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Traffic impacts of the pedestrianisation of Oxford Street

We have carried out detailed traffic modelling of the proposals for Oxford Street Pedestrianisation and the wider Oxford Street District. This allows us to predict what travel impact the proposed changes could have on road users and bus passengers for the busiest times of the day, with results presented for the morning (0830 to 0930) and evening (1800 to 1900) peak hours.

Despite the sophistication of our traffic models, all traffic modelling is only ever indicative; it is intended to give an idea of where the impacts of changes in journey choice are most likely to be felt. It assumes that drivers have perfect knowledge of the network and will always choose the quickest route available.

Our models aim to represent the busiest times of day predicting journey times during peak hours. We do acknowledge that Oxford Street is busier with private cars in the later evening however the surrounding network will be quieter during these periods. The afternoon traffic in the West End area stays at a peak level for many hours, from around noon and into the evening. The pattern of traffic displacement shown for the evening peak hour can therefore be expected to hold true for much of this time. The ONE model, which covers the whole of London including the M25 has been built to cover the average morning and evening peak hour across this vast area.

The journey time and traffic flow impacts predicted may be mitigated by factors including motorists changing the timing of their trips away from peak times, using different modes such as public transport including the new Elizabeth Line, walking or cycling, and making journeys to alternative locations or not carrying out journeys at all.

We developed a “Base” representation of the network position before any interventions are implemented; in this case the Oxford Street District reflects traffic volumes from 2025.

To understand the impacts in the future, we assess how London’s roads would operate in 2026, considering population and employment growth, committed developments and other road improvements planned for implementation. These include transformational projects such as the Wigmore Street Two-Way, Euston/HS2 and Parliament Square schemes.

Our modelling predicts an overall trend between the present day and 2026 of bus and general traffic journey times increasing. These increases can be attributed to changes in the patterns of traffic demand across the capital, population growth, and the reallocation of road space to more vulnerable road users. A network wide



signal operation strategy will be adapted to manage the flow of traffic into key areas.

We then test how London's roads would operate in 2026 with the changes proposed as part of the scheme. This allows us to highlight the impact of the Oxford Street Pedestrianisation from other changes which are not part of this consultation. We would actively monitor and manage the road network following implementation ensuring impacts are balanced.

If you have any questions or clarifications with regards to our traffic modelling or wish to reply to the consultation, please email haveyoursay@tfl.gov.uk for more information.

More detailed information on how we expect bus journey times and general traffic journey times to be influenced by the Oxford Street West Pedestrianisation has been tabulated and is set out at the end of this note.

Buses

The proposed closure of Oxford Street and changes to the surrounding district will have an impact on the operation of the bus network and on bus passenger journeys. The key routes, including those most significantly impacted, are described in more detail below.

Bus route 139, between Gloucester Place/Baker Street and Piccadilly Circus

In the morning peak, Bus route 139 is predicted to see an increase in journey time of less than one minute northbound and one to two minutes southbound. During the evening peak, the journey time differences are less than a minute in both directions, as the increase in journey times through Wigmore Street are offset by journey time savings through Oxford Circus.

Bus route 390, between Hyde Park Corner and Oxford Street

In both the morning and evening peak, Bus route 390 is predicted to see an increase in northbound journey times of three to five minutes. This is primarily due to the route changing from Oxford Street to Wigmore Street and the resultant increase in route length. The southbound journey time is predicted to increase by less than a minute in the morning peak and increase by two to three minutes in the evening peak.

Bus Route 12, between Oxford Circus and Piccadilly Circus

In the morning peak, Bus route 12 is predicted to see an increase in journey time northbound, of less than one minute. The journey times are predicted to decrease by less than one minute in the southbound direction in the morning peak, and in the northbound and southbound direction in the evening peak.



Bus Route 22, between Hyde Park Corner and Oxford Circus via Berkeley Square

In the morning peak, bus route 22 is predicted to see a decrease in journey times northbound and southbound, of up to one minute. There is a predicted increase in journey time in both directions in the evening peak of up to one minute.

Bus Route 159, between Oxford Circus and Haymarket

In the morning peak, the differences in journey times in either direction are less than one minute. In the evening peak in the northbound direction, the journey times are between one and two minutes faster, as removing the east-west conflict with Oxford Street at Oxford Circus makes the approach to the last stop on the route slightly faster.

Bus Route 189, between Dorset Street and Marble Arch

The changes in journey times for route 189 are less than a minute in either peak and for both directions. In the morning peak, the southbound bus route is less than a minute faster, as Orchard Street is bus and taxi only, and therefore less congested. The northbound journey time increases by less than a minute, as the re-routed traffic makes this direction slightly slower. In the evening peak, the journey times increase by less than one minute in both directions as congestion increases due to additional traffic rerouted from Oxford Street.

Bus Route 98, between Regent Street North and Piccadilly Circus

The northbound bus route 98 is predicted to see an increase in journey times between two and three minutes in the morning peak, and three to five minutes in the evening peak. The southbound direction is predicted to see a journey time increase of three to five minutes in the morning and two to three minutes in the evening. This is primarily due to the route changing from Oxford Street to Wigmore Street and the resultant increase in route length

Bus Route 88, between Oxford Circus and Charles II Street

In the morning peak, the differences in journey times for bus route 88 are less than a minute in both directions. In the evening peak, the journey time southbound increases by between 1 and 2 minutes on the approach to Charles II Street as Haymarket is slightly more congested. In the northbound direction the evening peak journey times are predicted to reduce by less than one minute, as although traffic increases there is less delay at Oxford Circus as east-west movements along Oxford Street are removed.

