrous for businesses in the West End. That’s why we’ve come up with these new bold plans to reinvent Oxford Circus and instil much needed confidence in the West End. We want to bring the excitement and buzz back to these famous streets, and make Oxford Circus London’s front door.

There is an urgent need to tackle issues with pedestrian congestion and safety, poor air quality and noise. The serious congestion of Oxford Circus, of people and of traffic, is unsustainable and demands action. In the aftermath of the pandemic, and with the arrival of the Elizabeth Line, there is an overwhelming need and a compelling opportunity to build back better; a business-as-usual approach will no longer work. We hope the creation of these pedestrian-only piazzas at Oxford Circus will not only improve safety, security, accessibility but also create an iconic destination at the heart of London.”

“We’re delighted to be working in partnership with Westminster to deliver a transformation of what I think we all recognise as one of the most iconic locations in the world. It is essential, as we rebuild our capital, that we create places that better serve all those who use them – improving air quality, reducing congestion, prioritising safety and delivering a world class visitor experience.

These latest plans build on the recent improvements to Regent Street, and will help create a fitting gateway to all that the West End has to offer.”

Opposite: Artist impression from a bird’s eye view showing future transformation of Oxford Circus with traffic continuing on Regent Street and two new piazzas on Oxford Street, either end of the circus.



# The case for change

## WHY NOW?

Oxford Circus is the iconic centre of the Oxford Street District and the West End for Londoners and visitors to the capital. Yet, the pedestrian environment and quality of the public realm no longer matches its international standing, and current conditions present significant challenges.

These include:

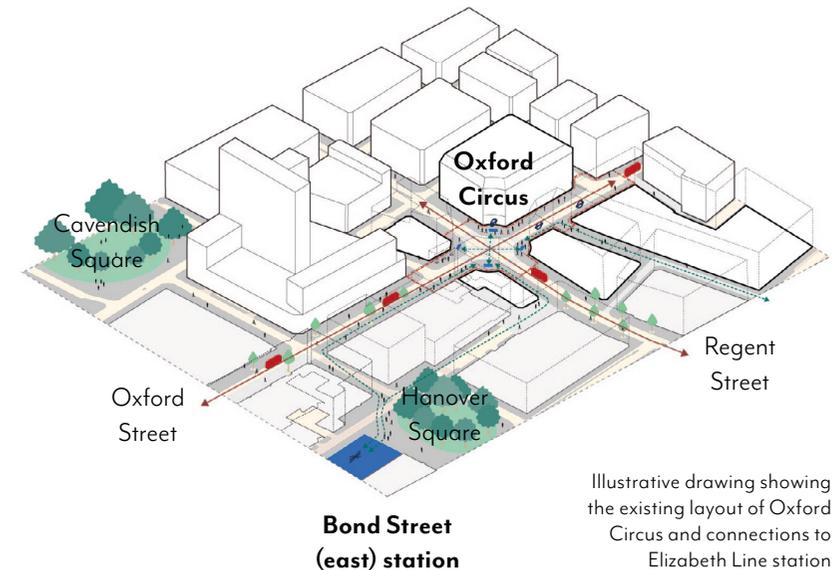
- High volumes of pedestrians and vehicles with overcrowded footways and long wait times at pedestrian crossings;
- A transport network bottleneck, with delays to buses and general traffic;
- Severe overcrowding at peak times at the Oxford Circus London Underground station;
- Limited space for people to pause and orient themselves;
- Poor air quality and noise pollution;
- Not a good quality space for residents, workers and visitors

In response to the anticipated footfall increase on arrival of the Elizabeth Line and in response to the covid-19 pandemic, there is an urgent need to revitalise the public realm and address pedestrian congestion at Oxford Circus. The aim is to encourage existing users of the district to return and attract new visitors back to the West End and help mitigate the economic impact of the pandemic on retail and businesses.

## BENEFITS

The project aims to deliver three key benefits:

- Provide improved safety and security for pedestrians;
- Support the economic recovery of this important gateway to the West End; and
- Ensure the future success of the district as one that creates jobs and prosperity for residents and workers, and attracts visitors to Westminster and London.



Illustrative drawing showing the existing layout of Oxford Circus and connections to Elizabeth Line station



Severe overcrowding at London Underground station entrances



Pedestrian conflict with vehicles causing safety concerns



Traffic congestion and poor air quality



A destination for Londoners and tourists



Historic architectural assets



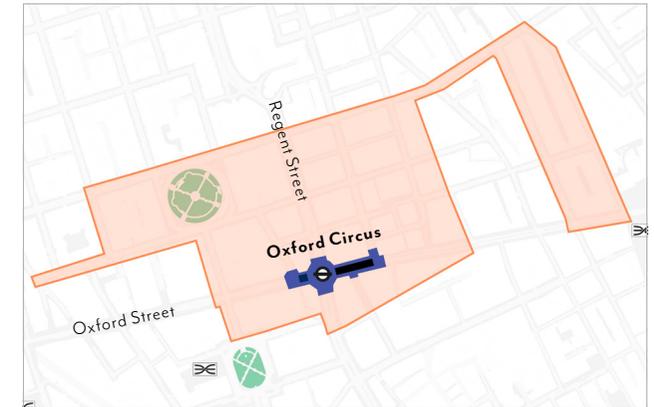
A place of spectacle for events

# Oxford Circus scheme

The Oxford Circus project will begin with the introduction of a 6 month Experimental Traffic Order (ETO). The implementation of these works has been carefully considered as part of a phased approach to provide the required immediate benefits for pedestrians and a step towards realising the permanent public realm improvements. An International Design Competition will be launched in Summer 2021, providing a high-quality and world-class final design for the Circus and piazzas. Ambitious future stages of the project will include working with Transport for London to create improved access to Oxford Circus tube station.

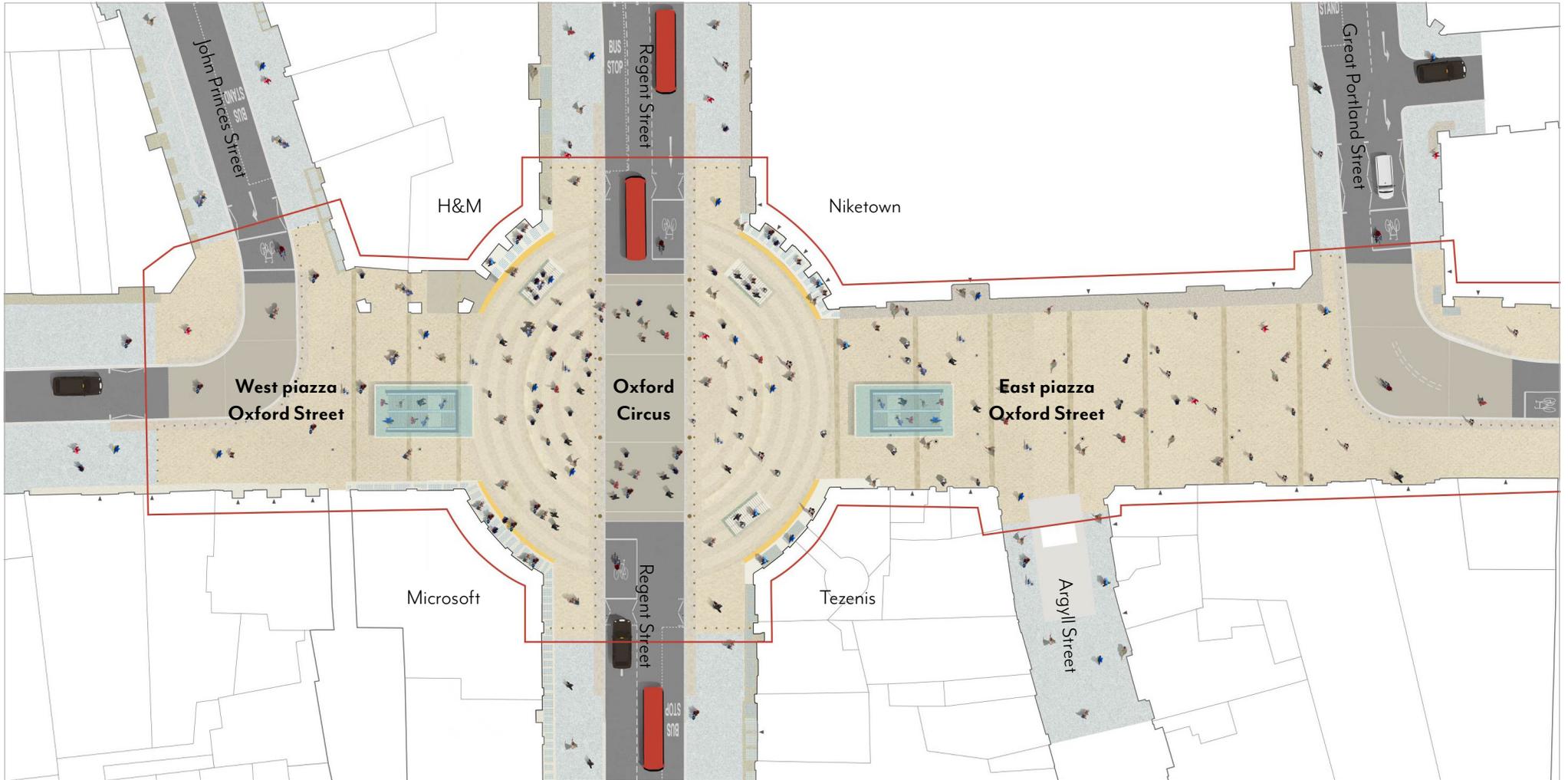
The Oxford Circus ETO will include Oxford Circus and Great Portland Street on the east and Oxford Circus and John Princes Street on the west. The north-south Regent Street vehicle routes will be retained. The introduction of planting, seating and lighting to the piazzas will improve the look and feel of the space and create a safe and welcoming pedestrian environment.

The enabling works in the wider area include traffic changes to unlock the two piazzas at the Circus. These street spaces will feature improvements to footways, including ensuring consistent footway heights and decluttered streets. Changes will also see enhanced pedestrian crossings, consolidation of loading areas, widened footways and improvements for motorists, cyclists and pedestrians.



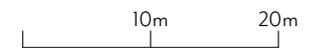
## KEY

- Enabling works and piazzas (November 2021)
- Permanent public realm improvements (international competition launched in Summer 2021)



**ILLUSTRATIVE PLAN SHOWING THE LONGER-TERM IMPROVEMENTS FOR OXFORD CIRCUS**

□ Boundary of the Oxford Circus permanent public realm improvements  
 (international competition launched in Summer 2021)

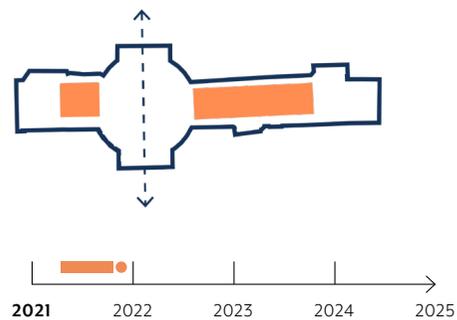


# Project stages overview

The Oxford Circus project will be delivered through a phased approach to deliver the future vision. Detailed proposals (see page 21) outline traffic and public realm proposals for the enabling works.

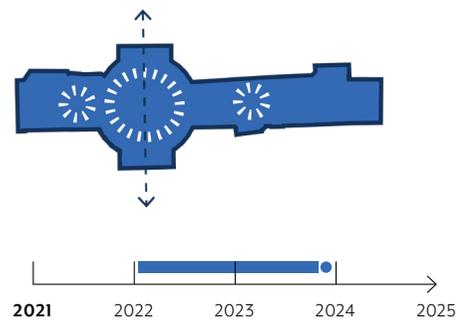
## ENABLING WORKS

ETO will begin July 2021 and be in place for six months. The creation of two piazzas and public realm improvements will be delivered by WCC by December 2021.



