

<b>Committees:</b> Streets & Walkways Sub Committee <i>[for decision]</i>  Projects and Procurement Sub Committee <i>[for information]</i>	<b>Dates:</b> 16 September 2025 14 October 2025
<b>Subject:</b> Pedestrian Priority Streets Programme – Old Jewry  <b>Unique Project Identifier:</b> 12269	<b>Gateway 5:</b> <b>Authority to start work</b> Complex
<b>Report of:</b> Executive Director Environment  <b>Report Authors:</b> Kristian Turner – Transport & Public Realm Projects, City Operations	<b>For Decision</b>
<h1>PUBLIC</h1>	

1. <b>Status Update</b>	<p><b><u>Background</u></b></p> <p>Old Jewry is one of six projects within the Pedestrian Priority Streets programme.</p> <p>In June 2020, traffic on Old Jewry was restricted as part of the COVID-19 streets programme to provide more space and priority for people walking and wheeling while retaining access for people cycling and for vehicular access to businesses.</p> <p>The traffic management measure on Old Jewry, which closed the junction with Poultry to motorised traffic, was tested as a traffic experiment in 2022 and was made permanent in July 2023.</p> <p>In January 2024, the Streets and Walkways sub-Committee considered a report setting out concerns about the impact of the Old Jewry closure on people who need to travel by motor vehicle.</p> <p>The Committee directed officers to initiate a traffic experiment to reopen Old Jewry to all traffic in a southbound direction, at all times. Design work on potential public realm improvements on the part of Old Jewry closed to traffic was paused.</p> <p>During previous discussions about the extent to which the reopening of Ironmonger Lane to people walking and wheeling would provide an</p>
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	<p>alternative route to Old Jewry, it was noted that the desire lines for people walking and wheeling meant that this was unlikely, However Ironmonger Lane would benefit from improvements to make it more accessible. These improvements are being taken forward under a separate project that incorporates the Dauntsey House S278 improvements which is also on this agenda.</p> <p><b><u>This report</u></b>  This report is presented as a Gateway 5 report seeking this Committee's decision on whether to keep Old Jewry open to all southbound traffic, at all times, by making the experimental traffic order permanent or to proceed with an alternative option.</p> <p>The current Experimental Traffic Order will expire on 4 January 2026. A decision is required now to allow sufficient time to carry out any required statutory processes.</p> <p><b>RAG Status:</b> Green (Green at last report to Committee)</p> <p><b>Risk Status:</b> Medium (Medium at last report to committee)</p> <p><b>Total Estimated Cost of Programme (excluding risk &amp; maintenance):</b> whole programme ~£8.218M</p> <p><b>Change in Total Estimated Cost of Programme (excluding risk):</b> see accompanying Pedestrian Priority Report</p> <p><b>Spend to Date:</b> £4,554,096 as of 31 July 2025 across whole programme</p> <p><b>Funding Source:</b> see accompanying Pedestrian Priority Report</p>
<p><b>2. Requested decisions</b></p>	<p><b>Requested Decisions:</b></p> <p>Members of the <b>Streets and Walkways Sub-Committee</b> are asked to approve Option 3 for Old Jewry:</p> <ol style="list-style-type: none"> <li><b>1) Option 1</b> (not recommended)  Make the experimental traffic order permanent. Retain the current arrangements, Old Jewry remains open southbound for motorised traffic and two-way for people cycling.</li> <li><b>2) Option 2</b> (not recommended)  Initially retain the current arrangements for southbound motorised traffic and two-way for people cycling (i.e. make the traffic order permanent). Work towards a further permanent traffic order to remove the northbound contra-flow cycling provision to ban cycles entering Old Jewry from Poultry. This would be subject to public and statutory consultation on a permanent traffic order. If all these steps are undertaken and no objections are received (considered unlikely), or received but subsequently withdrawn, the western pavement along Old Jewry between Frederick's Place and Poultry could be widened to improve accessibility for people walking and wheeling. If Option 2 was found to be</li> </ol>