Bus Route 113, between Marble Arch and Dorset Street

In the morning peak, the journey time differences for bus route 113 are less than a minute in both directions. In the evening peak, the southbound journey times are



predicted to increase by less than a minute, and northbound journey time to increase by 1 to 2 minutes; this is due to more congestion resulting from the traffic rerouted from Oxford Street and the optimisation of east-west movements to accommodate more traffic along Wigmore Street, which reduces green time for roads crossing Wigmore Street.

Further bus journey time changes for all routes are tabulated at the end of this document.

Walking

The proposals for Oxford Street and the wider Oxford Street District are expected to bring about significant improvements for pedestrians. Dynamic pedestrian models have been developed for the Orchard Street and Oxford Circus junctions, and the results show that most of the key pedestrian routes will benefit from less delay due to the pedestrianisation.

Notably, the north-south routes on Regent Street and North Audley / Orchard Street benefit from significantly improved journey times due to the reallocation of road space and removal of north-south signalised pedestrian crossings. Similar improvements are expected at other locations where pedestrianisation has eliminated the need for north-south crossings across Oxford Street.

East-west journeys along Oxford Street at the Oxford Circus junction also improve significantly due to the simplification and widening of the crossing facilities across Regent Street and pedestrianisation of the road space. The new layout reduces wait times at most crossings by increasing the number of opportunities for pedestrians to cross the road and provides more space to accommodate the high numbers of pedestrians.

Due to an assumed increase in pedestrian numbers and the need for signals to accommodate buses and taxis at the Orchard Street / Oxford Street junction, the crossing times over Orchard Street are expected to increase slightly, by just under 5 seconds. On the southern side of Oxford Street, all pedestrian journey times improve as the layout allows increased green times for pedestrians that can accommodate a high number of pedestrians.

Additional junctions along Oxford Street, such as the Vere Street / New Bond Street junction, will also be simplified and pedestrian waiting times are expected to reduce.

Overall, the pedestrianisation scheme will improve the area for all pedestrians, including those who are vulnerable and less able, by providing more space for pedestrian movement and improved pedestrian crossing facilities.



General traffic

With the closure of Oxford Street and the associated proposed changes in the wider District, some journey time changes are expected. The following comparisons reflect the changes between our proposal and the predicted performance of London's roads in 2026.

The changes in journey times through Park Lane and Edgware Road are less than one minute in both peaks.

In the morning peak, eastbound traffic travelling between Park Lane and Regent Street is predicted to see an increase in journey time of up to one minute, along Upper Brook Street and Conduit Street. The reverse direction along Maddox Street to Upper Grosvenor Street will see a decrease in journey time of up to one minute in the morning and evening peak.

In the morning, westbound traffic on Mortimer Street and Wigmore Street is predicted to see an increase in journey times of between three and five minutes between Wimpole Street and Edgware Road as the rerouted traffic from Oxford Street make this road more congested; however, the overall increase between Tottenham Court Road and Marble Arch is between two and three minutes, as other parts of the routes are slightly faster. In the evening peak, the general traffic journey times on the same westbound route are predicted to decrease by two to three minutes, as the route is less congested and the optimisation of signals to accommodate higher eastbound flows also benefits the westbound direction.

In the eastbound direction on Mortimer Street and Wigmore Street between Edgware Road and Tottenham Court Road, there is expected to be an increase in journey times of less than one minute in the morning peak and two to three minutes in the evening peak, as the rerouted traffic from Oxford Street causes an increase in congestion. The overall journey time between Marble Arch and Tottenham Court Road is expected to increase by two to three minutes in both peaks.

The northbound journey times along Gloucester Place/Portman Street are predicted to increase by three to five minutes in the morning peak and by less than a minute in the evening peak. This is caused by Park Street becoming southbound-only near to Oxford Street, so vehicles need to take a slightly longer route via North Audley Street before rejoining the same route on Gloucester Place.

Orchard Street and Baker Street are predicted to see increases in journey times of between one and two minutes in the northbound direction, and a decrease of less than one minute in the southbound direction, as Orchard Street southbound becomes a Bus, Taxi, and cycle-only route.



The changes in journey times along Regent Street in both peaks are predicted to be less than a minute. The small increases in flows in the northbound direction during both peaks are offset by the faster journey times through Oxford Circus, as there is no conflict with east-west traffic.

Further expected general traffic journey times changes are tabulated at the end of this document.

Traffic reassignment

TfL uses traffic assignment modelling to illustrate the predicted state of the road network in 2026. The model captures additional network demand and completed or planned projects across London in the coming years, to understand how route choice and traffic volumes may change.

Strategic reassignment modelling provides information on the likely redistribution of trips through the network following the implementation of a scheme. This information can inform decision makers of the wider traffic impacts as a result of network interventions and proposals and facilitate more detailed modelling. Detailed local and microsimulation models use the estimated change in strategic model traffic flow and vehicular routing to undertake more detailed assessment, such as journey time analysis, design refinement and output generation.

