Kerbside Management Plan

It is understood that there are very high and often competing demands for the use of kerbside space in central London. This ranges from keeping clear lines of sight between drivers and pedestrians crossing, to passing space in narrower streets, the variety of parking uses, and loading and unloading. Areas and adjacent land uses change over time and therefore there is room to review existing arrangements to ensure that they work in an optimum way for the area. The kerbside management plan for the Oxford Street West district sets out a proposal for how the use of the kerbside could be allocated based on analysis of capacity and demand within the Oxford Street West District. The principles used to develop the kerbside plan are:

- A kerbside allocation plan which provides for current and future identified kerbside demands in appropriate locations.
- Minimise impact on resident parking based on current demand.
- No impact on current levels of disabled*, diplomat, car club and doctors bays ensuring appropriate locations.
- Minimise impact on current levels of motorcycle parking.
- Improved provision of taxi ranks on north south crossings of Oxford Street.
- Improved provision of loading facilities on north south crossings of Oxford Street.

Cycling in central London is rising over time and the plan would look to identify suitable locations to retain and enhance provision where possible.

* The allocation of disabled bays may increase and change location dependent on the outcome of the current accessibility study and further consultation.

The plans developed based on the principles above are set out in the following pages. There are 9 maps which cover the OSW district and each sets out the proposed location for all bay types and lines. The proposed timings of loading bays are also set out. It is not proposed to promote night time loading and servicing and where there are potential concerns about night time noise and residents, methods to reduce this conflict are proposed. For example on Gilbert Street and Binney Street it is proposed to limit access at night to these streets through a weight ban with vehicles over 3.5 tonnes not allowed access between 9pm and 8am.

The maps do not show the proposed layout for Hanover Square and Tenterden Street as they are subject to a separate public realm scheme. Details of this scheme can be found here:
The proposals set out enhance loading facilities based on improvements to the current situation and predicted increase in demand. There is a complementary programme of work looking at methods to minimise freight movements across the area where possible. Details are in the supporting factsheet ‘Freight plan summary’.

Electric charging points are being considered for the area and will be implemented where appropriate and practical. The location and balance of bays is subject to this consultation and if you would like to discuss with a member of the project team please contact consultations@tfl.gov.uk, or attend one of our roadshow events.
Please refer to consultation website for further details on the proposals.
Please refer to consultation website for further details on the proposals.

KEY:
- Resident parking bay
- Pay-by-phone parking bay
- Shared parking bay
- Disabled parking bay
- Reserved - diplomatic/car club/electric vehicle
- Taxi rank/stand
- Loading bay
- Motorcycle parking bay
- Double red line
- Single red line
- Double yellow line - no tick
- Double yellow line - single tick
- Double yellow line - double tick
- Single yellow line - no tick
- Single yellow line - single tick
- Single red line

NB. WCC Controlled Parking Zone restrictions apply to all areas of double and single yellow lines. Please see the WCC website for further details.

24hr loading only
Max stay 20mins

Proposed Baker Street Two-Way scheme (under construction)
Please refer to consultation website for further details on the proposals.

Key:
- Resident parking bay
- Pay-by-phone parking bay
- Shared parking bay
- Disabled parking bay
- Reserved - diplomatic/car club/electric vehicle
- Taxi rank/stand
- Loading bay
- Motorcycle parking bay
- Double red line
- Single red line
- Double yellow line - no tick
- Double yellow line - single tick
- Double yellow line - double tick
- Single yellow line - no tick
- Single yellow line - single tick
- Single red line

NB. WCC Controlled Parking Zone restrictions apply to all areas of double and single yellow lines. Please see the WCC website for further details.

No motor vehicles permitted between Jason Court and Wigmore Street except loading vehicles and cycles southbound. No entry northbound.

No entry eastbound beyond this point 1am - Midnight.

WCC Duke Street scheme (under construction).

24hr loading only Max stay 20mins

No motor vehicles permitted south of this point except for loading vehicles.

No motor vehicles permitted south of this point except for loading in specified bays and access to property.

24hr loading only Max stay 10mins

24hr loading only Max stay 20mins

Current restrictions retained.

No motor vehicles permitted south of this point 11am - Midnight.

No motor vehicles permitted south of this point except for loading in specified bays and access to property.