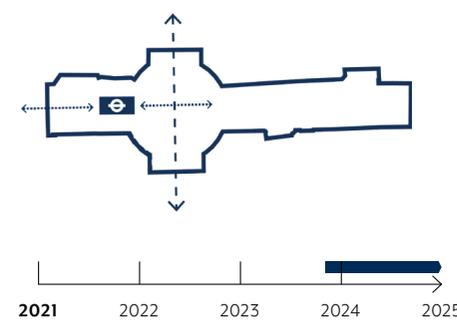
## PUBLIC REALM IMPROVEMENT (INTERNATIONAL DESIGN COMPETITION)

It will be designed through an international design competition — expected completion in winter 2023.



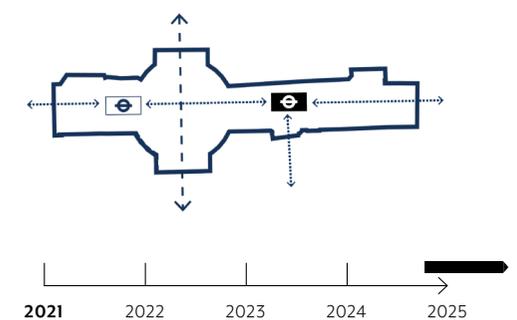
## NEW LONDON UNDERGROUND ACCESS

London Underground improvements will be implemented to deliver an additional western stair between street level and Oxford Circus station ticket hall. It will be delivered in partnership with TfL and an appointed architect. From 2024 onwards.



## FUTURE SCHEME

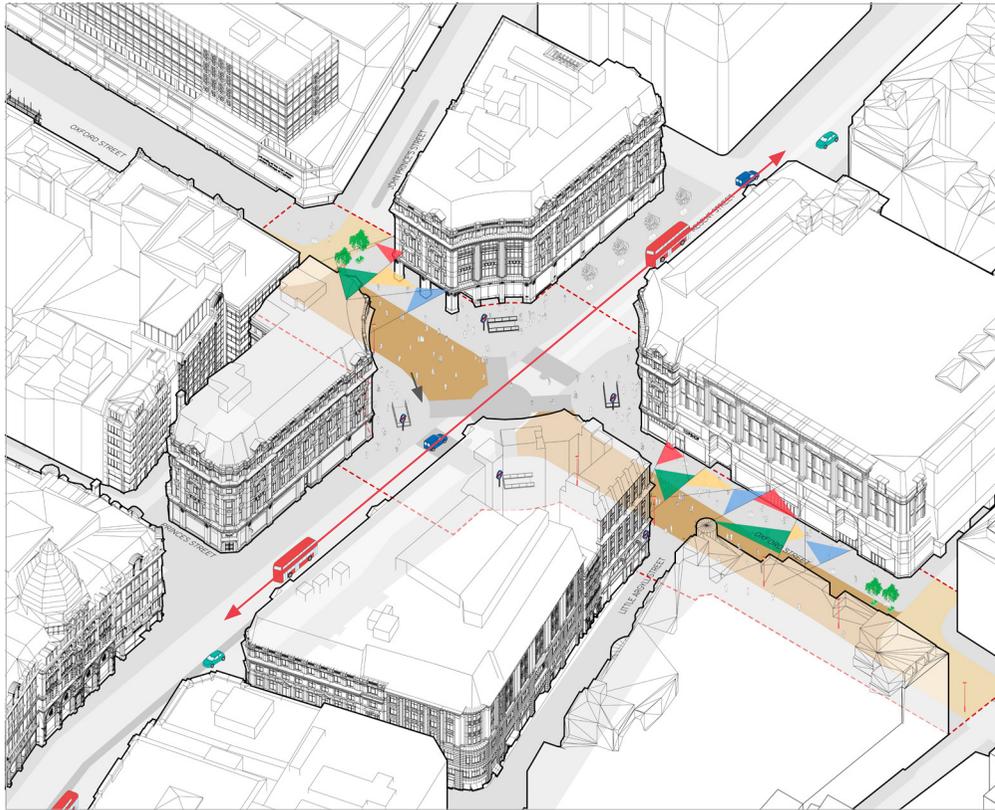
Future London Underground improvements will be implemented as part of a final phase to significantly improve accessibility at Argyll Street eastern concourse. From 2025 onwards.



Opposite: Artist impression of the western piazza with new access into the London Underground, improved public realm and greening. Viewpoint is taken from Oxford Circus looking west into Oxford Street

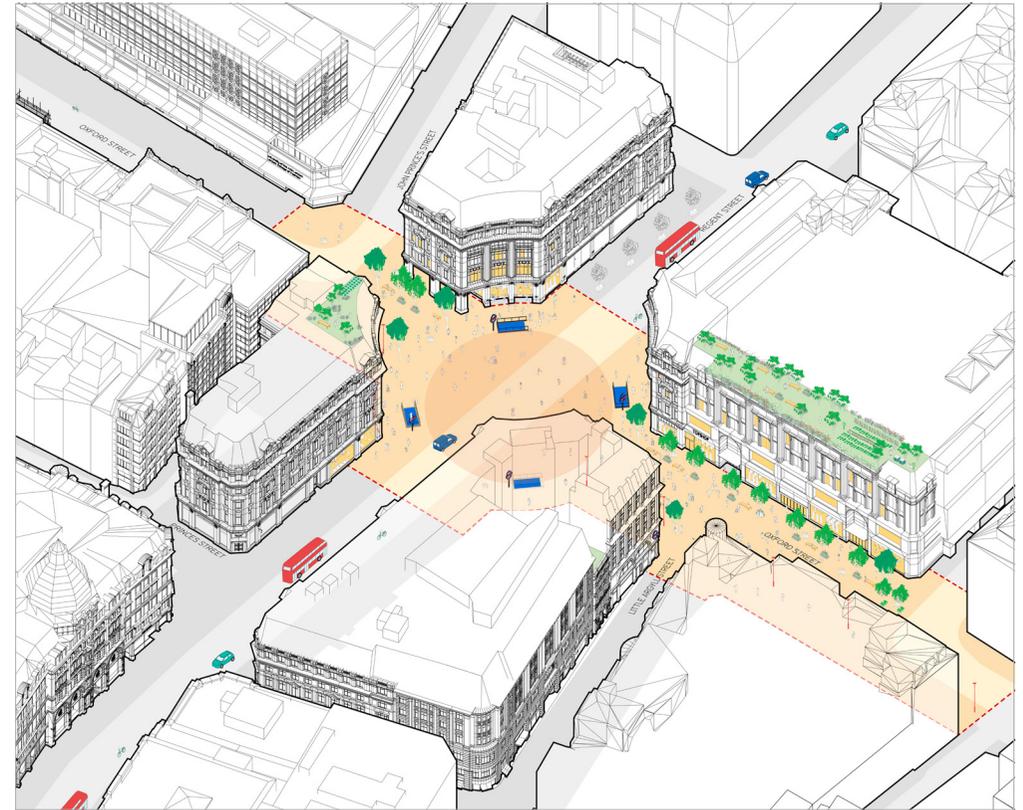


# Aims of the project stages



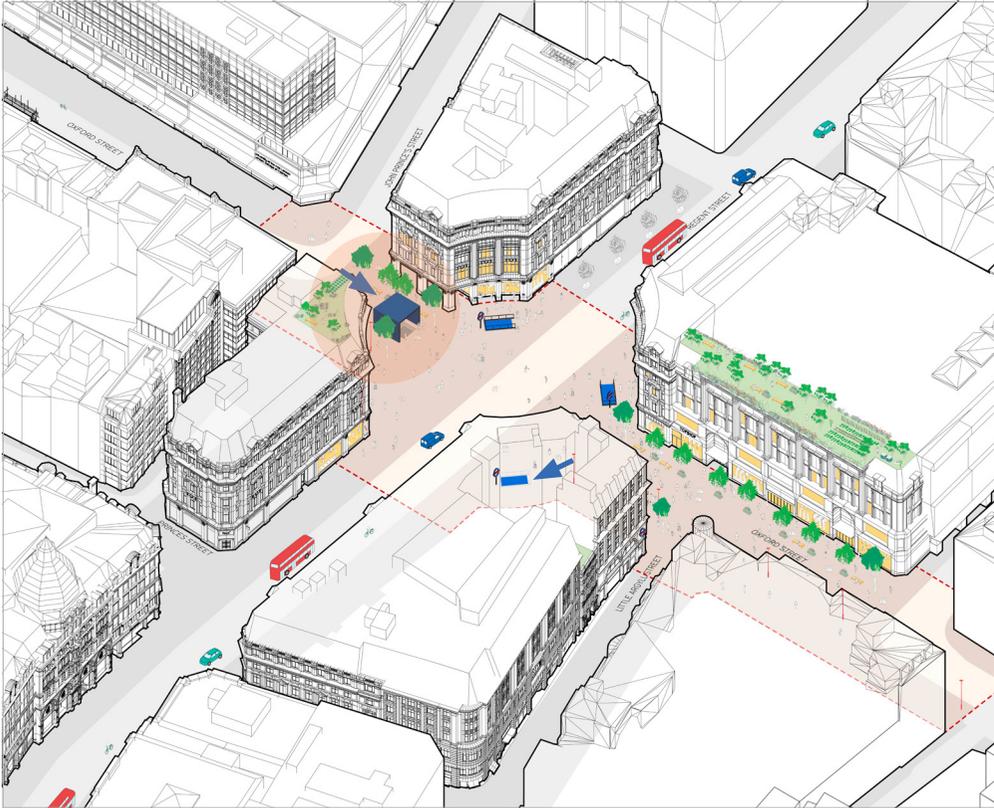
## ENABLING WORKS

- Two new traffic-free piazzas on Oxford Street. North-south traffic will be retained on Regent Street.
- A safer pedestrian environment
- Opportunities to activate the piazzas



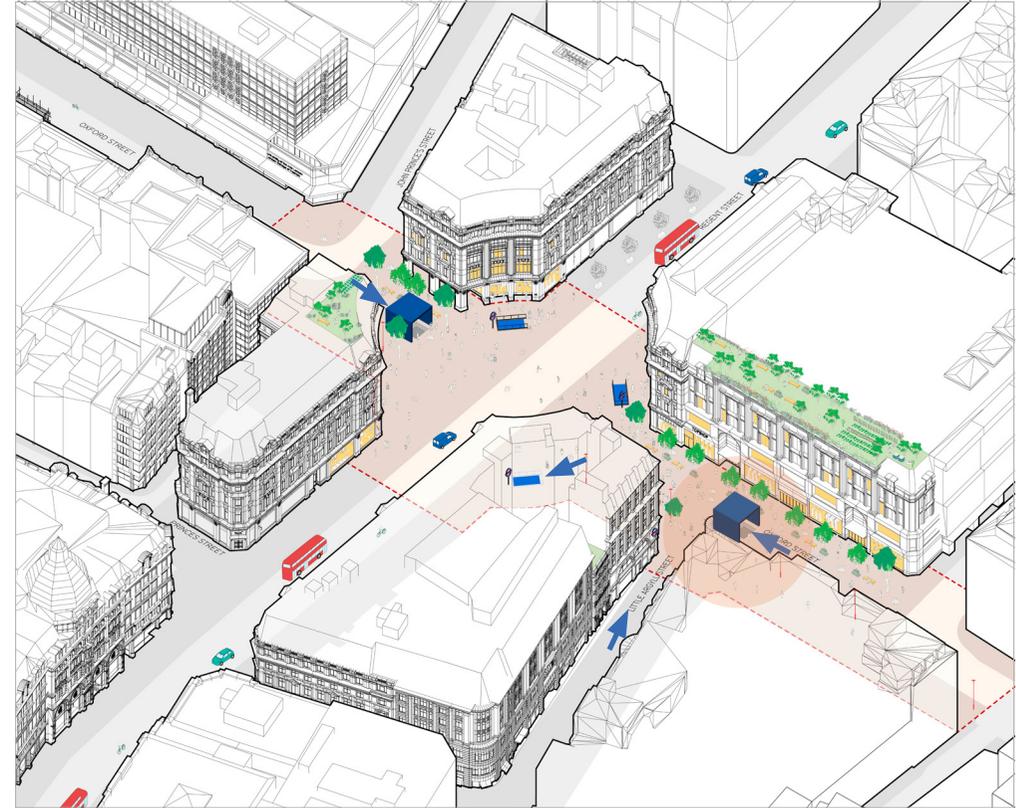
## PUBLIC REALM IMPROVEMENT (INTERNATIONAL DESIGN COMPETITION)