A combination of strategic, local and microsimulation modelling is used to assess the network impacts of a scheme. Strategic models are built as a simplified representation of the real world at a particular moment in time. Consequently, traffic assignment modelling is only ever indicative; it is intended to give an idea of where the impacts of changes in journey time and route choices are most likely to occur on the network. It assumes that all drivers have perfect knowledge of the network and will always choose the quickest route available. The assignment is a picture of what the traffic volumes in the network may look like once the on-street proposals and associated driver behaviour has had a chance to bed in.

We would actively monitor and manage traffic conditions on the roads following the delivery of the scheme and would aim to mitigate and manage traffic reassignment following implementation. We are investing in advanced traffic signal technology to allow us to better manage traffic depending on differing conditions at any given time, and we are working to improve road user information so customers can make informed journey choices before they travel.

Oxford Street

The proposed closure of Oxford Street and rationalisation of north-south routes to provide an improved pedestrian environment will lead to all traffic re-routing.



Our modelling predicts that vehicles would take alternative routes, such as Regent Street, Vere Street, and Park Lane.

Wigmore Street

The highway changes proposed on Wigmore Street may attract most of the traffic re-routing from Oxford Street. As a result, traffic is predicted to use Wigmore Street as an alternative east-west route to Oxford Street. The additional traffic flows and changes to the travel patterns along Wigmore Street may result in additional delays along the corridor, especially around Portman Square where the east-west corridor along Wigmore Street interacts with the north-corridors on Park Street and Orchard Street.

Cavendish Square

Henrietta Place becomes bidirectional to provide an alternative route between Wigmore Street and Regent Street – this reduces capacity in the westbound direction on Henrietta Place as there are fewer westbound traffic lanes. However, the change in direction in Cavendish Square (from southbound to northbound), provides an alternative route from Henrietta Place to Wigmore Street, accommodating the traffic displaced by the removal of one of the westbound lanes.

Park Street and North Audley Street

The highway changes proposed in order to reverse the one-way operation of Park Street and North Audley Street would lead to traffic re-routing to the adjacent street to make their northbound or southbound journey. The modelling suggests some northbound traffic will use Park Lane and Marble Arch northbound and southbound instead of using the Mayfair area. There will also be some increases in traffic on Upper Brook Street as traffic accesses North Audley Street northbound.

More detailed information on how we expect traffic volumes to be influenced by the Oxford Street West Pedestrianisation has been tabulated; this is set out over the following pages.

If you have any questions with regards to our traffic modelling, please email haveyoursay@tfl.gov.uk for more information.

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Buses – banded journey times

