Detailed highway designs

This pack includes a table which lists every change we propose to make to the highway network in the Oxford Street district, and a series of maps which show these changes in situ. We have also included maps which show the current permitted traffic ‘movements’ in the area, and the changes to these arrangements we propose.
# Table of all proposed changes

This table lists every change we propose to make to the highway network in the Oxford Street West district, and the rationale for each of these proposed changes.

<table>
<thead>
<tr>
<th>Street</th>
<th>Proposed change</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park St (between Oxford Street and Upper Brook St) / North Audley St</td>
<td>Direction of operation reversed</td>
<td>To reduce the amount of through traffic passing through the north-west corner of Mayfair and the south west corner of Marylebone and to allow for simplification and efficiency gains at junctions with Oxford Street, facilitating improved pedestrian arrangements.</td>
</tr>
<tr>
<td>Orchard St (between Wigmore St and Edwards Mews)</td>
<td>Open to taxis, buses and cycles only southbound</td>
<td>To allow buses to pull out of the Orchard Stops more easily and to avoid traffic congestion at this location. The proposed changes also reduce the amount of westbound traffic on the section of Oxford Street between Orchard Street and Portman Street. Southbound general traffic can use Portman Street instead which will be simplified in layout.</td>
</tr>
<tr>
<td>Wigmore St/Henrietta Pl</td>
<td>Bus routes / services added</td>
<td>To enable the removal of bus services from Oxford Street West whilst keeping bus stops within 200m of Oxford Street and servicing public transport users to the north of Oxford Street.</td>
</tr>
<tr>
<td>Wigmore St</td>
<td>All round pedestrian stages added at signal junctions</td>
<td>To improve pedestrian safety and connectivity along and across a key corridor in response to long-standing local requests. This also improves access to and from the new bus stops.</td>
</tr>
<tr>
<td>Location</td>
<td>Description</td>
<td>Details</td>
</tr>
<tr>
<td>--------------------------------</td>
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<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Harewood Pl</td>
<td>Open to buses, cycles, taxis and servicing vehicles only</td>
<td>Pedestrian flows on Harewood Place are forecast to increase significantly as a result of the introduction of the Elizabeth line. Removing general traffic from Harewood Place and Holles Street means that the carriageway can be narrowed, footways widened, and traffic flows reduced. This improves conditions for pedestrians. If general traffic was not removed, Hanover Square would likely become congested because it would be an attractive route.</td>
</tr>
<tr>
<td>Wigmore St / Cavendish Pl</td>
<td>Two way operation introduced on former one-way sections</td>
<td>To provide a simplified, more accessible and easier to use street environment for all road users in combination with pedestrian crossing improvements and footway widening. Travel distances for westbound traffic will be reduced helping to reduce emissions and improve accessibility. This also enables bus priority and pedestrian improvements along Henrietta Place and Margaret Street.</td>
</tr>
<tr>
<td>Henrietta Pl (east of Wimpole St) / Cavendish Sq / Margaret St (west of Regent St)</td>
<td>Two way operation introduced</td>
<td>To provide a two-way corridor close to Oxford Street for predominantly buses, taxis and cyclists. This also complements the removal of the other section of the gyratory and simplifies vehicle movements.</td>
</tr>
<tr>
<td>Margaret St (west of Regent St)</td>
<td>Bus, taxi and cycles only</td>
<td>To prevent Henrietta Place becoming an attractive route for general traffic to allow bus and pedestrian benefits to be delivered.</td>
</tr>
<tr>
<td>Location</td>
<td>更改方向/交通方式</td>
<td>原因</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>-----------------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>Cavendish Sq – east arm</td>
<td>方向倒转</td>
<td>为了提供新的行人设施，改善Cavendish Square Gardens的访问，并为从Holles Street到CS11的骑车人员提供直接连接。这也减少了Henrietta Place的交通量，并减少了整个区域的信号化路口造成的延迟。</td>
</tr>
<tr>
<td>Cavendish Sq – west arm</td>
<td>方向倒转</td>
<td>为了简化与Wigmore Street和Harley Street在北端的路口，并创造一条连续的南行路线到Henrietta Place，无需在Wigmore Street上上下下。这也受益于能够通过更直接的路线连接到霍尔斯特街的自行车路线。</td>
</tr>
<tr>
<td>Great Castle St (west of Regent St) and John Prince's St</td>
<td>方向倒转</td>
<td>为了使公共空间和服务改善成为关键行走路径，连接Marylebone和Bond Street Station。</td>
</tr>
<tr>
<td>Marylebone Lane north of Wigmore Street</td>
<td>有限通行和方向改变倒转到南行</td>
<td>为了使公共空间和服务改善成为关键行走路径，连接Marylebone和Bond Street Station。</td>
</tr>
<tr>
<td>Marylebone Lane south of Wigmore Street</td>
<td>公共领域改善和人行道拓宽。北端的凸起车道被移除。创建南端的人行道。</td>
<td>为了使公共空间和服务改善成为关键行走路径，连接Marylebone和Bond Street Station。</td>
</tr>
</tbody>
</table>
| Harewood Place / Holles St        | carriage width reduction and provision of contraflow cycling facility |一般交通和所有公交站均被移除，从这条街移除，这使宽度的降低成为可能。这包括：
- 更宽的人行道
- 装载设施
- 出租车站|
<table>
<thead>
<tr>
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<th>Action</th>
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<tbody>
<tr>
<td>Oxford St (between Orchard Street &amp; Oxford Circus)</td>
<td>Closed to all traffic</td>
<td>To enable the transformation of Oxford Street, and the provision of new, world-class public spaces.</td>
</tr>
<tr>
<td>Oxford Street (between Portman Street and Marble Arch) &amp; Marble Arch</td>
<td>Footway widening and island enlarging</td>
<td>The north-east corner of Marble Arch experiences significant pedestrian flows. The main access for Marble Arch Underground Station is located at the junction and it is a key pedestrian route to and from Oxford Street, Marble Arch and the many bus stops in the area. Reducing the number of lanes on the circulatory carriageway of the gyratory allows the footway to the widened on the north side of Oxford Street, immediately outside the Underground Station by c.1.6m. This would improve conditions for pedestrians.</td>
</tr>
<tr>
<td>Gilbert St (north of St Anselm’s Place)</td>
<td>Cul-de-sac at northern end and introduction of two-way flow</td>
<td>Gilbert Street is at present one-way southbound with access from Oxford Street and James Street. With the proposed closure of Oxford Street and James Street to traffic, access to Gilbert Street would become impossible. For this reason, we propose making Gilbert Street operate as a cul-de-sac and the introduction of two-way flow north of Anselm’s Place. We also propose closing the junction of Gilbert Street with Oxford Street, to prevent traffic accessing Oxford Street.</td>
</tr>
<tr>
<td>Binney St north of Weighhouse Street</td>
<td>Cul-de-sac at northern end and introduction of two-way flow</td>
<td>Binney Street is at present one-way northbound with egress onto Oxford Street only. We proposed making Binney Street operate as a cul-de-sac and closing its junction with Oxford Street, to prevent traffic accessing Oxford Street. To ensure access to and from Binney Street it is also proposed to introduce two-way flow.</td>
</tr>
</tbody>
</table>