- Creation of a world-class destination and gateway to the West End
- High-quality public realm improvements
- A welcoming public space for businesses, residents and visitors



### NEW LONDON UNDERGROUND ACCESS

- Additional stair connecting street level to the Oxford Circus ticket hall in the western piazza
- Optimisation of pedestrian flows and tube entrances



### FUTURE SCHEME

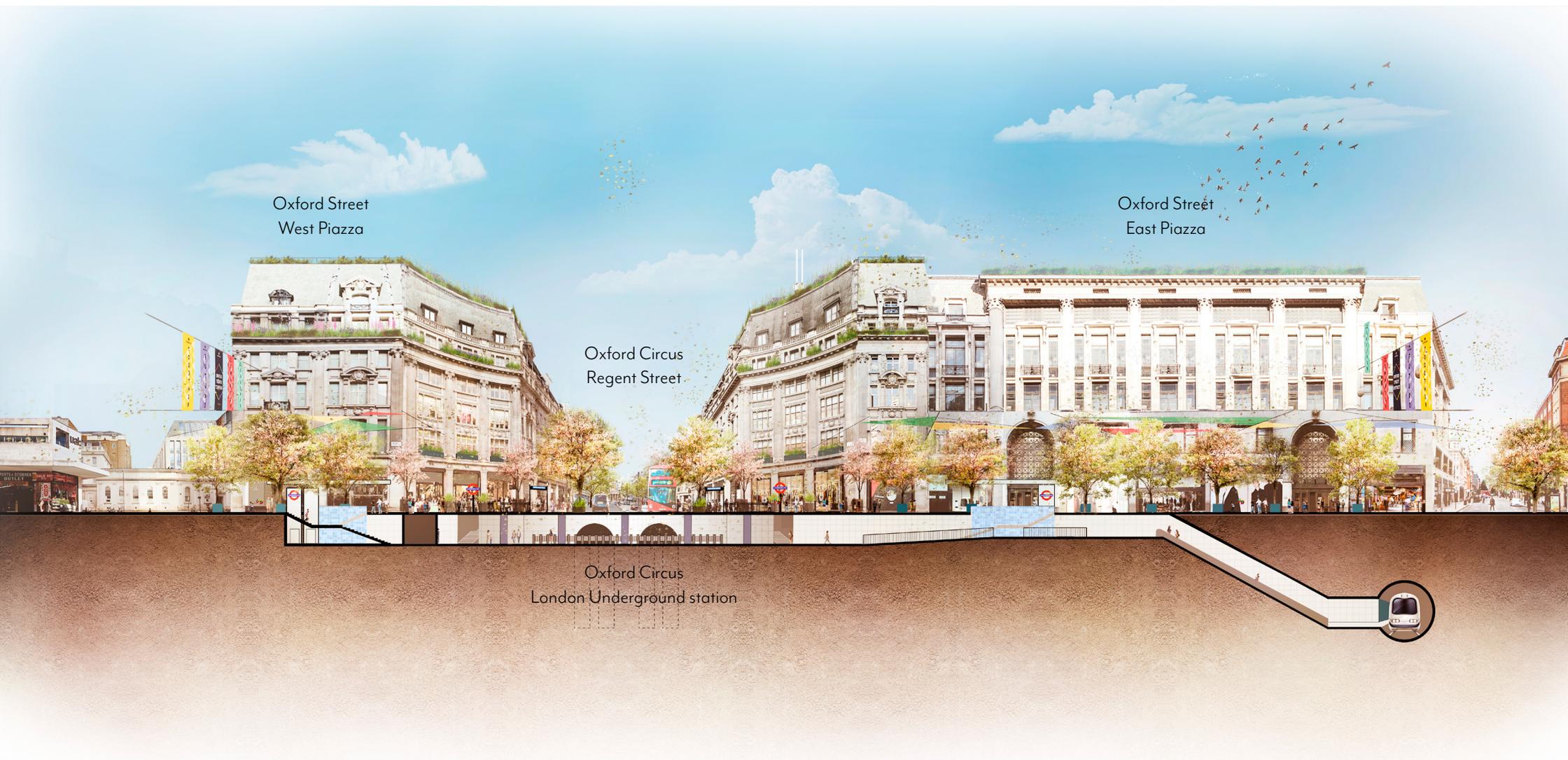
- Significant improvements to access and pedestrian circulation in the London Underground station concourse
- Realisation of an accessible transport interchange for the Oxford Street District and London

# Delivery process

From July 2021 an ETO will be implemented, a 6-month monitoring and review period of the proposed piazzas and enabling works in the wider area. It creates the opportunity to trial the various traffic changes before making permanent changes and enable stakeholders and residents to feedback. WCC will carefully consider input from residents, businesses and other stakeholders, making any improvements and adjustments necessary.

Feedback from the ETO will also form part of the International Design Competition briefing in January 2022, ensuring final proposals are robust and responsive to the district and local communities needs.

Further consultation will take place after the design development of the permanent public realm designs in Autumn 2022.



Section through Oxford Street showing two new Piazzas either end of Oxford Circus with improved access and new entrances from the piazzas directly into the underground station.

# Highways improvements overview

## 1. PLANNED CHANGES UP TO OCTOBER 2021: ENABLING WORKS

- Initial changes to traffic operation to enable the delivery of the next stage of works
- Initial junction/pedestrian crossing improvement work commenced
- New traffic movement on Wigmore Street, Cavendish Square (west), Newman Street and Berners Street

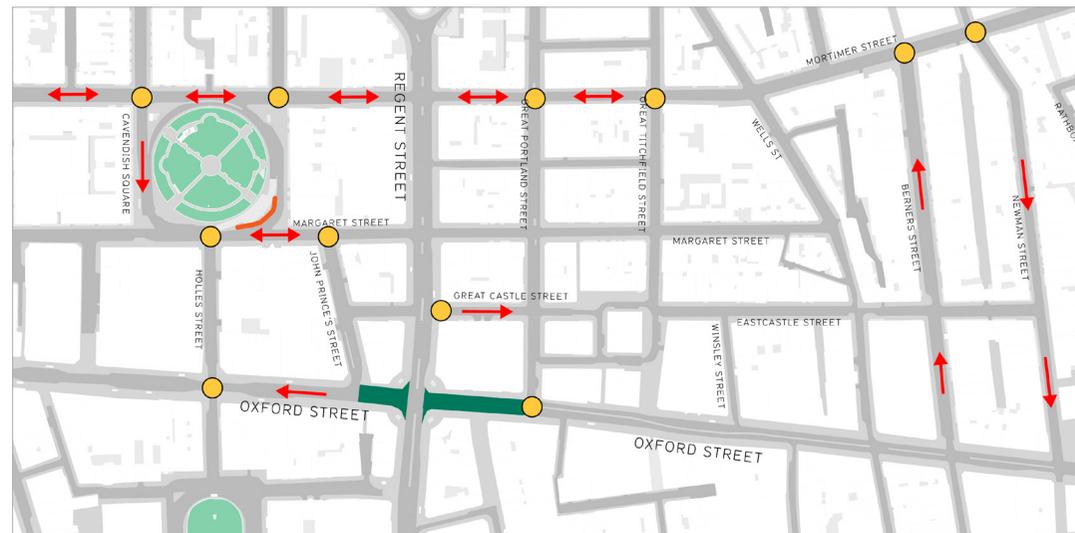


### KEY

- ➔ New traffic movement
- Junction/crossing improvements

## 2. PLANNED CHANGES NOVEMBER 2021: CREATION OF THE PIAZZAS

- Creation of Oxford Circus Piazzas addressing safety and security concerns.
- Initial junction/pedestrian crossing improvement work on Cavendish Square (east)
- Alleviation of congestion on Regent Street

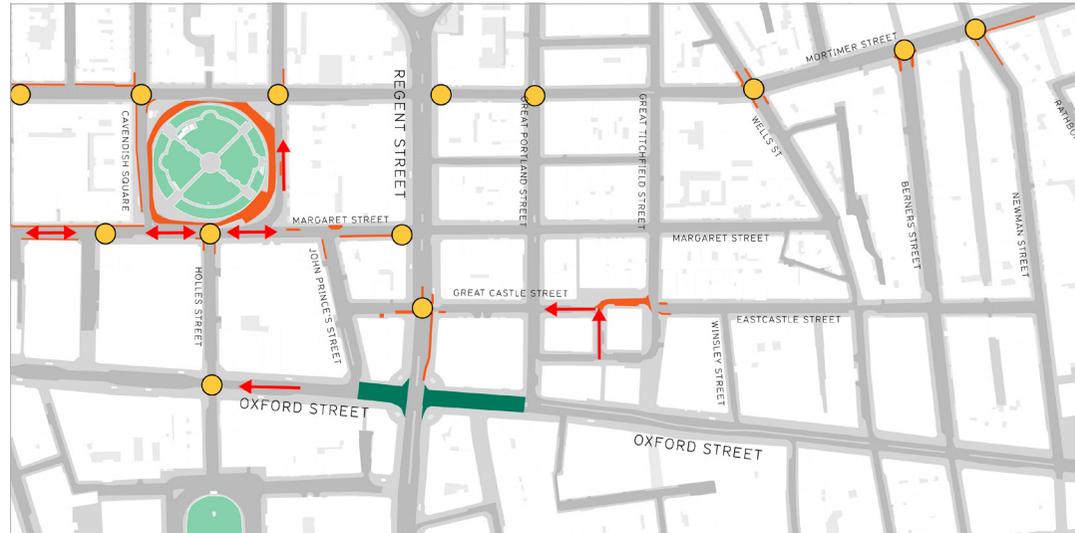


### KEY

- ➔ New traffic movement
- Footway improvements
- Road closure and piazzas
- Junction/crossing improvements

### 3. PLANNED CHANGES 2022: WIDER AREA IMPROVEMENTS

- Completion of initial works
- New pedestrian crossings and wider footways completed across surrounding streets
- Improved bus operation and removal of Wigmore Street bus diversions

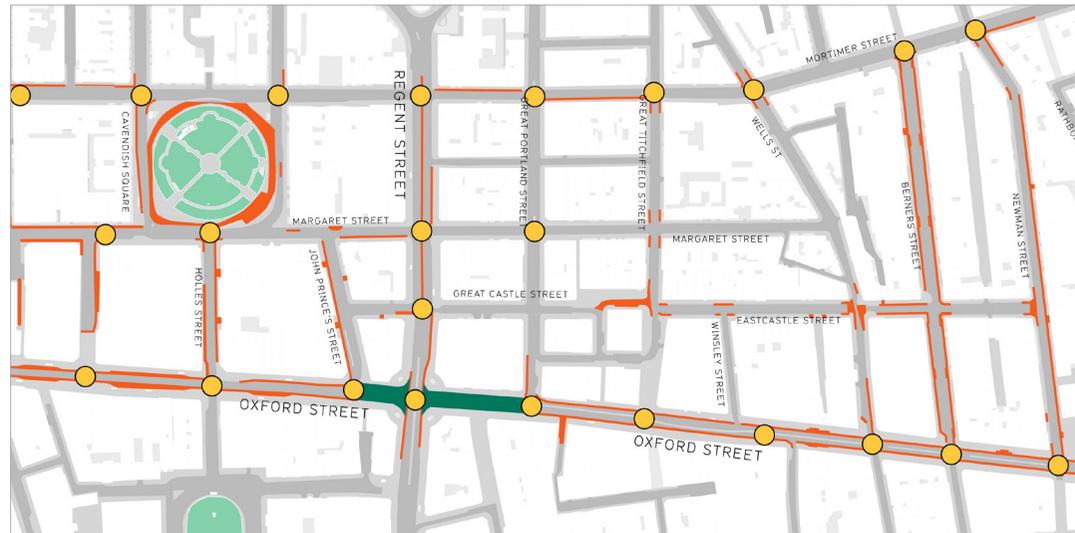


#### KEY

- ➔ New traffic movement
- Footway improvements
- Road closure and piazzas
- Junction/crossing improvements

### 4. LONG TERM VISION 2022 ONWARDS: DISTRICT WIDE IMPROVEMENTS

- Deliver district-wide improvements, including wider footways, additional greening and a consistent and welcoming street environment, improved safety and security, improved air quality, traffic impacts fully managed and mitigated



#### KEY

- ➔ New traffic movement
- Footway improvements
- Road closure and piazzas
- Junction/crossing improvements

# Bus network

Buses provide an essential public transport service to the West End and remain a fundamental mode of transport for residents, visitors and workers.