					Buses - Banded Journey Times)					
					Morning peak (mins)			Evening peak (mins)		
Route	First Stop	Last Stop	Direction	Notes	Future Base	Do Something	Future Base to Do Something	Future Base	Do Something	Future Base to Do Something
1	Holborn Station (Stop N)	Russell Square Station (Stop H)	Northbound		5 to 10	5 to 10	-1 to 0	5 to 10	5 to 10	0 to 1
2	Dorset Street (Stop G)	London Hilton Hotel (Stop B)	Southbound		10 to 15	10 to 15	-1 to 0	10 to 15	10 to 15	0 to 1
6	George Street (Stop EH)	London Hilton Hotel (Stop B)	Southbound		5 to 10	5 to 10	-1 to 0	5 to 10	5 to 10	0 to 1
7	George Street (Stop EH)	Marble Arch Station / Edgeware Road (Stop H)	Eastbound		2 to 3	2 to 3	-1 to 0	2 to 3	1 to 2	-1 to 0
8	Holborn Station (Stop K)	St Giles Street (Stop W)	Westbound		5 to 10	5 to 10	0 to 1	5 to 10	10 to 15	1 to 2
9	Regent Street / St James (Stop Z)	Green Park Station (Stop H)	Westbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	0 to 1
12	Oxford Circus Stn /Margaret Street (Stop RF)	Haymarket / Charles II Street (Stop P)	Southbound		5 to 10	5 to 10	-1 to 0	10 to 15	10 to 15	-1 to 0
13	Dorset Street (Stop G)	London Hilton Hotel (Stop B)	Southbound		10 to 15	10 to 15	-1 to 0	10 to 15	10 to 15	0 to 1
14	Russell Square (Stop E)	Green Park Station (Stop H)	Southbound		20 to 25	20 to 25	0 to 1	25 to 30	25 to 30	-3 to -2
19	Red Lion Street (Stop A)	Green Park Station (Stop H)	Southbound		15 to 20	15 to 20	-1 to 0	20 to 25	20 to 25	-2 to -1
22	Berkeley Square (Stop X)	Green Park Station (Stop H)	Southbound		3 to 5	3 to 5	-1 to 0	3 to 5	3 to 5	0 to 1
23	George Street (Stop EH)	Haymarket / Jermyn Street (Stop R)	Southbound		10 to 15	10 to 15	-1 to 0	15 to 20	15 to 20	0 to 1
24	Leicester Square (Stop L)	Goodge Street Station (Stop A)	Northbound		5 to 10	5 to 10	0 to 1	10 to 15	10 to 15	-1 to 0
29	Goodge Street Station (Stop D)	Leicester Square (Stop J)	Southbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	-1 to 0
36	George Street (Stop EH)	London Hilton Hotel (Stop B)	Southbound		5 to 10	5 to 10	-1 to 0	5 to 10	5 to 10	0 to 1
38	Red Lion Street (Stop A)	Green Park Station (Stop H)	Westbound		15 to 20	15 to 20	-1 to 0	20 to 25	20 to 25	-1 to 0
55	Red Lion Street (Stop A)	Great Titchfield St / Oxford Circus Stn (Stop OP)	Westbound		10 to 15	10 to 15	-1 to 0	10 to 15	10 to 15	-2 to -1
59	Holborn Station (Stop P)	Procter Street (Stop H)	Northbound		3 to 5	3 to 5	-1 to 0	3 to 5	3 to 5	-1 to 0
68	Holborn Station (Stop N)	Russell Square Station (Stop H)	Northbound		5 to 10	5 to 10	-1 to 0	5 to 10	5 to 10	0 to 1
73	Great Titchfield St / Oxford Circus Stn (Stop OJ)	Goodge Street Station (Stop A)	Northbound		5 to 10	5 to 10	-1 to 0	5 to 10	10 to 15	1 to 2
74	London Hilton Hotel (Stop Y)	George Street (Stop K)	Northbound		5 to 10	5 to 10	-1 to 0	5 to 10	5 to 10	0 to 1
88	Oxford Circus Stn /Margaret Street (Stop RF)	Haymarket / Charles II Street (Stop P)	Southbound		3 to 5	3 to 5	-1 to 0	5 to 10	5 to 10	1 to 2
91	Tavistock Square (Stop N)	Kingsway / Holborn Station (Stop M)	Southbound		5 to 10	5 to 10	0 to 1	25 to 30	15 to 20	-10 to -5
94	Hyde Park Street (Stop D)	Marble Arch Station (Stop L)	Southbound		3 to 5	3 to 5	0 to 1	3 to 5	5 to 10	0 to 1
98	George Street (Stop EH)	Red Lion Square (Stop J)	Southbound		20 to 25	25 to 30	3 to 5	25 to 30	25 to 30	2 to 3
113	Dorset Street (Stop G)	Dorset Street (Stop G)	Southbound		5 to 10	5 to 10	-1 to 0	5 to 10	5 to 10	0 to 1
133	Holborn Station (Stop K)	Drake Street (Stop S)	Northbound		3 to 5	3 to 5	0 to 1	3 to 5	3 to 5	0 to 1
137	London Hilton Hotel (Stop Y)	Marble Arch (Stop W)	Northbound		2 to 3	2 to 3	0 to 1	2 to 3	2 to 3	0 to 1
139	Dorset Street (Stop G)	Haymarket / Jermyn Street (Stop R)	Southbound		5 to 10	5 to 10	1 to 2	10 to 15	10 to 15	-1 to 0
148	London Hilton Hotel (Stop Y)	Hyde Park Street (Stop B)	Northbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	0 to 1
159	Regent Street / St James (Stop Z)	Oxford Circus (Stop RC)	Northbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	-2 to -1
176	Leicester Square (Stop L)	Tottenham Court Road Station / Great Russell Street	Northbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	-1 to 0
188	Holborn Station (Stop P)	Tottenham Court Road (Stop T)	Northbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	1 to 2
189	Dorset Street (Stop G)	Marble Arch Station (Stop P)	Southbound		5 to 10	5 to 10	-1 to 0	5 to 10	5 to 10	0 to 1
243	Red Lion Street (Stop A)	Kingsway / Holborn Station (Stop M)	Southbound		3 to 5	3 to 5	-1 to 0	5 to 10	5 to 10	-2 to -1
274	Dorset Street (Stop G)	Hyde Park Street (Stop B)	Southbound		5 to 10	5 to 10	-1 to 0	10 to 15	10 to 15	0 to 1
390	Goodge Street Station (Stop D)	London Hilton Hotel (Stop B)	Southbound		20 to 25	20 to 25	0 to 1	20 to 25	25 to 30	2 to 3
453	Regent Street / St James (Stop Y)	Margaret Street / Oxford Circus (Stop RD)	Northbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	-1 to 0
SL6	Holborn Station (Stop N)	Southampton Row / Theobald's Road (Stop Y)	Northbound	Does not run in PM Peak	2 to 3	2 to 3	-1 to 0	-	-	-
1	Russell Square (Stop J)	Kingsway / Holborn Station	Southbound		5 to 10	5 to 10	0 to 1	20 to 25	10 to 15	-10 to -5

