

Response ID ANON-4Z7Y-CJ3R-G

Submitted to **Have your say on the transformation of Oxford Street**

Submitted on **2018-01-01 13:39:35**

Our proposals

1 Do you support our proposals for the transformation of the Oxford Street district?

No

If you have any comments about our proposals, please explain them below.:

The proposal is driven by transport, not urban design ambitions and will be to the detriment of the wider West End. Look to other European cities and learn from their experience. It has been done before and done well. There is no need for London to procrastinate about what good urban design is. Look also to the previous masterplan prepared for Oxford Street by KPF for the New West End Company.

TfL are renowned for only thinking strategically about what transport systems are good for London as a whole to the detriment of its residential communities. This consultation does not consider the issues holistically. It does not address impacts on adjoining residential neighbourhoods where night-time vehicular servicing will be a particular concern.

There is no information on whether this proposal is integrated into any pedestrian priority strategy for the wider area and how buses, taxis, cycles and delivery vehicles will continue to serve the street and the impact this will have on the surrounding area. The proposals should take a wider view and prioritise pedestrian priority throughout Central London with a phased series of projects such as we see being realised in cities such as Paris, Stockholm, Copenhagen and New York. Refer to the current exhibition at New London Architecture: 'Walkable London'.

Night-time vehicular servicing in adjoining residential areas is a particular concern as we are already experiencing with the big logistics operators servicing Tottenham Court Road's businesses and hotels.

To focus on one street alone will just displace current problems elsewhere into the residential neighbourhoods north and south of Oxford Street. It displaces traffic congestion, pollution and night-time disturbance into residential areas instead of onto major roads outside the central urban area.

The proposal focuses on transient visitors and the tourist economy. It fails to take account of the needs of the residential communities living close to Oxford Street in Marylebone, Mayfair, Soho, Fitzrovia and Bloomsbury. They will bear the brunt of the increase in traffic, particularly servicing traffic and buses displaced from Oxford Street. Like any community, they also include people who are frail or elderly. They also use buses more than taxis and use Oxford Street to do their shopping. This proposal sees number of buses serving the area reduced and taxis increased.

We all want a better Oxford Street, somewhere that is pleasant to walk. We do not want to be forced to walk on parallel streets to the north and south, as happens now. We want proposals that tackle the issues of congestion, air quality and safety rather than just displacing these problems into surrounding streets that have an equally important role to play in the West End's success.

Oxford Street should be considered and implemented as a whole not in phases. The proposal only considers the western section of Oxford Street. It is likely to further blight the eastern section, still recovering from the economic damage brought about by the commercial expansion of Covent Garden, the lengthy period taken to realise Crossrail I and what we anticipate will be a similar impact on implementing Crossrail II.

The proposal ignores the impact of pedicabs/rickshaws, which operate entirely outside the law and are becoming a particular nuisance, especially at night.

2 We have explained that we will develop proposals for the section of Oxford Street between Oxford Circus and Tottenham Court Road based on the issues of concern raised by respondents to our last consultation, which included concerns about traffic displacement, access by public transport and the management of the area. If you believe there are any other issues we should take into account in developing proposals for the eastern section of Oxford Street, or have any other comments about this issue, please record them below.

Comments:

We have mentioned earlier that Oxford Street must be considered and implemented as a whole not in phases. The eastern section is more difficult because there are no parallel routes, other than Mortimer Street / Goodge Street, which are sensitive, and no big landowners such as Grosvenor, Cavendish, Howard de Walden and Portman to contribute to the cost and benefit from enhanced rental returns on their commercial floorspace. There has to be coordination and a cross-subsidy from west east if the ambition is to be successfully realised. In our view, the eastern section of Oxford Street cannot be considered independently from west.

It seems the proposal still fails to take account of the West End Project's plans for two-way traffic on Tottenham Court Road and Gower Street. Equally the West End Project fails to take into account this proposal. The two transport models must be integrated, not separated and neither should proceed in isolation. Think holistically.

The question has to be asked why the West End Project proposes that priority be given to two-way bus traffic on Tottenham Court Road when, if this proposal is implemented, fewer or no buses will be using Oxford Street. Where will the buses anticipated to be using Tottenham Court Road come from?

Hanway Street is also in dire need of a 'transformation'. It should be pedestrian only, not a rat-run for taxis and lorries seeking to avoid congestion on New Oxford Street by congesting Great Russell Street. It can be much more than a lorry park for Primark. It offers an enormous opportunity to provide more dwell space for pedestrians that is currently unavailable on the northern side of Oxford Street where it meets Tottenham Court Road. It is not a street to be ignored just because it

is a borough boundary.

About you

3 What is your name?

Name:

Stephen Heath

4 What is your email address?

Email:

bloomsbury@me.com

5 Please provide us with your postcode?

Postcode:

WC1B 3AG

6 Are you (please tick all boxes that apply):

Local resident

Other:

7 If responding on behalf of an organisation, business or campaign group, please provide us with the name:

Organisation:

Bloomsbury Association

8 How did you find out about this consultation?

Other (please specify)

Other:

Email from TfL

9 What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire etc.)?

Acceptable