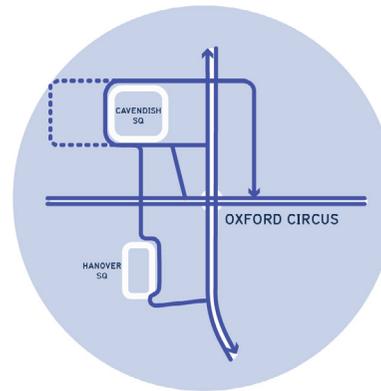
Proposed changes to the network will allow for safe, accessible and traffic-free spaces at the busiest points of Oxford Circus used by millions of people each year.

WCC's approach aims to minimise the impact as much as possible by only using streets that already have routes and; reducing the number of bus routes and frequency of buses through the area.

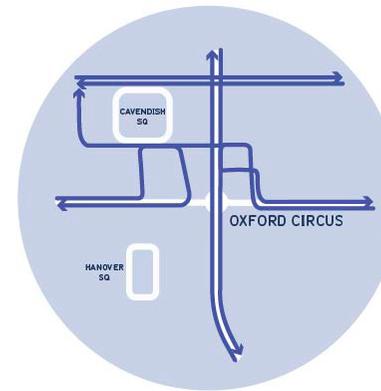
## Proposed changes to the bus network:

- Services will turn around in a more efficient configuration once the scheme is completed reducing noise and air pollution in surrounding streets.
- The majority of bus services will experience shorter journey times once the full Oxford Street District scheme is completed.
- The number of buses circulating through the Garden Squares will be significantly reduced.
- More frequent stops are easier to access.
- Minimal (1 minute) increases to journey times in the morning and evening (westbound), and the evening southbound journeys will be reduced by 5–10 minutes.

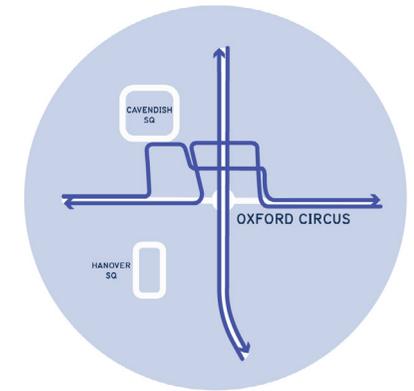
Current bus movements

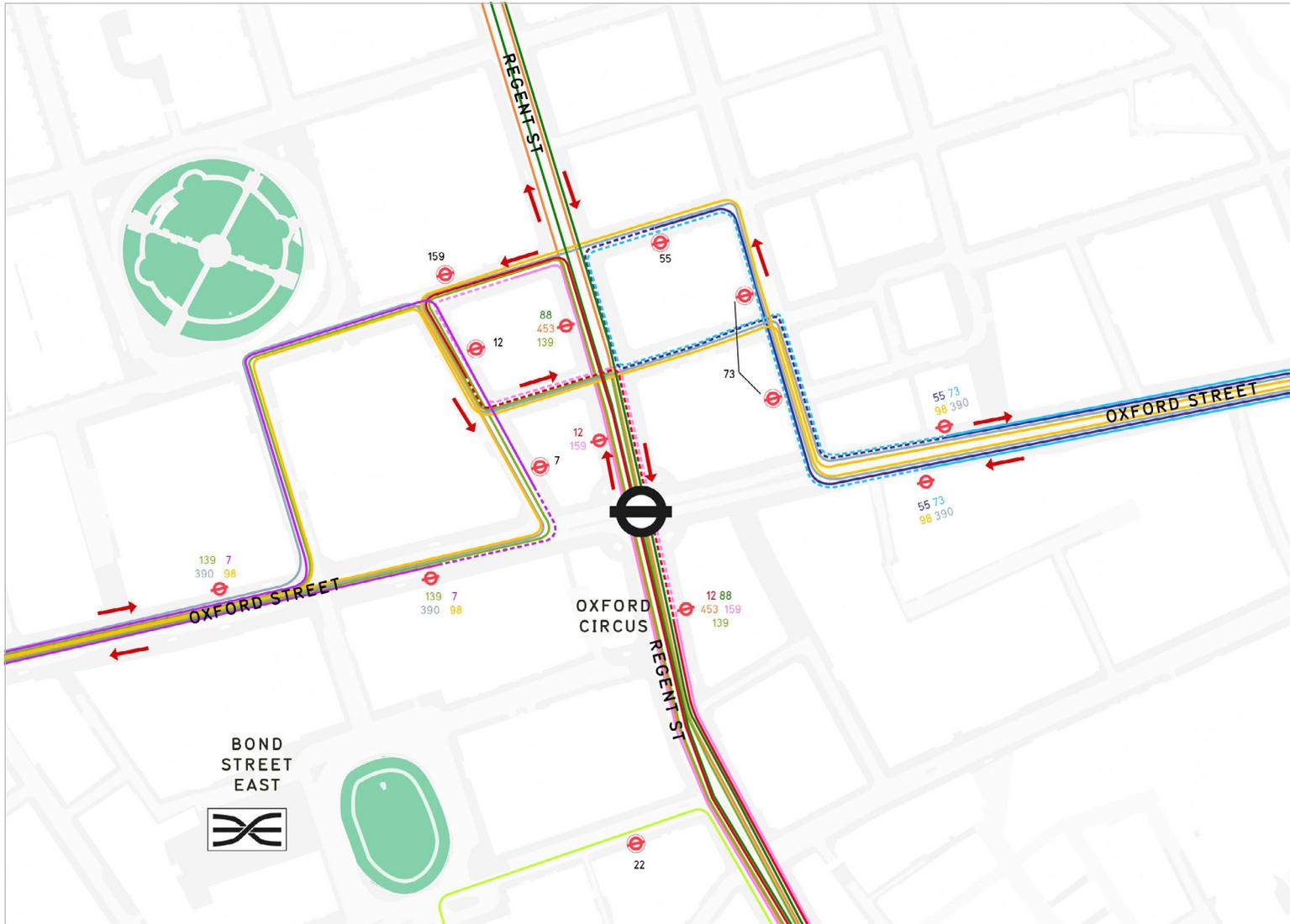


Temporary bus diversion



2022 onwards





- KEY**
- Route 7
  - Route 12
  - Route 22
  - Route 55
  - Route 73
  - Route 88
  - Route 98
  - Route 139
  - Route 159
  - Route 390
  - Route 453
  - Bus stop
  - Bus stand

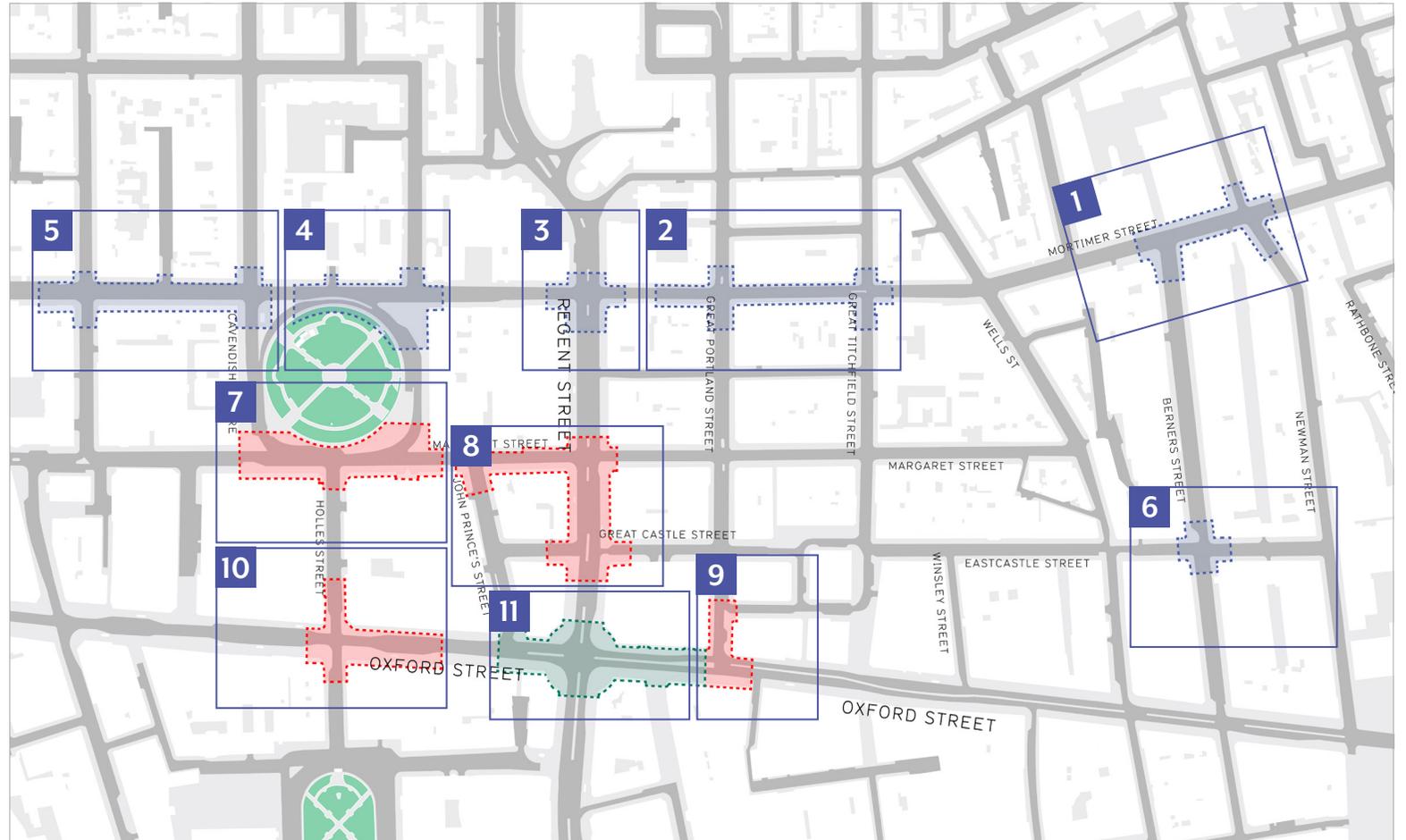
Proposed bus stops and bus routes by 2022 onwards