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					Buses - Banded Journey Times)					
					Morning peak (mins)			Evening peak (mins)		
		(Stop M)								
2	London Hilton Hotel (Stop Y)	George Street (Stop K)	Northbound		5 to 10	5 to 10	-1 to 0	5 to 10	5 to 10	0 to 1
6	London Hilton Hotel (Stop Y)	George Street (Stop EJ)	Northbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	0 to 1
7	Marble Arch Edgeware Road (Stop E)	Burwood Place (Stop EK) (Stop EK)	Westbound		2 to 3	2 to 3	-1 to 0	3 to 5	2 to 3	-1 to 0
8	New Oxford Street (Stop Z)	Procter Street (Stop H)	Eastbound		5 to 10	5 to 10	-1 to 0	5 to 10	5 to 10	-2 to -1
9	Green Park Station (Stop J)	Haymarket / Jermyn Street (Stop R)	Eastbound		5 to 10	5 to 10	-1 to 0	10 to 15	10 to 15	0 to 1
12	Regent Street / St James (Stop Y)	Margaret Street /Oxford Circus (Stop RE)	Northbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	-1 to 0
13	London Hilton Hotel (Stop Y)	Portman Square (Stop Y)	Northbound		5 to 10	10 to 15	0 to 1	10 to 15	10 to 15	1 to 2
14	Green Park Station (Stop J)	Russell Square (Stop E)	Northbound		15 to 20	15 to 20	-1 to 0	25 to 30	20 to 25	-5 to -3
19	Green Park Station (Stop J)	Red Lion Street (Stop G)	Northbound		20 to 25	15 to 20	-2 to -1	20 to 25	20 to 25	0 to 1
22	Green Park (Stop R)	Conduit Street / Savile Row (Stop Q)	Northbound		3 to 5	3 to 5	-1 to 0	3 to 5	3 to 5	0 to 1
23	Regent Street / St James (Stop Z)	Burwood Place (Stop EK) (Stop EK)	Northbound		10 to 15	10 to 15	0 to 1	15 to 20	15 to 20	0 to 1
24	Goodge Street Station (Stop D)	Leicester Square (Stop J)	Southbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	-1 to 0
29	Leicester Square (Stop L)	Goodge Street Station (Stop A)	Northbound		5 to 10	5 to 10	0 to 1	10 to 15	10 to 15	-1 to 0
36	London Hilton Hotel (Stop Y)	Burwood Place (Stop EK) (Stop EK)	Northbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	0 to 1
38	Green Park Station (Stop J)	Red Lion Street (Stop G)	Eastbound		20 to 25	15 to 20	-2 to -1	20 to 25	20 to 25	0 to 1
55	Great Titchfield St / Oxford Circus Stn (Stop OJ)	Red Lion Street (Stop G)	Eastbound		10 to 15	10 to 15	-2 to -1	10 to 15	10 to 15	0 to 1
59	Holborn Station (Stop K)	Kingsway / Holborn Station (Stop M)	Southbound		2 to 3	2 to 3	0 to 1	3 to 5	3 to 5	0 to 1
68	Tavistock Square (Stop N)	Kingsway / Holborn Station (Stop M)	Southbound		5 to 10	5 to 10	0 to 1	25 to 30	15 to 20	-10 to -5
73	Goodge Street Station (Stop D)	Great Titchfield St / Oxford Circus Stn (Stop OP)	Southbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	-1 to 0
74	Dorset Street (Stop G)	London Hilton Hotel (Stop A)	Southbound		10 to 15	10 to 15	-1 to 0	10 to 15	10 to 15	0 to 1
88	Regent Street / St James (Stop Y)	Margaret Street / Oxford Circus (Stop RD)	Northbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	-1 to 0
91	Holborn Station (Stop N)	Russell Square Station (Stop H)	Northbound		5 to 10	5 to 10	-1 to 0	5 to 10	5 to 10	0 to 1
94	Marble Arch Station (Stop P)	Hyde Park Street (Stop B)	Northbound		3 to 5	3 to 5	-1 to 0	3 to 5	2 to 3	-1 to 0
98	Red Lion Square (Stop J)	George Street (Stop EJ)	Northbound		25 to 30	25 to 30	2 to 3	25 to 30	25 to 30	3 to 5
113	Marble Arch Station (Stop L)	Portman Square (Stop Y)	Northbound		3 to 5	3 to 5	0 to 1	3 to 5	5 to 10	1 to 2
137	Marble Arch Station / Park Lane (Stop R)	London Hilton Hotel (Stop A)	Southbound		2 to 3	2 to 3	-1 to 0	3 to 5	3 to 5	0 to 1
139	Regent Street / St James (Stop Z)	Portman Square (Stop Y)	Northbound		10 to 15	10 to 15	0 to 1	15 to 20	15 to 20	0 to 1
148	Hyde Park Street (Stop D)	London Hilton Hotel (Stop B)	Southbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	0 to 1
159	Oxford Circus (Stop RG)	Haymarket / Charles II Street (Stop P)	Southbound		5 to 10	5 to 10	-1 to 0	5 to 10	5 to 10	0 to 1
176	Tottenham Court Road (Stop S)	Leicester Square (Stop J)	Southbound		3 to 5	3 to 5	-1 to 0	5 to 10	3 to 5	-1 to 0
188	New Oxford Street (Stop Z)	Kingsway / Holborn Station (Stop M)	Southbound		5 to 10	5 to 10	-1 to 0	5 to 10	5 to 10	-1 to 0
189	Marble Arch Station (Stop L)	Portman Square (Stop Y)	Northbound		3 to 5	5 to 10	0 to 1	3 to 5	5 to 10	0 to 1
243	Holborn Station (Stop P)	Red Lion Street (Stop G)	Northbound		3 to 5	3 to 5	-1 to 0	2 to 3	2 to 3	-1 to 0
274	Hyde Park Street (Stop D)	Portman Square (Stop Y)	Northbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	0 to 1
390	London Hilton Hotel (Stop Y)	Goodge Street Station (Stop A)	Northbound		20 to 25	20 to 25	3 to 5	20 to 25	25 to 30	3 to 5
453	Oxford Circus Stn /Margaret Street (Stop RF)	Haymarket / Charles II Street (Stop P)	Southbound		5 to 10	5 to 10	-1 to 0	10 to 15	10 to 15	-1 to 0
SL6	Russell Square (Stop E)	Kingsway / Holborn Station (Stop M)	Southbound	Does not run in AM Peak	-	-	-	15 to 20	10 to 15	-10 to -5