	<p>unfeasible following safety assessments and/or public consultation, the measure would default back to Option 1.</p> <p><b>3) Option 3</b> (recommended) End the traffic experiment and revert to the previous arrangement with Old Jewry closed to through traffic. Resume work on a public realm improvement between Frederick's Place and Poultry, including improving accessibility for people walking and wheeling.</p> <p>Members of <b>Projects and Procurement Sub-committee</b> are asked to note the recommendations.</p> <p><b>Next Gateway:</b> <i>Gateway 6: Project Closure report (covering the entire Pedestrian Priority programme)</i></p> <p><b>Next Steps:</b> Depending on the decision taken, the next steps will be:  <i>Option 1</i> – Make the current traffic management measures permanent  <i>Option 2</i> – Make the current traffic management measures permanent. Then consult on a new arrangement for all traffic and cycles travelling southbound only (no northbound cycling) and commence design works to widen the western pavement between Frederick's Place and Poultry.  <i>Option 3</i> – End the Experimental Traffic Order and revert to the previous arrangement of Old Jewry closed to through traffic at the junction with Poultry and two-way traffic between Gresham Street and Frederick's Place (and two-way for people cycling). Re-start the design work for the public realm enhancement works.</p>
<b>3. Budget</b>	<ol style="list-style-type: none"> <li>The budget requirements for the next steps on Old Jewry depend on what option is taken.   Option 1 – estimated £5k   Option 2 – estimated £30k   Option 3 – estimated £50-£80k (includes design and works)</li> <li>The traffic experiment, including surveys, staff time and the traffic order process, have to date been funded from the Pedestrian Priority Programme.</li> <li>As other projects within the programme have been further developed, savings have been delivered on the implementation phase of the King William Street scheme, and we anticipate a return of some funds from utility companies as the civils works for that project is nearly complete.</li> </ol>

	<p>4. As per the accompanying report, the design work for the Cheapside Bus Gate public realm enhancement, and the Threadneedle Street / Old Broad Street pedestrian priority designs is well advanced, and our estimate is that sufficient funds would be available in the wider programme to cover Options 1-3 for Old Jewry.</p> <p>5. If Option 2 or 3 is chosen, the design work would be funded by the existing staff costs and fees budget in the programme and a further Gateway 5 report to implement the works would be tabled to this Sub-Committee.</p>
4. <b>Design summary</b>	<p>6. This section of the report sets out the results of the traffic experiment and details the benefits and disbenefits of the three options for Old Jewry to justify the recommended option.</p> <p><b>TRAFFIC EXPERIMENT RESULTS</b></p> <p>7. Here we set out the results of the traffic experiment to aid Members in making an informed decision regarding Old Jewry. It covers:</p> <ul style="list-style-type: none"> <li>• results of the monitoring of the traffic experiment</li> <li>• results of the statutory and public consultation</li> <li>• equality impact assessment</li> </ul> <p><b>Monitoring</b></p> <p>8. A monitoring strategy for the traffic experiment set out the traffic and street user benefits and disbenefits of the scheme (see Appendix 1).</p> <p>9. The “measures of success” of the Monitoring Strategy were set out before the experiment commenced:</p> <ul style="list-style-type: none"> <li>• No recorded or reported collisions on Old Jewry including the junctions with Gresham Street and Poultry</li> <li>• No significant reduction in the number of people walking, wheeling and cycling on Old Jewry</li> <li>• No significant adverse traffic impacts on Old Jewry, Gresham Street and Poultry</li> <li>• Businesses can meet their delivery and servicing needs</li> </ul> <p><u>Collision data</u></p> <p>10. Available collision data is limited and has been analysed for the most recent available dataset during the course of the experiment from 5th July 2024 to 31<sup>st</sup> December 2024 to determine if there have been any registered collisions on Old Jewry.</p> <p>11. No collisions have been recorded on Old Jewry or its junctions during this experiment. Note that collision data for 2024 is provisional and subject to change.</p> <p><u>Street use data</u> <u>Traffic</u></p> <p>12. Traffic counts were undertaken in April 2024 before the experiment started and then twelve months later during the course of the</p>

experiment. The 12hr (07:00 to 19:00) data for the busiest weekdays is summarised below:

**MOTORISED TRAFFIC**

Old Jewry	Pre-experiment (Apr-24)	Post-experiment (Apr-25)
Wednesday	521	1,460
Thursday	529	1,443

13. As can be seen above, motorised traffic volumes on Old Jewry before the experiment commenced were very low, as only vehicles parking or servicing businesses used the street. The data suggests by April 2025, Old Jewry has become an established traffic route in the area. Taxis on average are 47% of the motorised traffic, which is higher than the average City street (17%). This suggests that the change is a positive benefit for taxi journeys.