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<tr>
<th>Location</th>
<th>Proposed Action</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welbeck Street/Wimpole Street/Great Portland Street/Great Castle Street/Portland Place</td>
<td>Proposed new bus stands</td>
<td>Bus stand locations and the routes to/from them have been considered on an area wide basis. The objective has been to maximise the potential of the district while still facilitating efficient bus operations. New bus stands are required on Welbeck Street and Wimpole Street south of Wigmore Street to achieve this.</td>
</tr>
<tr>
<td>North Row (between Park St and North Audley St)</td>
<td>Introduction of a new bus stand</td>
<td>With the changes proposed to bus routes as part of the Oxford Street proposals, additional bus stands are required in the Marble Arch area. A new stand on North Row would allow route 94 to serve stops close to Oxford Street.</td>
</tr>
<tr>
<td>Park Lane (between Grosvenor Gate &amp; Brook Gate)</td>
<td>Bus stands</td>
<td>With the changes proposed to bus routes as part of the Oxford Street proposals additional bus stands are required in the Marble Arch area. A new stand on Park Lane, balances the impacts on passenger access, driver facilities, other kerbside activity and streetscape.</td>
</tr>
</tbody>
</table>
| Duke Street, Vere Street / New Bond Street and Holles St / Harewood Place | North-south traffic routes retained    | We propose maintaining the north – south crossing points for traffic over Oxford Street West at these locations. These would
  - Avoid excessive pressure on other north-south routes in the area, including Regent Street
  - Maintain access through the area to serve local shops, businesses and residents;  
  - Ensure access to Stratford Place, which is a cul-de-sac
  - Allow essential vehicles, such as taxis and servicing vehicles, close access to Oxford Street |
<table>
<thead>
<tr>
<th>Street Location</th>
<th>Traffic Description</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stratford Place / Davies Street</td>
<td>North-south traffic routes retained</td>
<td>Stratford Place is a cul-de-sac and can only be accessed from Oxford Street or Davies Street. With the closure of Oxford Street access to Stratford Place must be maintained from Davies Street.</td>
</tr>
<tr>
<td>James Street (south of Barrett St)</td>
<td>Closed to all traffic at all times, except loading (from Midnight – 11am)</td>
<td>Allows full width of the road to be used by pedestrians in an area popular for al fresco dining. At present it is difficult for pedestrians to walk along the street when the bars and restaurants are busy. This is likely to become a popular route to access the proposed relocated bus stops on Wigmore Street and pedestrian flows here are likely to increase. Allowing pedestrians to safely use the full width of the street at certain times of the day eases pedestrian congestion and allows significant urban realm improvements in the area.</td>
</tr>
<tr>
<td>Lumley Street, Binney Street and Gilbert Street (north of Weighhouse St)</td>
<td>Goods vehicles prohibited from entering these streets north of Weighhouse St/Brown Hart Gardens from 9pm-8am</td>
<td>To ensure that these residential streets are not used for loading and servicing overnight</td>
</tr>
<tr>
<td>John Prince’s Street (southern end), Old Cavendish Street and Chapel Place (southern end)</td>
<td>All motor vehicles prohibited (except for loading by goods vehicles)</td>
<td>To provide loading facilities close to Oxford Street while also enabling public realm improvements</td>
</tr>
</tbody>
</table>
| Area wide | Bus stop changes – location and size | Changes are required to accommodate the proposed changes to bus network. Care has been taken in locating bus stops to:  
- Retain bus passenger access to, or close to, Oxford Street;  
- Ensure bus stops are not too crowded to facilitate passenger access and egress;  
- Simplify bus routes;  
- Minimise impact on traffic movement;  
- Minimise impacts on residents. |
| --- | --- | --- |
| Park Lane / Upper Grosvenor Street | Park Lane southbound – bus lane narrowed and traffic lanes realigned to provide increased right-turn space for U-turning vehicles.  
Park Lane northbound – width of right turn lane reduced and lanes realigned to provide clearance passed the new bus stand.  
Junction of Park Lane and Upper Grosvenor Street – changes in method of control to allow U-turning vehicles to exit without conflicting with vehicles from Upper Grosvenor Street. | To safely accommodate the new bus stand and the additional buses u-turning on Park Lane at the Grosvenor Gate junction to access the bus stand. |
Oxford Street Transformation
Section 1 - Great Cumberland Place to Portman Square