Note: Routes 7, 22, and 94 are shorter in the Do Something Scenario. The journey times in this table only include the sections that are consistent in both scenarios

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General Traffic - banded journey times

					General Traffic - Banded Journey Times					
					Morning peak (mins)			Evening peak (mins)		
Location	Between...	And...	Direction	Notes	Future Base	Do Something	Future Base to Do Something	Future Base	Do Something	Future Base to Do Something
Park Lane / Edgware Road	Stanhope Gate	George Street	Northbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	-1 to 0
Park Lane / Edgware Road	George Street	Stanhope Gate	Southbound		3 to 5	3 to 5	-1 to 0	3 to 5	3 to 5	0 to 1
Gloucester Place / Portman Street	South Street	George Street	Northbound	Park Street (between Oxford Street and Upper Brook Street) has changed direction	3 to 5	5 to 10	3 to 5	5 to 10	5 to 10	0 to 1
Gloucester Place / Portman Street	Montagu Place	Oxford Street	Southbound		3 to 5	3 to 5	1 to 2	3 to 5	3 to 5	0 to 1
Baker Street / Orchard Street	Oxford Street	George Street	Northbound		2 to 3	3 to 5	1 to 2	1 to 2	3 to 5	1 to 2
Baker Street / Orchard Street	George Street	Oxford Street	Southbound		3 to 5	2 to 3	-1 to 0	2 to 3	2 to 3	-1 to 0
Berkeley Street	Bruton St	Piccadilly	Southbound		1 to 2	1 to 2	0 to 1	2 to 3	3 to 5	1 to 2
Vere Street / New Bond Street	Henrietta Place	Conduit Street	Southbound		3 to 5	3 to 5	-1 to 0	3 to 5	3 to 5	-1 to 0
Regent Street	Great Windmill Street	Cavendish Place	Northbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	-1 to 0
Regent Street	Cavendish Place	Great Windmill Street	Southbound		5 to 10	5 to 10	-1 to 0	10 to 15	10 to 15	-1 to 0
Wardour Street	Shaftesbury Avenue	Oxford Street	Northbound		2 to 3	2 to 3	-1 to 0	2 to 3	2 to 3	0 to 1
Tottenham Court Road / Charing Cross Road	Cranbourn Street	Goodge Street	Northbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	-1 to 0
Bloomsbury Street / Gower Street	High Holborn	Chenies Street	Northbound		3 to 5	5 to 10	1 to 2	3 to 5	3 to 5	0 to 1
Bloomsbury Street / Gower Street	Chenies Street	High Holborn	Southbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	1 to 2
Southampton Row / Kingsway	Great Queen Street	Bernard Street	Northbound		3 to 5	3 to 5	-1 to 0	3 to 5	3 to 5	0 to 1
Southampton Row / Kingsway	Bernard Street	Great Queen Street	Southbound		5 to 10	5 to 10	0 to 1	15 to 20	10 to 15	-5 to -3
George Street	Thayer Street	Edgware Road	Westbound		5 to 10	5 to 10	-1 to 0	5 to 10	5 to 10	0 to 1
George Street	Seymour Place	Baker Street	Eastbound		1 to 2	1 to 2	-1 to 0	1 to 2	1 to 2	-1 to 0
Seymour Street / Wigmore Street / Mortimer Street	Edgware Road	Tottenham Court Road	Eastbound		10 to 15	10 to 15	0 to 1	10 to 15	10 to 15	1 to 2
Mortimer Street	Charlotte Street	Great Titchfield Street	Westbound		1 to 2	1 to 2	0 to 1	1 to 2	1 to 2	0 to 1
Wigmore Street / Seymour Street	Wimpole Street	Edgware Road	Westbound		5 to 10	5 to 10	3 to 5	5 to 10	5 to 10	-2 to -1
Oxford Street	Albion Street	Procter Street	Eastbound		15 to 20	10 to 15	-2 to -1	10 to 15	15 to 20	0 to 1
Oxford Street	Earnshaw Street	Albion Street	Westbound		5 to 10	5 to 10	-1 to 0	5 to 10	5 to 10	-1 to 0
High Holborn / St Giles Street	Procter Street	Oxford Street	Westbound		5 to 10	5 to 10	0 to 1	5 to 10	5 to 10	1 to 2
Upper Brook Street	Park Lane	New Bond Street	Eastbound		3 to 5	3 to 5	0 to 1	3 to 5	3 to 5	-1 to 0
Upper Grosvenor Street	Regent Street	Park Lane	Westbound		3 to 5	3 to 5	-1 to 0	5 to 10	3 to 5	-1 to 0
Bruton Street / Conduit Street	Berkeley Street	Regent Street	Eastbound		2 to 3	2 to 3	0 to 1	3 to 5	3 to 5	0 to 1
Bruton Street / Conduit Street	Regent Street	Berkeley Street	Westbound		1 to 2	1 to 2	-1 to 0	1 to 2	1 to 2	0 to 1
Shaftesbury Avenue / Piccadilly	Down Street	High Holborn	Eastbound		10 to 15	10 to 15	0 to 1	15 to 20	15 to 20	1 to 2
Shaftesbury Avenue	High Holborn	Piccadilly Circus	Westbound		3 to 5	3 to 5	-1 to 0	3 to 5	5 to 10	0 to 1
Piccadilly	Piccadilly Circus	Down Street	Westbound		3 to 5	3 to 5	-1 to 0	3 to 5	3 to 5	-1 to 0
Oxford Street / Mortimer Street / Wigmore Street	Marble Arch	Tottenham Court Road	Eastbound		10 to 15	10 to 15	2 to 3	10 to 15	15 to 20	2 to 3
Oxford Street / Mortimer Street / Wigmore Street	Tottenham Court Road	Marble Arch	Westbound	All Traffic	10 to 15	10 to 15	2 to 3	15 to 20	15 to 20	-3 to -2