14. The vehicles using Old Jewry are primarily coming from the Moorgate / Gresham Street junction, very little traffic comes along Gresham Street from the west to access Old Jewry. From Old Jewry vehicles have the option of turning right onto Cheapside where they predominately turn left onto Queen Street. Taxis have additional options, leaving Old Jewry they can turn left towards Bank, and right towards Queen Street or along Cheapside through the bus gate.

15. Traffic volumes on Old Jewry are quite consistent across the working day between 7am, only fluctuating between 145 from 3pm-4pm and 182 from 10am-11am. The traffic impact of the Old Jewry changes on the local road network is consistent. Our observation from site is that the network and capacity of adjoining traffic signal-controlled junctions on Cheapside and King Street are not significantly impacted.

*Motor vehicle Speeds*

16. The speed limit on Old Jewry is 20mph. Speeds of motorised traffic on Old Jewry were not measured before the start of the experiment as the street was a no-through road, where vehicles moved at very low speeds to undertake local activities.

17. Speed surveys were undertaken during the experiment at the same time as the traffic counts. The data is summarised below:

**85<sup>th</sup> PERCENTILE SPEEDS\***

Old Jewry	Post-experiment (Sept-24)	Post-experiment (Apr-25)
Weekday 07:00-19:00	15.75mph	16.27mph
Weekday 24hrs	16.33mph	16.83mph
7-day average 24hrs	16.76mph	17.28mph

18. The data indicates that at no time does the 85<sup>th</sup> percentile\* speeds measured exceed the speed limit. However, due to the very narrow pavements on Old Jewry, our observations suggest that a vehicle travelling close to the speed limit can feel intimidating for other people using the street. The data does show slightly higher speeds at off-peak times when there are expected to be fewer people walking, wheeling and cycling.

19. The highest recorded speed was 21.1mph (at 3am).

\*The 85th percentile speed is the speed at which 85% of vehicles travel at or below. The calculation is used instead of mean speed as it avoids skewing the data due to outliers.

#### *Cycling*

20. Cycle counts were undertaken at the same time as traffic counts before and during the experiment. The 12hr (07:00 to 19:00) data for the busiest weekdays is summarised below:

#### **CYCLING**

Old Jewry	Pre-experiment (Apr-24)	Post-experiment (Apr-25)
Wednesday (southbound)	346	480
Wednesday (northbound)	237	312
Thursday (southbound)	310	463
Thursday (northbound)	252	279

21. It can be difficult to draw conclusions from cycle counts over a short period of time as there are a number of variables for why people choose to cycle on a particular day. However, when comparing April 2024 to April 2025, one reasonable conclusion is that opening Old Jewry to through traffic does not appear to have discouraged people from cycling on Old Jewry in either direction.

22. It should be noted that overall, the trend is that increasing numbers of people are choosing to cycle in the City.

#### *Walking and wheeling*

23. 24hr counts of people moving along the street were undertaken by the project team, counting people moving in both directions. The 12hr (07:00 to 19:00) data for the busiest weekdays is summarised below:

### **WALKING AND WHEELING**

<b>Old Jewry</b>	<b>Pre-experiment (Apr-24)</b>	<b>Post-experiment (Apr-25)</b>
<b>Wednesday</b>	14,716	13,574
<b>Thursday</b>	15,583	14,127

24. The data shows fewer people were counted on street during the experiment compared to before the experiment. The counts were taken on the same weekdays, with a larger variance on the Thursday than the Wednesday.