Key:
- Buildings
- Carriageway
- Existing kerbline removed
- New road markings
- Existing road markings
- Raised Carriageway
- Footway
- New Footway / Island
- Signalised Pedestrian Crossing
- Oxford Street West Extents

- Security bollards
- Existing layout not affected
- Existing tree
- Proposed tree
- Bus stop
- London Underground stop
- London Underground - Elizabeth Line
- Taxi rank

Pedestrian green man added to all arms (part of Baker Street two-way scheme)
Pedestrian green man retained on all arms
Bus stop removed, Coach stop retained

BAKER STREET TWO-WAY SCHEME

City of Westminster
Oxford Street Transformation
Section 7 - Davies Street to Holles Street
Continued on Section 8

Two-way operation introduced
Pedestrian zone
Footway widened
New bus stop

Continued on Section 6
Two-way operation introduced
Pedestrian zone
Footway widened
New bus stop
Oxford Street Transformation
Section 9 - Park Lane to Park Street

Key:
- Buildings
- Carriageway
- Existing kerbline removed
- New road markings
- Existing road markings
- Raised Carriageway
- Footway
- New Footway / Island
- Signalised Pedestrian Crossing
- Oxford Street West Extents

Security barriers
Existing layout not affected
Existing tree
Proposed tree
Bus stop
London Underground stop
London Underground - Elizabeth Line
Taxi rank

New bus stands
New road markings
Signals modified to facilitate safe u-turning
New junction including pedestrian and cycle crossing
Pedestrian and cycle route
Footway widened

Continued on Section 10
Oxford Street Transformation

Section 11 - Grosvenor Square to South Molton Lane

Key:
- Buildings
- Carriageway
- Existing kerbline removed
- New road markings
- Existing road markings
- Raised Carriageway
- Footway
- New Footway / Island
- Signalised Pedestrian Crossing
- Oxford Street West Extents
- Security bollards
- Existing layout not affected
- Existing tree
- Proposed tree
- Bus stop
- London Underground stop
- London Underground - Elizabeth Line
- Taxi rank

- Contra-flow cycling introduced
- Road closed with cycle link maintained
- Two-way operation introduced
- St Anselm's Pl re-opened two-way
- Davies Street re-opened two-way
- Contra-flow cycling introduced
- Pedestrian green man to be retained on all arms

St Anselm's Pl
Davies Street
Grosvenor Square
Browns Hart Gardens
George Yard
Binney Street
Dukes Yard
Duke Street
Gilbert Street
St Anselm's Place
Davies Street Mews
South Molton Street
South Molton Lane
Bond Street
Elizabeth Line

Oxford Street West Extents

Existing layout not affected

City of Westminster
**PROPOSED**

Roads closed to traffic

Change proposed as part of other scheme

*St George St

**EXISTING**

**PERMITTED TRAFFIC MOVEMENTS**

- Current permitted movement
- Cycle only movement
- Bus only movement
- Bus and cycle only movement
- Bus and taxi only movement
- Bus, taxi and cycle only movement
- New permitted movement
- Service vehicles and cyclists only movement
- Bus, taxi, cycle and service vehicle only movement
- Restriction applies only for certain times of day
- Change proposed as part of other scheme
- Roads closed to traffic