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Traffic Reassignment – banded vehicle volumes

Map of locations in map below table.				Traffic reassignment impacts (Two-way volumes)					
				Morning peak (Vehs/hour)			Evening peak (Vehs/hour)		
Location	Between...	And...	Notes	Future Base	Do Something	Future Base to Do Something	Future Base	Do Something	Future Base to Do Something
Oxford Street	Orchard Street	Portman Street	Closed	50 to 100	0 to 50	-100 to -50	100 to 200	0 to 50	-200 to -100
Oxford Street	Vere Street	Davies Street	Closed	100 to 200	0 to 50	-200 to -100	100 to 200	0 to 50	-200 to -100
Portman Square (South side)	Portman Street	Orchard Street		300 to 400	400 to 500	50 to 100	400 to 500	500 to 600	50 to 100
Portman Street	Portman Square	Portman Mews South	Park Street has changed direction	400 to 500	400 to 500	-50 to 0	500 to 600	300 to 400	-200 to -100
Orchard Street	Portman Mews South	Wigmore Street	North Audley has changed direction	300 to 400	200 to 300	-200 to -100	300 to 400	300 to 400	0 to 50
Wigmore Street	Mandeville Place	Duke Street		200 to 300	300 to 400	100 to 200	600 to 800	500 to 600	-50 to 0
Duke Street	Picton Place	Wigmore Street		300 to 400	200 to 300	-50 to 0	400 to 500	400 to 500	0 to 50
Welbeck Street	Wigmore Street	Henrietta Place		50 to 100	100 to 200	50 to 100	100 to 200	200 to 300	100 to 200
Wimpole Street	Henrietta Place	Wigmore Street		200 to 300	50 to 100	-200 to -100	300 to 400	100 to 200	-200 to -100
Wigmore Street	Wimpole Street	Wigmore Place		300 to 400	200 to 300	-100 to -50	600 to 800	200 to 300	-400 to -300
Cavendish Square (West side)	Wigmore Street	Henrietta Place		100 to 200	100 to 200	0 to 50	50 to 100	100 to 200	50 to 100
Cavendish Square (East side)	Cavendish Place	Margaret Street		50 to 100	100 to 200	50 to 100	50 to 100	200 to 300	100 to 200
Cavendish Place	Regent Street	Cavendish Square		200 to 300	200 to 300	-100 to -50	400 to 500	300 to 400	-100 to -50
Henrietta Place	Wimpole Street	Old Cavendish Street		400 to 500	200 to 300	-200 to -100	600 to 800	300 to 400	-300 to -200
Margaret Street	Regent Street	John Prince's Street		50 to 100	100 to 200	0 to 50	50 to 100	100 to 200	100 to 200
Great Portland Street	Mortimer Street	Margaret Street		300 to 400	200 to 300	-200 to -100	200 to 300	300 to 400	50 to 100
Harewood Place	Hanover Square	Oxford Street		200 to 300	200 to 300	-50 to 0	300 to 400	200 to 300	-200 to -100
Vere Street	Henrietta Place	Oxford Street		100 to 200	200 to 300	0 to 50	200 to 300	300 to 400	100 to 200
New Bond Street	Oxford Street	Brook Street		100 to 200	100 to 200	0 to 50	200 to 300	300 to 400	50 to 100
Brook Street	Gilbert Street	Davies Street		500 to 600	500 to 600	50 to 100	500 to 600	500 to 600	50 to 100
Upper Brook Street	Park Street	North Audley Street		300 to 400	600 to 800	300 to 400	300 to 400	600 to 800	400 to
Park Street	Wood's Mews	Upper Brook Street	Changes Direction	400 to 500	200 to 300	-200 to -100	400 to 500	100 to 200	-300 to -200
North Audley Street	Grosvenor Square	Lees Place	Changes Direction	200 to 300	200 to 300	-50 to 0	200 to 300	300 to 400	50 to 100
Edgeware Road	Bryanston Street	Marble Arch		1500 to 2000	1500 to 2000	50 to 100	1500 to 2000	1500 to 2000	0 to 50
Park Lane	Upper Brook Street	Marble Arch		1000 to 1500	1000 to 1500	100 to 200	1500 to 2000	1500 to 2000	100 to 200
Park Lane	North Row	Green Street		1500 to 2000	1500 to 2000	100 to 200	1500 to 2000	2000 to 2500	100 to 200
Park Lane	Mount Street	Upper Grosvenor Street		1000 to 1500	1000 to 1500	-50 to 0	1500 to 2000	1500 to 2000	-50 to 0
Park Lane	Upper Grosvenor Street	Mount Street		1500 to 2000	1500 to 2000	100 to 200	1500 to 2000	2000 to 2500	100 to 200
Upper Grosvenor Street	South Audley Street	Park Street		200 to 300	100 to 200	-100 to -50	300 to 400	300 to 400	-50 to 0
South Audley Street	Adam's Row	Grosvenor Square		200 to 300	100 to 200	-100 to -50	300 to 400	200 to 300	-200 to -100