25. The data indicates that the busiest hour of the day for people walking and wheeling across the survey dates is the PM peak hour (5-6pm) as people leave work, although the lunchtime peak hour (12.30-1.30pm) is nearly as busy. Pedestrian activity appears to be slightly more spread out in the morning.

26. We do not know the reason for the lower volumes (~9% on average) of people walking and wheeling that was measured after the experiment had been running for nine months. A check of the weather records suggest that conditions were dry and no public transport incidents of any note occurred, so its unlikely these were a factor. Construction works have been taking place on parallel streets before and after the experiment, but these are so typical of the walking experience in the City that we don't estimate that these are a factor either.

27. Our conclusion is that whilst the numbers of people walking and wheeling has declined, we don't think the variance is so significant to deem the experiment unsuccessful as it is to be expected that volumes of people using City street do vary across timelines due to various factors.

#### *Journey times*

28. To understand journey times in the area, we have undertaken a comparison of journey times for the routes motorised vehicles would use in the local area for the scenarios of Old Jewry being open to through traffic and closed to through traffic.

29. We have used an online journey planning tool to estimate the journey time differences separately for motorised vehicles and for taxis for a local journey in the Cheapside area and a longer journey to Blackfriars, with a starting point from Gresham Street. The journey times are estimated using the online satnav tool during the PM peak hour (5pm) and are dependent on prevailing traffic conditions.

	<p>30. SCENARIO 1 - OLD JEWRY OPEN TO SOUTHBOUND THROUGH TRAFFIC</p> <p>Journey 1 – Gresham Street to Mansion House  Motorised traffic = 3-6 minutes  Taxis = 3-6 minutes</p> <p>Journey 2 – Gresham Street to Blackfriars  Motorised traffic = 5-12 minutes  Taxis = 5-12 minutes</p> <p>Under the second scenario, with Old Jewry closed to through traffic:</p> <ul style="list-style-type: none"> <li>• For Journey 1 the route from Gresham Street towards Mansion House would be via Foster Lane, Cheapside, Bread Street, Cannon Street and Queen Victoria Street.</li> <li>• For Journey 2 the route from Gresham Street towards Blackfriars would be via St. Martin's Le Grande, New Change, Cannon Street, Friday Street and Queen Victoria Street</li> </ul> <p>31. SCENARIO 2 - OLD JEWRY CLOSED TO SOUTHBOUND THROUGH TRAFFIC</p> <p>Journey 1 – Gresham Street to Mansion House  Motorised traffic = 5-9 minutes  Taxis = 5-9 minutes (depending on final destination taxis may have a very slight time advantage over other vehicles as they can drive through the Cheapside bus gate)</p> <p>Journey 2 – Gresham Street to Blackfriars  Motorised traffic = 5-12 minutes  Taxis = 5-12 minutes</p> <p>32. Both taxis and motorised traffic benefit from shorter journey times with Old Jewry being open to southbound traffic.</p> <p>33. In general, it can be seen that for very local journeys in the Cheapside area, Old Jewry remaining open results in a shorter journey time for people travelling in a motor vehicle (saving 2-3 minutes), but for a longer journey to Blackfriars there is no difference to journey times.</p> <p>34. Maps of the traffic routes available can be seen in Appendix 2.</p> <p>35. Taxis (and cycles) only are permitted to turn left out of Old Jewry onto Poultry. The combination of this permitted movement together with the current experiment to allow taxis to travel through Bank junction is not expected to have a significant impact on journey times eastbound via Cornhill. This is because taxis were already able to access Cornhill from Princes Street.</p>
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	<p><i>Business access for loading</i></p> <p>36. Conversations with businesses and observation on street indicates that businesses are able to continue to access their properties and their loading activities are not adversely affected by the experiment.</p> <p><i>37. Monitoring strategy conclusion</i></p> <p>38. Broadly, the measures of success of the experiment have been met. Subject to final verification of the 2024 data there has been no increase in collisions or adverse effect on the street network, businesses are able to continue operating and there has been no significant reduction in people walking and wheeling, while cycling numbers have increased.</p> <p><b>Experiment Consultation results</b></p> <p><i>Statutory Consultation</i></p> <p>39. Six-month statutory consultation on the experimental traffic order to was undertaken from 5 July 2024.</p> <p>40. One objection was received from the London Cycling Campaign (City of London Group). The nature of the complaint was that the decision to open Old Jewry to through traffic “compromises the convenience and safety of people walking, wheeling and cycling” and does not adhere to the City’s Transport Strategy to “prioritise the needs of people walking” (Appendix 3).</p> <p>41. The data collected from the experiment, along with the Equalities Impact Assessment, has been shared with LCC and the question asked if LCC’s objection still stands.</p> <p>42. A meeting was held with a representative off LCC in August 2025. LCC remain unsupportive of the changes on Old Jewry and have not withdrawn their objection.</p> <p><i>Public Consultation</i></p> <p>43. A public consultation exercise was undertaken to understand what the public thinks of the traffic changes.</p> <p>44. To encourage participation in the consultation, we leafleted properties in the immediate area, visited local businesses, sent direct links to street user groups such as the cycling, freight and taxi industry representatives, as well as numerous posters on-street to notify members of the public using the street.</p> <p>45. The public consultation began at the start of the experiment and has been open for its duration, during which 129 people responded to the online survey. Given the very local nature of the traffic change, the participation rate is considered reasonable.</p>
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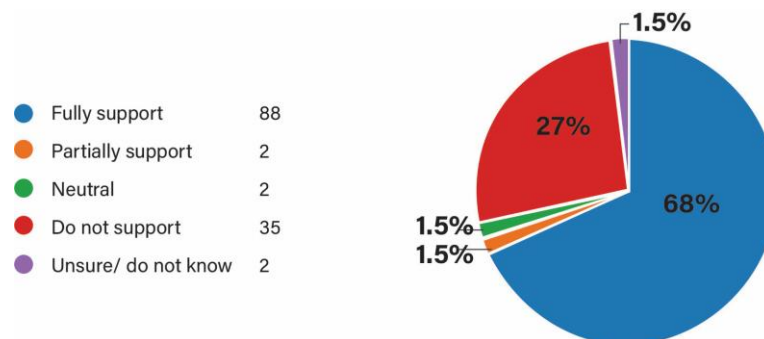
46. 85% (n110) of the respondents live, work, study, visit or have a business in the Square Mile, including taxi drivers. The remaining respondents commuted through the area or classed themselves as “other”.