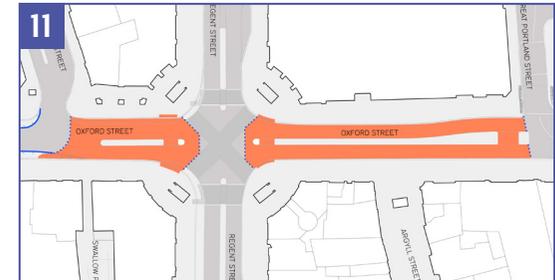
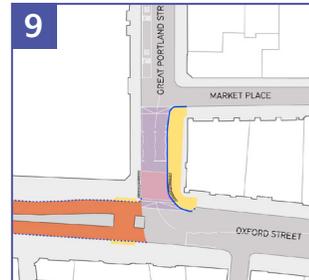
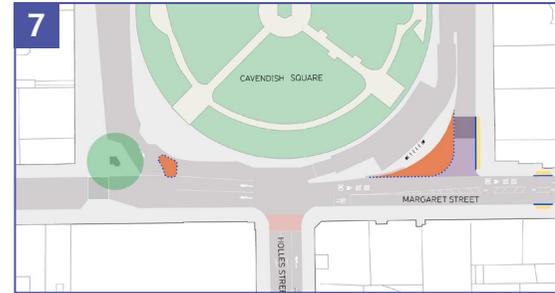
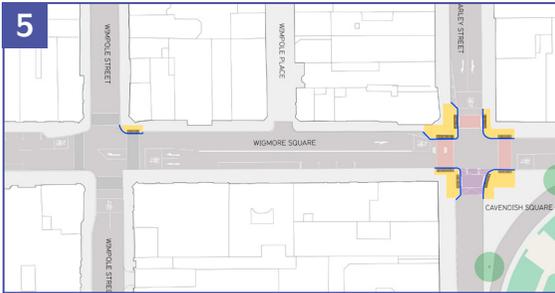
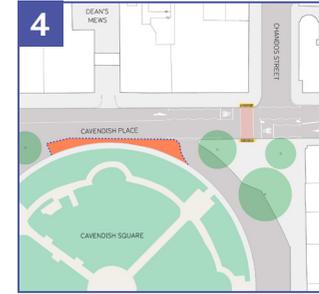
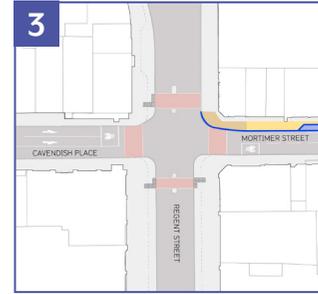
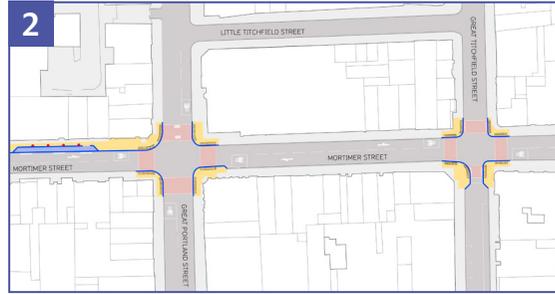
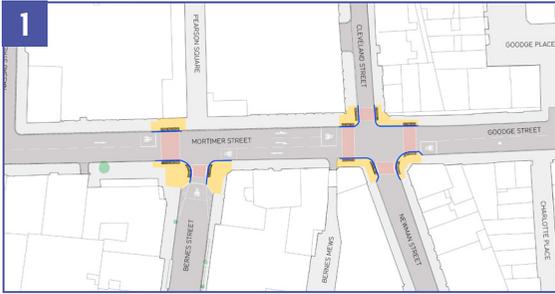


# Detailed proposals

# Detailed proposals overview

The following pages outline the detailed proposals of the Oxford Circus scheme to be delivered by November 2021 as part of the Experimental Traffic Order.

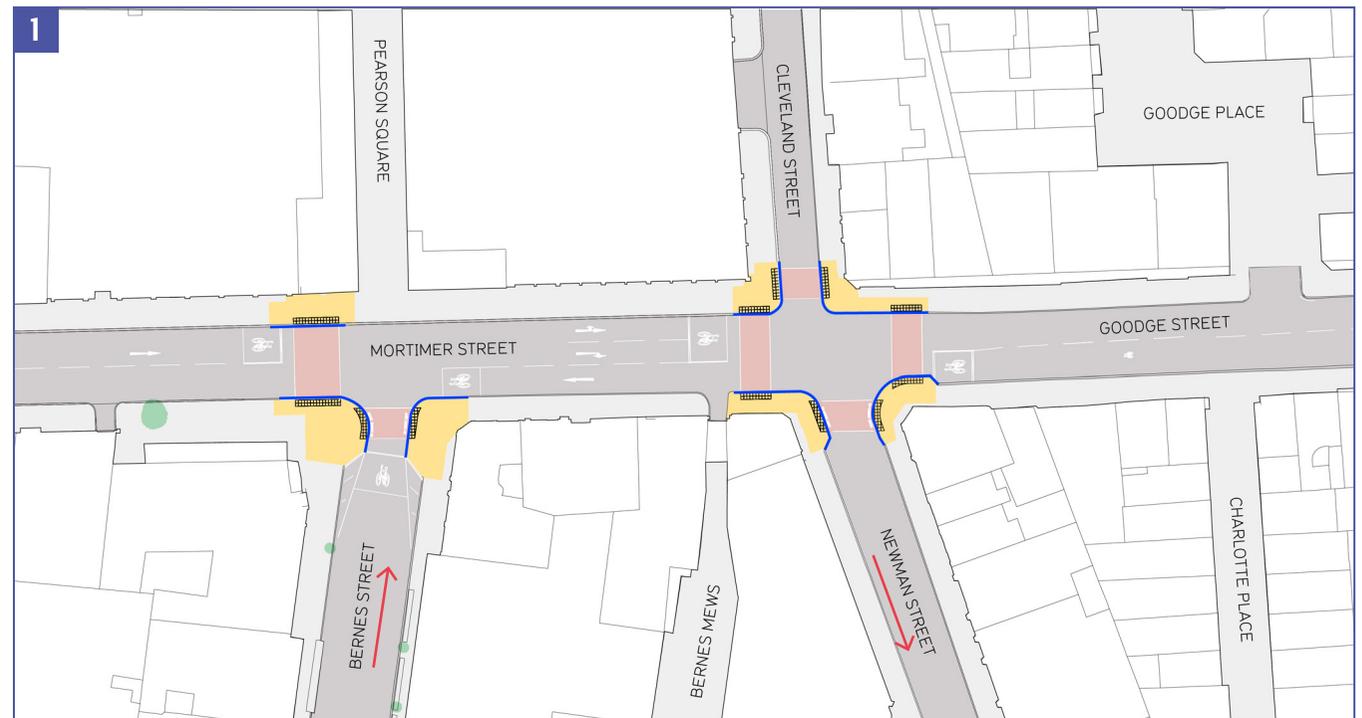




# 1. Mortimer Street, Berners Street and Newman Street

These works will provide a better experience for those walking in the area with reduced crossing lengths and improved sight lines. Junctions will incorporate renewed footway materials to allow the area to become more aesthetically pleasing.

- Footway widening and pavement works on junctions.
- New widened crossing constructed throughout junctions.
- Change in traffic direction from northbound to southbound on Newman Street and southbound to northbound on Berners Street.
- New signals introduced on Berners Street (new northbound section) and signals altered on Newman Street and Mortimer Street.
- Lining and signage to reflect changes in road layout.



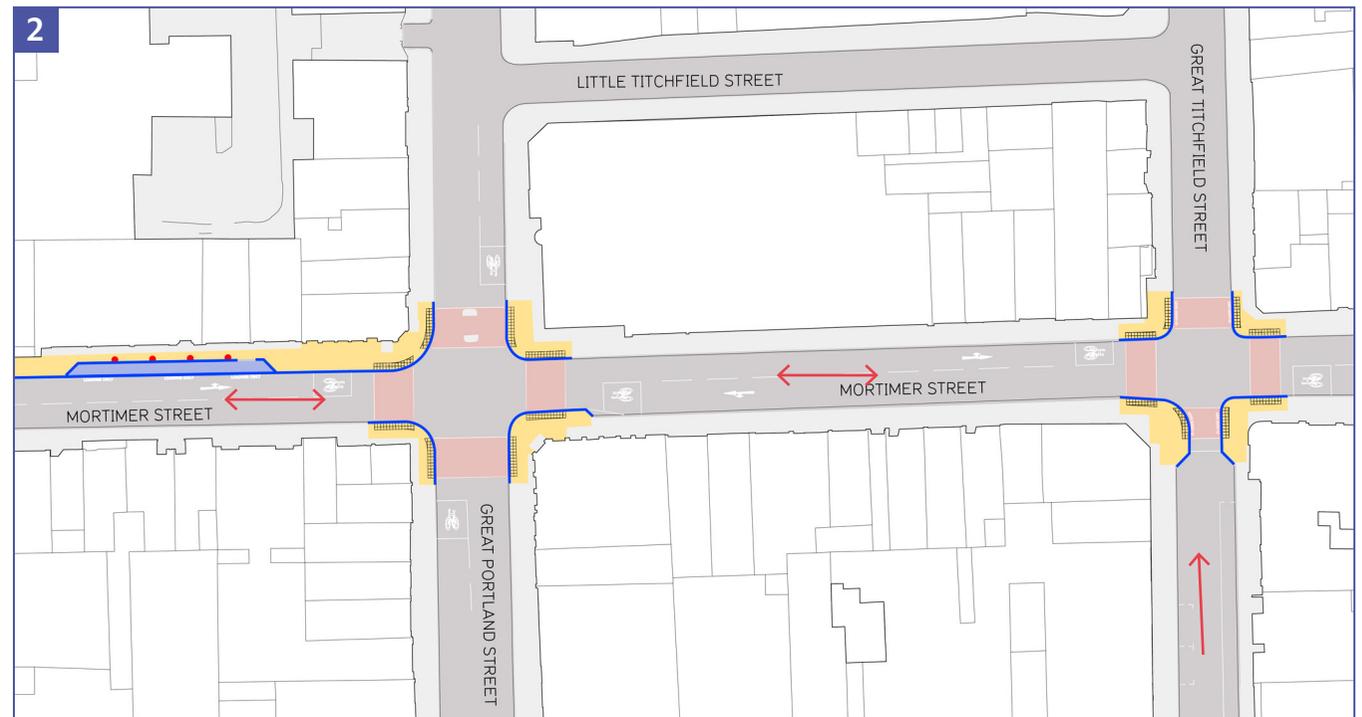
## KEY

- Extension to footway (Artificial Stone Paving (ASP))
- New or improved pedestrian crossing
- Permanent kerb line
- ### Tactile paving
- ➔ New traffic movement
- Existing footways (range of materials)
- Existing carriageway

## 2. Great Titchfield Street, Great Portland Street and Mortimer Street

Decluttering of the streetscape will allow for shared pedestrian and time-restricted loading facilities to be implemented, and an increase in the usable footway space. Reduced crossing lengths will be introduced at junctions with wider footways around these locations, thereby improving pedestrian safety. Additional parking facilities will also be provided in this location.

- Change in traffic direction from southbound to northbound on Great Titchfield Street between Mortimer Street and Margaret Street.
- Footway widening and pavement works on junctions.
- Traffic island removed on Great Portland Street to facilitate wider crossing point
- Change in traffic direction from eastbound to two-way working on Mortimer Street and the facilitation of loading.
- Traffic signals altered and introduced to reflect changes in road layout.
- Lining and signage to reflect changes in road layout.