Grosvenor Street	Bourdon Street	Broadbent Street		100 to 200	200 to 300	0 to 50	0 to 50	0 to 50	-50 to 0
Hill Street	Chesterfield Hill	Hay's Mews		50 to 100	100 to 200	0 to 50	50 to 100	50 to 100	-50 to 0
Bruton Street	Berkeley Street	Bruton Lane		600 to 800	600 to 800	0 to 50	600 to 800	600 to 800	50 to 100
Conduit Street	Regent Street	Saville Row		500 to 600	500 to 600	0 to 50	600 to 800	600 to 800	50 to 100
Regent Street	Conduit Street	New Burlington Street		400 to 500	400 to 500	0 to 50	500 to 600	500 to 600	0 to 50
Regent Street	Margaret Street	Cavendish Place		400 to 500	600 to 800	200 to 300	400 to 500	600 to 800	100 to 200
Regent Street	Oxford Street	Great Castle Street		600 to 800	600 to 800	50 to 100	500 to 600	600 to 800	50 to 100
Portman Square (North side)	Gloucester Place	Baker Street		50 to 100	50 to 100	-50 to 0	0 to 50	0 to 50	-50 to 0
George Street	Bryanston Square	Montagu Square		400 to 500	400 to 500	0 to 50	400 to 500	400 to 500	-50 to 0
Montagu Place	Bryanston Square	Montagu Square		100 to 200	100 to 200	-50 to 0	100 to 200	100 to 200	50 to 100
Gloucester Place	Blanford Street	Dorset Street		400 to 500	400 to 500	0 to 50	500 to 600	400 to 500	-100 to -50
Blanford Street	Gloucester Place	Baker Street		100 to 200	100 to 200	50 to 100	100 to 200	200 to 300	50 to 100
Dorset Street	Gloucester Place	Baker Street		50 to 100	100 to 200	0 to 50	50 to 100	100 to 200	0 to 50
Baker Street	Blanford Street	Dorset Street		100 to 200	0 to 50	-100 to -50	0 to 50	0 to 50	-50 to 0
George Street	Kendall Place	Manchester Street		300 to 400	400 to 500	50 to 100	300 to 400	400 to 500	50 to 100
Blanford Street	Chiltern Street	Manchester Street		100 to 200	200 to 300	50 to 100	100 to 200	200 to 300	0 to 50
Paddington Street	Chiltern Street	Luxborough Street		500 to 600	500 to 600	0 to 50	500 to 600	500 to 600	0 to 50
Marylebone High Street	Weymouth Street	New Cavendish Street		400 to 500	400 to 500	-50 to 0	500 to 600	500 to 600	0 to 50
Devonshire Street	Marylebone High Street	Beaumont Street		200 to 300	200 to 300	-50 to 0	200 to 300	200 to 300	-50 to 0
Weymouth Street	Harley Street	Weymouth Mews		300 to 400	300 to 400	-50 to 0	300 to 400	300 to 400	0 to 50
Portland Place	Langham Street	Duchess Street		400 to 500	500 to 600	50 to 100	600 to 800	600 to 800	50 to 100
New Cavendish Street	Portland Place	Mansfield Street		400 to 500	400 to 500	0 to 50	400 to 500	400 to 500	0 to 50
Great Portland Street	New Cavendish Street	Gildea Street		300 to 400	300 to 400	-50 to 0	200 to 300	200 to 300	-50 to 0
Great Portland Street	Great Portland Street Station	Great Portland Station		600 to 800	600 to 800	-50 to 0	600 to 800	600 to 800	0 to 50
Wells Street	Mortimer Street	Margaret Street		100 to 200	200 to 300	0 to 50	200 to 300	200 to 300	0 to 50
Berners Street	Mortimer Street	Eastcastle Street		100 to 200	200 to 300	0 to 50	200 to 300	200 to 300	-50 to 0
Newman Street	Eastcastle Street	Mortimer Street		100 to 200	100 to 200	0 to 50	100 to 200	100 to 200	0 to 50
Goodge Street	Newman Street	Charlotte Street		300 to 400	300 to 400	0 to 50	300 to 400	200 to 300	-100 to -50
Howland Street	(LBC) Cleveland Mews	Cleveland Street		100 to 200	100 to 200	-50 to 0	200 to 300	200 to 300	0 to 50
Maple Street	(LBC) Cleveland Street	Cleveland Mews		400 to 500	400 to 500	0 to 50	500 to 600	500 to 600	0 to 50
Fitzroy Street	(LBC) Howland Street	Maple Street		200 to 300	200 to 300	0 to 50	200 to 300	200 to 300	0 to 50
Whitfield Street	(LBC) Maple Street	Howland Street		100 to 200	100 to 200	-50 to 0	50 to 100	50 to 100	-50 to 0
Cleveland Street	(LBC) Warren Street	Greenwell Street		0 to 50	0 to 50	-50 to 0	0 to 50	0 to 50	0 to 50
Great Marlborough Street	Argyll Street	Kingly Street		200 to 300	200 to 300	0 to 50	200 to 300	200 to 300	-50 to 0
Wimpole Street	New Cavendish Street	Queen Anne Street		100 to 200	50 to 100	-50 to 0	100 to 200	100 to 200	-50 to 0

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Your say.

Map of locations

