

Response ID ANON-AV9C-WS4P-1

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

Submitted on **2017-06-18 15:31:45**

Our proposals

1 Our consultation explains why we believe it is necessary to transform Oxford Street. This would mean however potential changes for buses, taxis, cyclists and vehicles making deliveries or servicing businesses. Bearing in mind the changes we would need to make, do you agree with the transformation of Oxford Street in principle?

I support the transformation of Oxford Street and I am comfortable with the changes that would be necessary to make this possible

My concerns, or why I do not support these proposals:

The pedestrianisation of Oxford Street has a significance for the City of Westminster and London more generally and is related to the capacity of both to remain as global leaders. The City of Westminster has been slow to appreciate the importance that people play in creating great places and has for too long concentrated on facilitating the movement of motor vehicles. Given the importance of the City of Westminster to London's national and global competitiveness, as a home along with the City of London, to a vast array of visitor, worker and resident attractions, it is important that Oxford Street, as the premier retail street in the world is given the fullest support possible to embrace the positive impact that pedestrians have on both creating a sense of place and maximising retail competitiveness. London Living Streets supports the transformation of Oxford Street into a safe and attractive pedestrian environment through pedestrianisation. We believe that the following principles should underpin the transformation 1) the removal of all motor traffic with access to buses and taxis a short walk away, 2) to be accessible to all, regardless of age or disability, 3) to create a safe environment, day and night and 4) the provision of a parallel high-quality east-west cycle route. We believe that for pedestrians to be safe, the hours of operation of any pedestrianisation should be from 7am to 10pm – 7 days a week. A fault with the proposals for Bank Junction are timings that fail to protect those on foot during the evening hours when the night time economy is at its zenith. If we are to take people's money in the night-time economy we have a duty of care to keep them safe.

2 Our consultation materials describe the various challenges we would need to address to achieve our vision for the transformation of Oxford Street. We have described possible changes to access arrangements for buses and taxis, and we have explained what the transformation of Oxford Street might mean for cyclists and for freight and servicing. If you have any detailed comments about these or any other issue, please record them below.

Comments about the impacts of our proposals:

Pedestrian crowding and general experience

The position that pedestrians are currently put in in Oxford Street is unacceptable and the dangers that pedestrians currently face from motor vehicles can no longer be justified. At present the desire is to maximise the revenue that pedestrians deliver as retail customers BUT not create a safe environment for them. Serious and fatal collisions are frequent. Air pollution is at dangerous and illegal levels. On Oxford St, only pedestrianisation will create a safe environment for them and reduce the crowding of the pavements that causes so many to spill out onto the carriageway and put themselves in danger. The advent of Crossrail will increase these dangers significantly. TfL, the GLA and the City of Westminster have a duty of care to people on foot who are the lifeblood of the West End and a transformation of central London, of which the pedestrianisation of Oxford St is a part of and a start to, is an essential part of this. Only pedestrianisation will improve air quality to a level that is fair to those on foot in Oxford St and the wider West End.

3 We have described how we might improve the look and feel of Oxford Street, and other streets in the district, in both the short and long term. If you have any comments about this aspect of our proposals, or any aspiration for the look and feel of Oxford Street you would like us to consider, please consider them below.

Comments about the look and feel of Oxford Street:

London cannot carry on with an aspiration to be a great global city and lag as far behind other world cities in its policies towards the motor vehicle as it has done for the past decade and a half. The promise that occurred with the introduction of the Congestion Charge has stalled and the policies of other cities have left London trailing in their wake. While programmes of enormous improvement in conditions for pedestrians have occurred in the City of London with the introduction of 20mph speed limits, the removal of gyratories such as at Aldgate and the closure of Bank Junction they have been in no way matched in the City of Westminster which has restricted improvements to minor footway widening and the pedestrianisation of minor streets such as Air Street. It is interesting to contrast how proposals for the improvement of Oxford St are received by the City of Westminster to the reaction of Camden to the arrival of Crossrail. Camden clearly understands the impact that Crossrail will have and are preparing for radical change on the parts of the wider area that it controls such as Tottenham Court Road and Gower St. By contrast, the City of Westminster is seeking to hide behind the spurious notion that the pedestrianisation of Oxford St will bring lasting harm to the surrounding neighbourhoods. Nothing could be further from the truth. These proposals, if executed well and embraced locally, can start to release the surrounding areas from the danger and polluted air quality that it residents have faced for the past 70 years. The pedestrianisation of Oxford St can only be seen as a first step towards the general remaking of Central London as a place for people rather than motor vehicles. Without such developments London's enormous allure will begin to slip in comparison to other cities which put people first.

About you

4 What is your name?

Name:

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5 What is your email address?

Email:

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6 Please provide us with your postcode?

Postcode:

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

Visitor to the area, Not local but interested in the scheme, Other (Please specify)

Other:

Representative of stakeholder group

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

Organisation:

London Living Streets

9 How did you find out about this consultation?

Received a letter from TfL and Westminster City Council

Other:

10 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.)?

Very good