### KEY

- Extension to footway (ASP)
- Loading bay (granite setts)
- New or improved pedestrian crossing
- Permanent kerb line
- ### Tactile paving
- Bollard
- New traffic movement
- Existing footways (range of materials)
- Existing carriageway

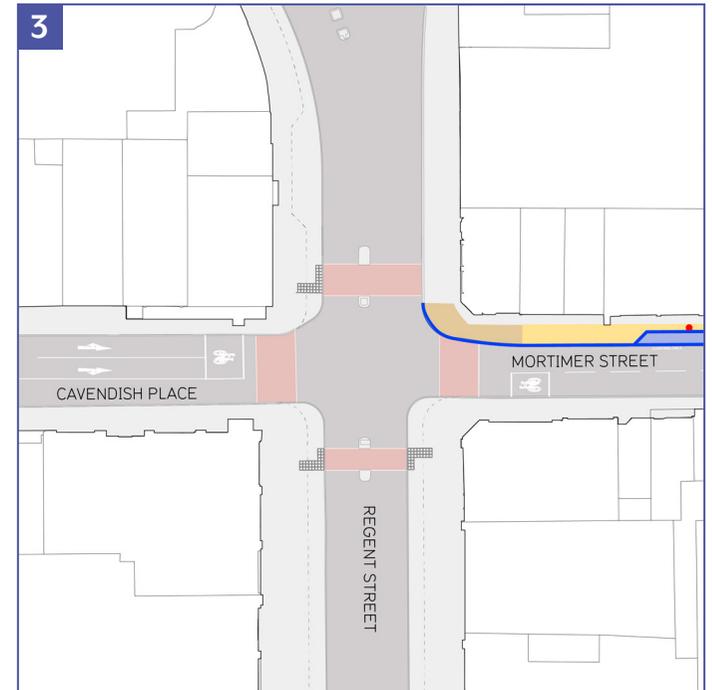
# 3. Mortimer Street, Between Great Portland Street and Regent Street

A new signalised crossing will enhance pedestrians safety and aid traffic flow through the directional changes implemented across Mortimer Street and Cavendish Place.

- Footway widening between Great Portland Street and Regent Street.
- Traffic signals altered and introduced to reflect changes in road layout.
- Lining and signage to reflect changes in road layout.

## KEY

- Extension to footway (Yorkstone)
- Extension to footway (ASP)
- Loading bay (granite setts)
- New or improved pedestrian crossing
- Permanent kerb line
- ### Tactile paving
- Bollard
- Existing footways (range of materials)
- Existing carriageway



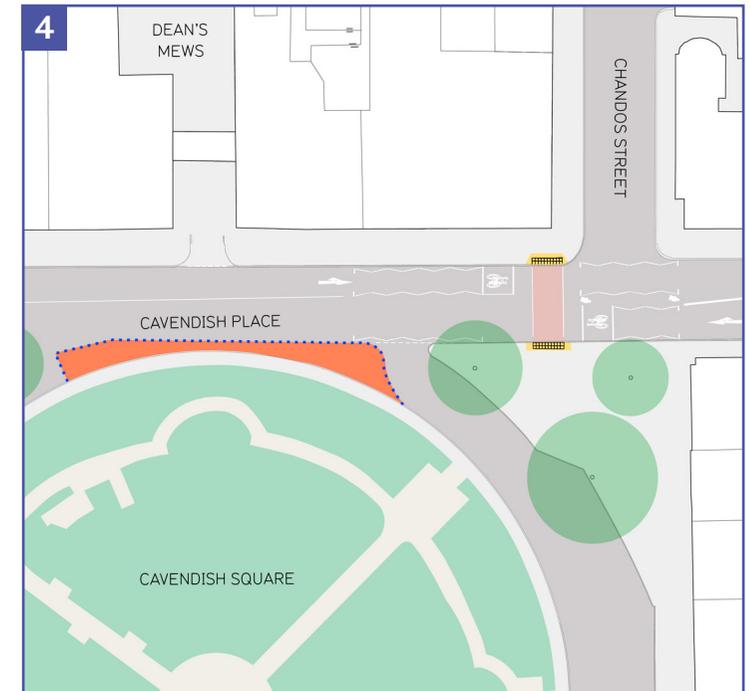
## 4. Cavendish Square (North)

The pedestrian experience is enhanced through the transformation of the existing slip road into footway. The existing crossing facilities will be retained and new signals implemented for the two-way operation of Cavendish Place, creating a well-balanced road layout.

- Removal of median strip on Cavendish Square to facilitate new westbound traffic operation.
- Retention of motorcycle parking on Cavendish Square.
- Introduction of traffic lights at crossings to allow for two-way traffic movement.

### KEY

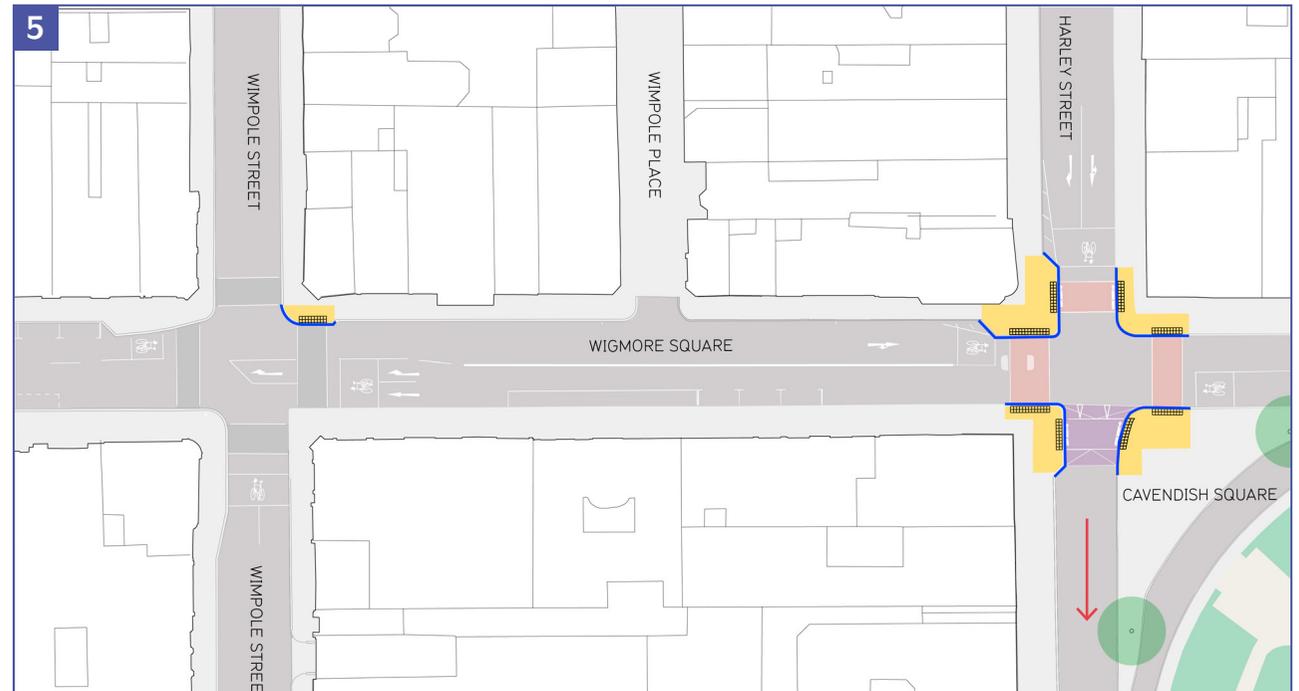
- Temporary extension to footway (Resin)
- New or improved pedestrian crossing
- ⋯ Temporary kerb line
- ≡ Tactile paving
- Existing footways (range of materials)
- Existing carriageway



# 5. Wigmore Street, Harley Street and Wimpole Street

Introduction of road crossings with widened footways around junctions will increase waiting area for pedestrians and shorten crossing lengths. Directional changes of carriageway will facilitate ease of navigation through area. Greater sight lines will improve safety and accessibility.

- Change in traffic direction from northbound to southbound on western arm of Cavendish Square.
- Reallocation of residents' parking and parking bays along Wigmore Street.
- Traffic island removed on Wigmore Street to facilitate continued westbound traffic operation and turns onto western arm of Cavendish Square.
- Introduction of a raised table on the western arm of Cavendish Square and Wigmore Street will provide a safer crossing for pedestrians into Cavendish Square.
- Footway widening and pavement works on junctions.
- Traffic signals altered and introduced to reflect changes in road layout.
- Lining and signage to reflect changes in road layout.



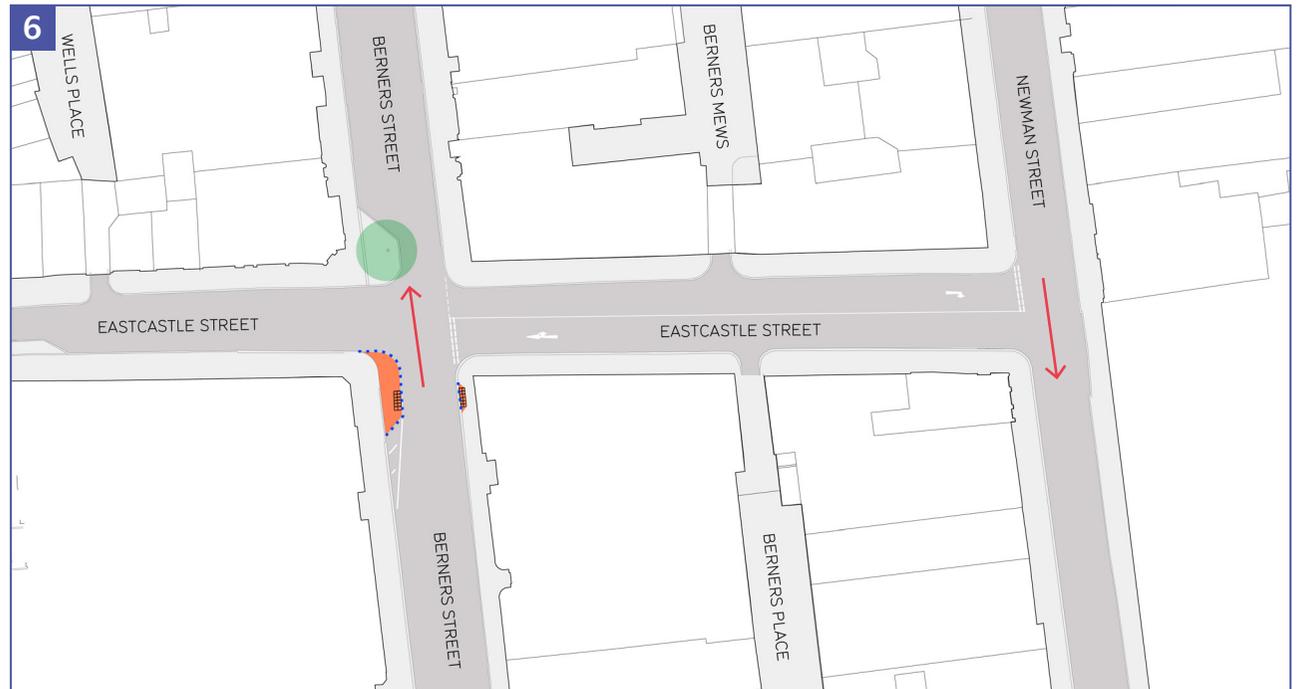
## KEY

- Extension to footway (ASP)
- New or improved pedestrian crossing
- Raised asphalt in carriageway (flush to footways)
- Permanent kerb line
- Temporary kerb line
- Tactile paving
- New traffic movement
- Existing footways (range of materials)
- Existing carriageway

## 6. East Castle Street, Berners Street and Newman Street

Pedestrian experience will be improved with wider footways and adjustments at junctions. Kerb alignments and alterations to the roadway will facilitate traffic changes on Berners and Newman Streets and maintain overall network cohesion.

- Berners Street becomes northbound-only between Eastcastle and Mortimer Streets and northbound-only between Eastcastle and Oxford Streets, with right turn only entry from Oxford Street.
- Newman Street becomes southbound-only, with left turn only onto Oxford Street.
- Removal of traffic islands on Berners Street.
- Footway widening and pavement works on junctions.
- Traffic signals altered and introduced to reflect changes in road layout.
- Lining and signage to reflect changes in road layout.



