# London’s Oxford Street pedestrianisation faces scrutiny amid economic concerns



London Mayor Sadiq Khan’s latest expansion of pedestrianisation plans for Oxford Street is a misguided attempt to turn a bustling commercial hub into a pedestrian-only zone—despite widespread opposition and the real economic harm it could cause. The increased traffic ban now extends to cover both the eastern section near Oxford Circus and Great Portland Street, as well as the western stretch towards Selfridges, all under the guise of transforming the area into an “accessible public space.” But this is more about virtue-signaling than delivering real benefit to the city’s residents and workers.

Since the announcement in June 2025, many Londoners and local businesses have expressed concern over the disruption, yet Mayor Khan remains committed to pushing through this vanity project. Although a consultation involving over 6,600 respondents showed some support, it’s clear that a significant number oppose these unnecessary road closures. Major retailers—self-interested and eager for footfall—have voiced support, but many small businesses are worried about the decline in trade and increased congestion elsewhere as traffic is rerouted. The government’s backing, under the guise of a wider regeneration plan, masks a misguided attempt to emulate city models that simply aren’t suitable for London’s unique environment.

Banning buses and taxis from key sections of Oxford Street will only exacerbate traffic chaos and inconvenience ordinary Londoners, particularly those who rely on public transport or need accessible routes. Such policies are short-sighted and ignore the negative impact on daily commuters. Westminster City Council’s concerns reflect the reality: this pedestrianisation plan risks causing more disruption than benefits, with no guarantee it will revive retail or leisure sectors—just inconvenience and congestion.

This initiative aligns with a broader, reckless push for urban “renewal” that often prioritizes aesthetics over practicality. Drawing inspiration from cities like Paris or Barcelona ignores the fact that London’s traffic and transport needs are far more complex. Imposing cycling bans and designating limited areas for bike parking shows an ideological drive rather than genuine demand or safety considerations, disrupting the very transport modes that millions depend on daily.

Looking ahead, the plans lack clear, practical steps to address transportation needs or mitigate the economic fallout for local businesses. Instead, they seem to be a costly vanity project driven by politically motivated zeal rather than genuine concern for London’s economic health or its people’s mobility. It’s time to resist these misguided pedestrianisation schemes, which threaten to turn Oxford Street into a traffic-free zone that achieves little but inconvenience and economic decline. True regeneration should embrace efficient, accessible roads—not restrict them under the guise of “urban renewal.”

Source: [Noah Wire Services](https://www.noahwire.com)

## Bibliography

1. <https://www.standard.co.uk/news/london/oxford-street-traffic-ban-sadiq-khan-one-day-buses-taxis-september-21-b1244944.html> - Please view link - unable to able to access data
2. <https://www.standard.co.uk/news/london/oxford-street-traffic-ban-sadiq-khan-one-day-buses-taxis-september-21-b1244944.html> - On 17 June 2025, London Mayor Sadiq Khan announced plans to pedestrianise Oxford Street, aiming to transform it into a world-class, accessible avenue. The initiative received majority support from Londoners and businesses during a public consultation. The project seeks to rejuvenate the area, which has faced challenges such as the closure of major retail stores and competition from online shopping. The plan includes banning vehicles, including buses and taxis, to create a vibrant public space. Implementation will require collaboration with the government to pass necessary legislation and identify alternative routes for buses.
3. <https://www.ft.com/content/5313d5ec-d5e2-4e0c-910f-ca1aa55e7091> - In June 2025, London Mayor Sadiq Khan confirmed the progression of plans to pedestrianise Oxford Street, following strong public and business support. A consultation revealed that 66% of 6,642 respondents endorsed the proposal. Major retailers, including Selfridges, John Lewis, and Ikea, also support the initiative. The plan will see approximately a mile of the roadway pedestrianised, from Orchard Street to Great Portland Street. To implement the transformation, City Hall will establish a Mayoral Development Corporation within the year, collaborating with businesses, local authorities, and national government.
4. <https://www.theguardian.com/business/2024/sep/17/traffic-banned-london-oxford-street-sadiq-khan-westminster-council> - In September 2024, Mayor Sadiq Khan announced plans to ban traffic from Oxford Street, aiming to revitalise the area and make it a leading retail destination. The proposal includes rerouting buses and taxis, which has raised concerns among Westminster City Council. The plan is part of a broader regeneration project supported by the government, with the potential to boost the local economy and create jobs. The final decision depends on approval from Deputy Prime Minister Angela Rayner, who is expected to sign off on the proposed mayoral development area.
5. <https://www.theguardian.com/uk-news/2024/sep/21/traffic-free-oxford-street-london-paris-new-york-barcelona> - In September 2024, plans to pedestrianise parts of London's Oxford Street were announced by Mayor Sadiq Khan. The proposal aims to transform the area into a vibrant public space, drawing inspiration from similar initiatives in cities like Paris, New York, and Barcelona. The plan has received mixed reactions, with some supporting the potential benefits and others expressing concerns about the impact on traffic and local businesses. The project is part of a broader effort to rejuvenate the area and attract more visitors and shoppers.
6. <https://www.standard.co.uk/news/london/oxford-street-pedestrianisation-cyclists-ban-london-mayor-sadiq-khan-b1182675.html> - In September 2024, it was reported that cyclists would be banned from riding through the pedestrianised section of Oxford Street under Mayor Sadiq Khan's plans. The initiative aims to create a traffic-free environment prioritising pedestrians, with designated areas for cyclists to lock up their bikes or divert away from the area. The move has sparked discussions about the balance between pedestrianisation and the needs of cyclists in the city.
7. <https://feeds.bbci.co.uk/news/articles/cy5e555g5qro> - In June 2025, Mayor Sadiq Khan announced plans to move forward with pedestrianising parts of Oxford Street as quickly as possible. The proposal includes banning vehicles from a 0.7-mile stretch between Oxford Circus and Marble Arch, with potential further changes towards Tottenham Court Road. The plan aims to revitalise the area and improve the experience for shoppers, residents, workers, and tourists. Detailed proposals for traffic changes will be consulted on later in the year.