

24 January 2017

TFL Consultation: Proposed changes to buses in Central London

New West End Company represents retailers and property owners in Bond Street, Oxford Street and Regent Street. The consultation on changes to bus routes represents a step in the right direction towards revitalising the heart of our nation's retail capital on Oxford Street. We nonetheless hope that this consultation is just the starting point in this regard and options for further reductions of up to 100% during certain periods of the day are also brought forward in the next few months to meet the aspirations of the Mayor and shared by our members.

Our retailers and property owners strongly support the creation of vehicle free areas during specific periods within the day and evening across Oxford Street. We would also like to see the delivery of the 40% reduction outlined in this consultation to commence as soon as possible this year and believe this would also offer best value to the taxpayers and demonstrate tangible delivery of the Oxford Street transformation.

We believe this longer-term approach to bring forward a radical reduction in all traffic to the area is essential if we are deliver a vibrant economy for the West End's retail district that maximises its full commercial potential delivering growth whilst balancing accessibility, safety, and environmental improvements for citizens, shoppers, employers and employees. We see this as the first step in that direction.

We consider that our proposals would also complement the forthcoming opening of the Elizabeth line with our members' ambitions in this regard are to achieve:

- 1) At least a 50% reduction of all traffic entering Oxford Street and Regent Street by the end of 2018
- 2) Remove the worse polluting vehicles from our streets and for all public transport and service vehicles entering the area to only use electric power by the end of 2018
- 3) Bring forward the ultra-low emission zone to be in place by the opening of the Elizabeth line

We must also stress that we do not support options that simply lead to the re-direction of traffic down neighbouring residential or commercial streets. We are keen to work with the Mayor and Westminster City Council through the West End Partnership on future modelling and would naturally expect all options to undergo full economic and operational assessments.

In the meantime, we welcome the direction set out in the current consultation, particularly the reduction of eight routes on the western end of Oxford Street, the reduction of buses on Regent Street and the proposed measures to enhance the relationship between nearby Park Lane and Maida Vale. We would therefore ask that Transport for London expedites the proposed changes with as early a date for reduction as possible, in advance of a more significant wide-ranging review of routes to achieve the objectives outlined above.



Jace Tyrrell
CHIEF EXECUTIVE