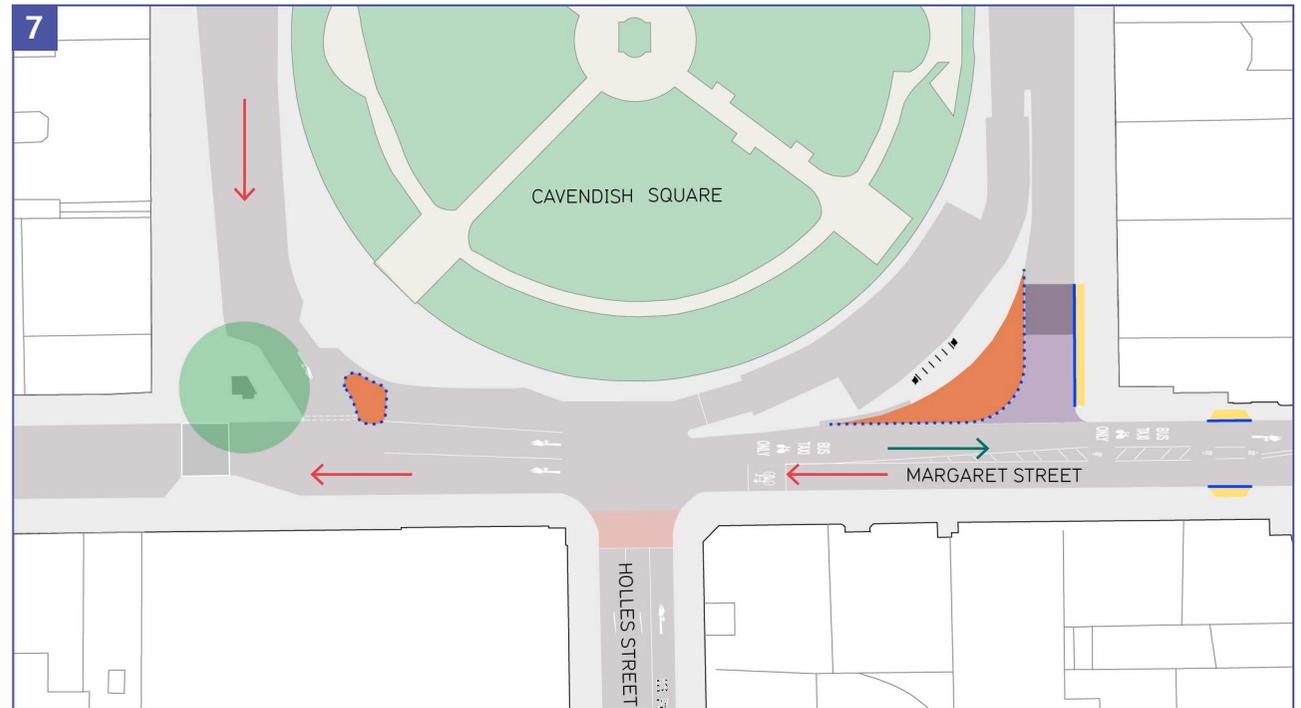
### KEY

- Temporary extension to footway (Resin)
- Temporary kerb line
- ### Tactile paving
- ➔ New traffic movement
- Existing footways (range of materials)
- Existing carriageway

# 7. Cavendish Square (South)

Kerb realignments will allow safer egress for motorists to accommodate the introduction of two-way operation, whilst providing simpler, shorter and safer crossing areas for pedestrians. New stop lines will be introduced, facilitating slower traffic movements from Cavendish Square, thereby improving traffic and pedestrian safety.

- Change in traffic direction from northbound to southbound along western arm of Cavendish Square.
- Footway adjustments and introduction of a traffic island to facilitate right-turn onto Henrietta Place from Cavendish Square.
- Carriageway adjustments to facilitate new traffic movements.
- Raised table introduced to allow for better pedestrian movement into Cavendish Square.
- Eastbound lane introduced from Holles Street to John Prince's Street for buses, taxis and cyclists.
- Lining and signage to reflect changes in road layout.



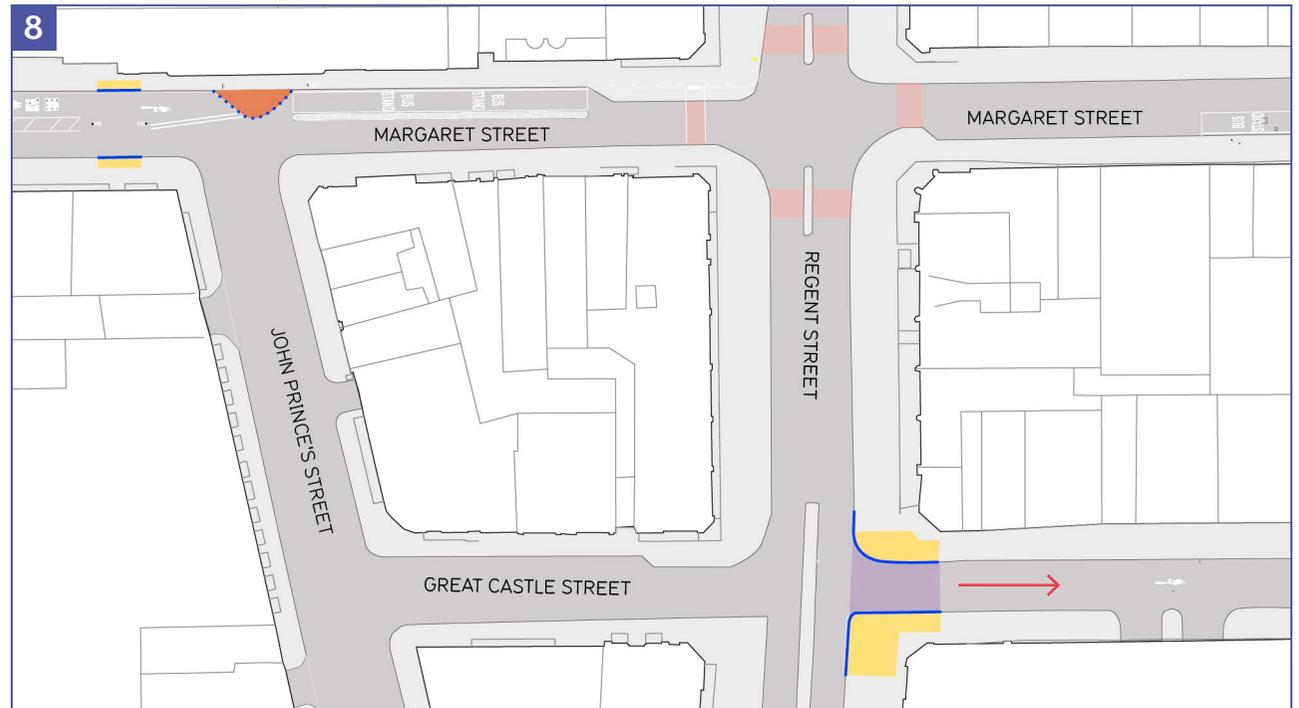
## KEY

- |   |   |
|---|---|
| <span style="color: yellow;">■</span> Extension to footway (ASP)                        | <span style="color: red;">→</span> New traffic movement                               |
| <span style="color: orange;">■</span> Temporary extension to footway (Resin)            | <span style="color: green;">→</span> New traffic movement (bus, taxi and cycle only)  |
| <span style="color: brown;">■</span> New or improved pedestrian crossing                | <span style="border: 1px solid grey;">□</span> Existing footways (range of materials) |
| <span style="color: purple;">■</span> Raised asphalt in carriageway (flush to footways) | <span style="background-color: grey;">□</span> Existing carriageway                   |
| <span style="color: darkgrey;">■</span> Asphalt in carriageway                          |   |
| <span style="color: blue;">—</span> Permanent kerb line                                 |   |
| <span style="color: blue;">⋯</span> Temporary kerb line                                 |   |

# 8. Margaret Street, Great Castle Street and Regent Street

Work on junction will improve safety for pedestrians at crossing while increasing sight lines across the Margaret Street carriageway. Raised carriageway surface treatment will be introduced at entry to Great Castle Street, further aiding pedestrians.

- Minor reduction in temporary footway widening at the junction of Regent Street and Margaret Street to facilitate carriageway buildout for introduced bus, taxi and cyclist movements.
- Bus stand introduced on northern side of Margaret Street.
- Change in traffic direction from westbound to eastbound on Great Castle Street
- Footway reduction at junction of Great Castle Street and Regent Street to allow left-turn in from Regent Street (southbound).
- Traffic signals altered and introduced to reflect changes in road layout.
- Lining and signage to reflect changes in road layout.



### KEY

- Extension to footway (ASP)
- Temporary extension to footway (Resin)
- New or improved pedestrian crossing
- Raised asphalt in carriageway (flush to footways)
- Permanent kerb line
- Temporary kerb line
- ➔ New traffic movement
- Existing footways (range of materials)
- Existing carriageway

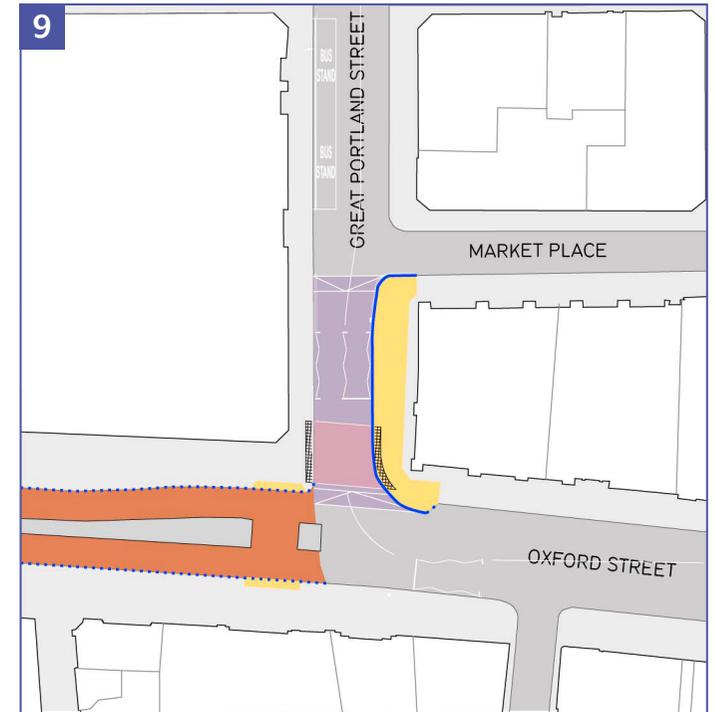
# 9. Great Portland Street and Oxford Street

An improved pedestrian crossing space through the introduction of traffic signals and newly introduced footways will facilitate access to the Oxford Circus Piazzas, providing an enhanced pedestrian experience.

- Bus stand introduced on northbound on Great Portland Street.
- Traffic signals introduced on Oxford Street and Great Portland Street to allow pedestrian crossing on Great Portland Street
- Footway realignment on the east side of Great Portland Street and removal of two traffic islands on Oxford Street to facilitate left-turn for buses onto Oxford Street.
- Lining and signage to reflect changes in road layout.