24hr loading only Max stay 20mins

No motor vehicles permitted south of this point except for loading vehicles.

No motor vehicles permitted south of this point except loading vehicles.

Oxford Street West Consultation
Parking and Loading Proposals
Sheet 3 of 9

City of Westminster
Transport for London

Scale 1:500@A1

Please refer to consultation website for further details on the proposals.
Please refer to consultation website for further details on the proposals.

1.1

NB. WCC Controlled Parking Zone restrictions apply to all areas of double and single yellow lines. Please see the WCC website for further details.

No motorised vehicles south of this point except loading by goods vehicles.

24hr loading bay
Max stay 20mins

No motorised vehicles south of this point except loading by goods vehicles.

24hr loading only
Max stay 20mins

Loading only 10pm-9:30am
Max stay 20mins
Operates as footway 9:30am-10pm

City of Westminster

Traffic and Transportation

norman rourke pryme

Oxford Street West Consultation
Parking and Loading Proposals
Sheet 4 of 9

Scale 1:500@A1
6628/03/025-4
Rev 1.1
Please refer to consultation website for further details on the proposals.

1.1

NB. WCC Controlled Parking Zone restrictions apply to all areas of double and single yellow lines. Please see the WCC website for further details.

KEY:
- Resident parking bay
- Pay-by-phone parking bay
- Shared parking bay
- Disabled parking bay
- Reserved - diplomatic/car club/electric vehicle
- Taxi rank/stand
- Loading bay
- Motorcycle parking bay
- Double red line
- Single red line
- Double yellow line - no tick
- Double yellow line - single tick
- Double yellow line - double tick
- Single yellow line - no tick
- Single yellow line - single tick
- Single red line
- No motorised vehicles south of this point except loading by goods vehicles
Please refer to consultation website for further details on the proposals.
Please refer to consultation website for further details on the proposals.

1.1:500@A1
6628/03/025-7
SHEET 7 OF 9

ROADSCHEME EXTENTS

KEY:
- Resident parking bay
- Pay-by-phone parking bay
- Shared parking bay
- Disabled parking bay
- Reserved - diplomatic/car club/electric vehicle
- Taxi rank/stand
- Loading bay
- Motorcycle parking bay
- Double red line
- Single red line
- Double yellow line - no tick
- Double yellow line - single tick
- Double yellow line - double tick
- Single yellow line - no tick
- Single yellow line - single tick
- Single red line

NB. WCC Controlled Parking Zone restrictions apply to all areas of double and single yellow lines. Please see the WCC website for further details.

24hr loading only
Max stay 20mins

Goods vehicles prohibited north of this point from 9pm-8am

WCC North Audley Street scheme (as consulted)
Please refer to consultation website for further details on the proposals.

1.1:500
6628/OS/025-8
SHEET 8 OF 9

KEY:
- Resident parking bay
- Pay-by-phone parking bay
- Shared parking bay
- Disabled parking bay
- Reserved - diplomatic/car club/electric vehicle
- Taxi rank/stand
- Loading bay
- Motorcycle parking bay
- Double red line
- Single red line
- Double yellow line - no tick
- Double yellow line - single tick
- Double yellow line - double tick
- Single yellow line - no tick
- Single yellow line - single tick
- Single red line
- No motorised vehicles permitted
- Goods vehicles prohibited north of this point from 9pm-8am

NB. WCC Controlled Parking Zone restrictions apply to all areas of double and single yellow lines. Please see the WCC website for further details.
Please refer to consultation website for further details on the proposals.

KEY:
- Resident parking bay
- Pay-by-phone parking bay
- Shared parking bay
- Disabled parking bay
- Reserved - diplomatic car/diplomatic electric vehicle
- Taxi rank/stand
- Loading bay
- Motorcycle parking bay
- Double red line
- Single red line
- Double yellow line - no tick
- Double yellow line - single tick
- Double yellow line - double tick
- Single yellow line - no tick
- Single yellow line - single tick
- Single red line

NB. WCC Controlled Parking Zone restrictions apply to all areas of double and single yellow lines. Please see the WCC website for further details.

Loading only 9pm-7am and 10am-Midday
Max stay 20mins
Operates at footway 7am-10am and Midday-9pm

No westbound motorised vehicles passed this point except for taxis, buses and access for loading

24hr loading only
Max stay 20mins