## KEY

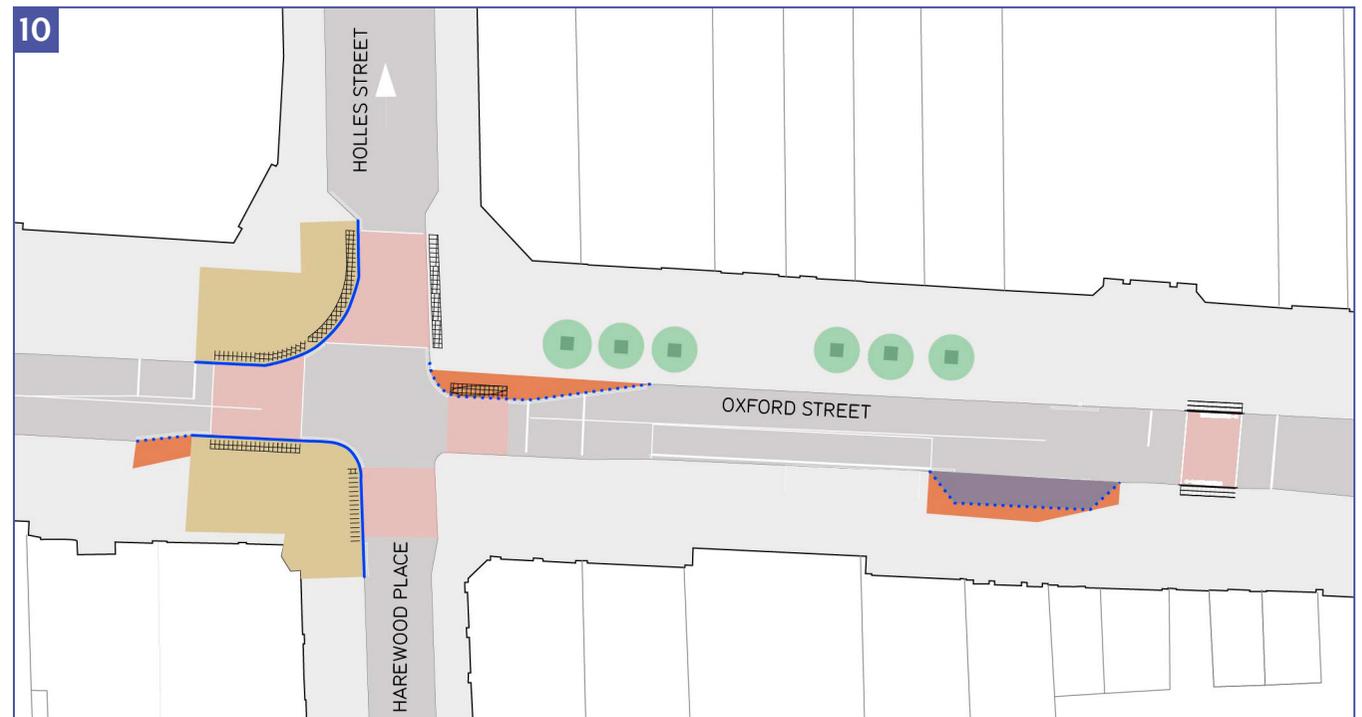
- Extension to footway (ASP)
- Temporary extension to footway (Resin)
- New or improved pedestrian crossing
- Asphalt in carriageway (flush to footways)
- Permanent kerb line
- Temporary kerb line
- ### Tactile paving
- Existing footways (range of materials)
- Existing carriageway



# 10. Holles Street, Harewood Place and Oxford Street

Introduction of new signalised junctions, combined with wider footways, will decrease crossing lengths, create safer crossing points and improve pedestrian comfort. Kerb realignments will facilitate improved sight lines, aiding traffic manoeuvres at junctions.

- Footway position adjustment to facilitate left-turn from Oxford Street eastbound to Holles Street northbound.
- Footway position change to facilitate a left-turn from Harewood Place northbound to Oxford St westbound.
- Footway widening on corner of Holles Street and Oxford Street.
- Traffic signals altered and introduced to reflect changes in road layout.
- Lining and signage to reflect changes in road layout.



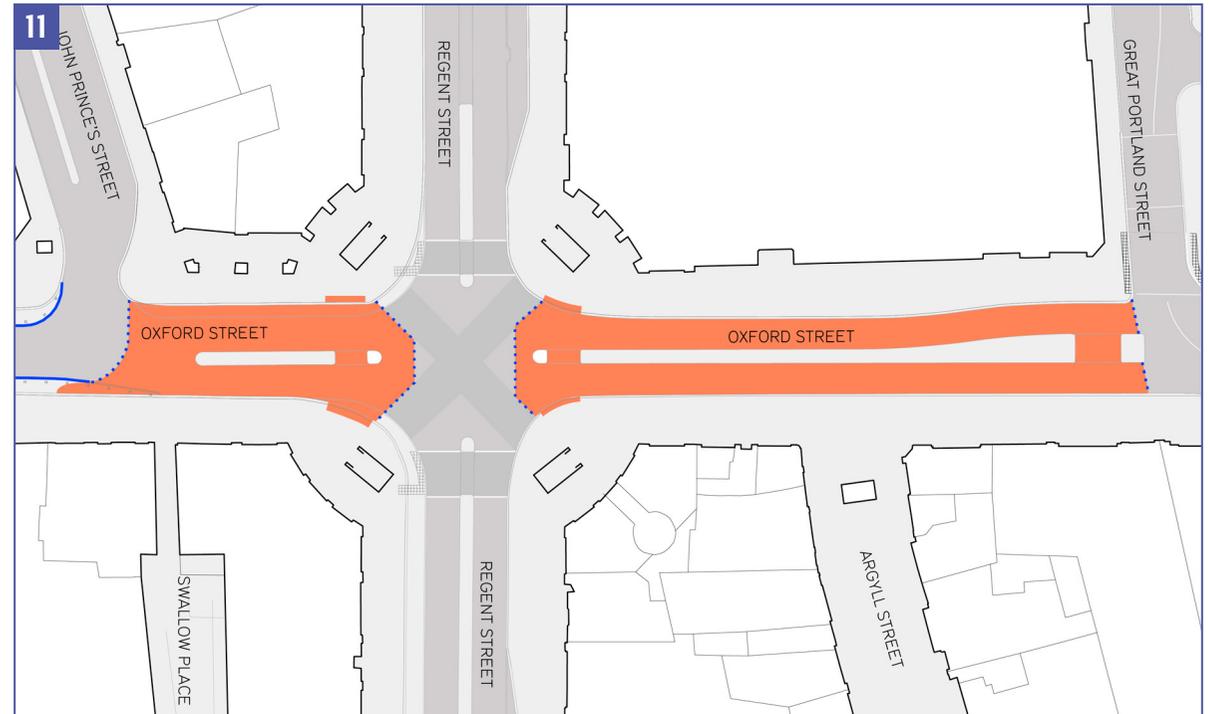
## KEY

- Extension to footway (ASP)
- Temporary extension to footway (Resin)
- New or improved pedestrian crossing
- Asphalt in carriageway (flush to footways)
- Asphalt in carriageway
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- Temporary kerb line
- ## Tactile paving
- Existing footways (range of materials)
- Existing carriageway

# 11. Oxford Circus

Plans detail the closure of the piazza areas. In the coming months, further details of the full works will be announced.

- Closure of the Oxford Street carriageway between Oxford Circus and Great Portland Street and John Prince's Street to facilitate the creation of two pedestrianised piazzas, with the retention of north-to-south traffic flow on Regent Street.
- Realigned traffic signals and timings to facilitate the new pedestrian arrangements and reduce congestion.
- North–South pedestrian movement no longer requires crossing, East-west crossing operate as currently but with reduced pedestrian wait times and delay.
- New footways in materials consistent with existing widening and upgrade works undertaken along Oxford Street.
- Rationalisation of existing street furniture to declutter the area for improved movement and accessibility.
- Continuous footway levels creating accessible, usable areas for pedestrians.



## KEY

- Temporary extension to footway (Resin)
- Temporary kerb line
- Existing footways (range of materials)
- Existing carriageway

# Transport FAQs

## **1. What are the benefits in this proposal from a bus passenger perspective?**

Oxford Street will remain fully accessible to bus passengers. Once fully completed the Oxford Street scheme will allow bus stops to be much simpler to use with each stop providing the same east-west bus services and shorter distances to walk between stops.

## **2. How will I be able to access Oxford Circus by bus?**

The access to Oxford Circus by bus will not change. There will be bus stops on Oxford Street and on Regent Street that are close to Oxford Circus as they are now.

## **3. Will I need to walk far to catch a bus if I am on Oxford Street?**

Once fully completed the arrangement of bus stops on Oxford Street will mean that the distance between stops for each service will be reduced so on average it will be easier to walk to bus stops.

## **4. How many through bus routes will be using the diversion? what are those routes?**

Only the 98 and 390 bus services travel end-to-end on Oxford Street and these two services will divert a short distance around Oxford Circus. However, the overall time for the 98 and 390 buses to travel along Oxford Street will remain similar.

## **5. Which buses will be using new routes to turn around?**

Services 55, 73, 22, 12, 159, 7 turn around at Oxford Circus. These buses will turn around in a more efficient configuration once the scheme is completed reducing noise and air pollution in surrounding streets.

## **6. What will be the impact on bus timing?**

In general, the majority of bus services will experience shorter journey times once the full Oxford Street District scheme is completed.

## **7. What will be the impact on surrounding residential street?**

Most surrounding streets will see a reduction in bus movements once the full Oxford Circus scheme is completed except for the bottom end of Great Portland Street south of Margaret Street

and John Princes Street. The number of bus stands in the area will also be reduced. It will be necessary to operate some bus diversions in the short term during the construction period.

## **8. How many bus routes are there now and how many will be there in the future?**

Currently there are 13 bus services that operate through Oxford Circus, in the future there will be 10.

## **9. Where will the bus stops be relocated to?**

The bus stops in general will not be significantly relocated. There will still be bus stops east and west of Oxford Circus on Oxford Street.

## **10. Which streets will be impacted by the new routes and how?**

Once the Oxford Street District scheme is fully implemented, the majority of streets will see a reduction in bus movements including Oxford Street, Regent Street, Hanover Street, Hanover Square, Harewood Place, Henrietta Place, Wimpole Street, Wigmore Street, Cavendish Square, Cavendish Place, Mortimer Street, Great Portland Street between Mortimer Street and Margaret Street. Margaret Street and Holles

# Transport FAQs

Street are expected to carry a similar number of buses and Great Castle Street, John Princes Street, Margaret Street between Great Portland Street and Regent Street and Great Portland Street between Margaret Street and Oxford Street will experience and increase in bus movements. Where there is a predicted increase in buses, the Council has developed measures that will reduce the volume of other vehicles and will introduce improved pedestrian crossings and other benefits to avoid an overall detrimental impact.

## **11. What will be the impact on surrounding garden squares? Hanover and Cavendish?**

The number of buses circulating through the Garden Squares will be significantly reduced once the final scheme has been fully delivered.

## **12. How will I be able to catch a taxi on Oxford Street?**

As you do now – taxis will have access to the vast majority of Oxford Street. However, in the full scheme there will also be increase and better positioned taxi ranks on streets adjacent to Oxford Street and at the key department stores to reduce the need for taxi drivers to circulate and to provide clearer options for passengers to find a taxi.

## **13. Will my journey be delayed because of the diversions?**

Most journeys will be improved once the scheme has been fully delivered as there are a number of measures to reduce congestion included in the overall scheme.

## **14. What about Private Hire?**

Private Hire Vehicles journeys will be largely unaffected by the Oxford Circus proposals as they are already not permitted to travel east-west at Oxford Circus during the busiest times of the day. The introduction of a new westbound route on Mortimer Street and Wigmore Street will mean that there is a route for private hire vehicles and other traffic which will mean that the streets south of Mortimer Street and Wigmore Street should not see a significant increase in these kind of vehicle movements.

## **15. What will the new network mean for road users?**

Once the full Oxford Street District measures are introduced, the road network be simplified with complicated fewer one-way gyratory systems, more two-way streets and one-way streets that operate in a more legible grid pattern. This will mean that most journeys are more direct with less complicated routes, particularly through some of the more sensitive residential areas.

## **16. What will happen to Wigmore Street?**

Wigmore Street will become fully two-way east of Wimpole Street. This will allow a new westbound traffic movement but will be balanced by a commensurate reduction in eastbound traffic. New pedestrian crossings and improved footways will be introduced resulting in an improved arrangement for walking and a calmer and more civilised street environment.