47. People identified the way they travel around the area as:

- Taxi (as a driver) - 50% (n65)
- Walk - 37% (n46)
- Taxi (as a passenger) – 29% (n38)
- Cycle – 24% (n31)
- the remainder a mix of bus, rail/underground and other cars

48. People were able to choose more than one mode. Taxi drivers and their passengers represent a large proportion of the respondents. Taxi trade representatives at the London Taxi Drivers Association were supportive of the experiment and circulated the survey to their members. Whilst the mix of respondent’s is not representative of actual users of the street, it is an indicator the interest of taxi drivers/users where the traffic change is understood to shorten the journey times of some taxi routes.

49. Overall, 67% (n86) of respondents fully support the traffic experiment being made permanent in the future, 28% (n36) do not support, with the remainder being neutral, unsure or partially supportive.



50. 26% (n34) of respondents felt the experiment had a major positive or moderate positive impact on people walking and wheeling, 31% (n40) of respondents thought it had a moderate or major negative impact, and more commonly 41% (n53) felt it had no impact.

51. 67% (n86) of respondents felt the experiment makes the street more accessible for everyone, 29% (n37) of respondents felt the experiment makes the street less accessible.

52. We asked people if their day-to-day activities were limited due to a health problem or disability. Nine people (7%) said they were limited a little or a lot.

	<p>53. Of these people, six identified as taxi drivers/passengers, and of these five fully supported make the traffic change permanent. Overall, seven of the nine people with a health problem or disability fully support making the traffic change permanent.</p> <p>54. A small number of people representing businesses in the Square Mile also responded, four of which are located on Old Jewry.</p> <p>55. Of the four business directly affected on Old Jewry, two felt the impact of the experiment was a Major Positive, one felt it was a Major Negative and one Moderate Negative. Other businesses in the wider Cheapside area were more likely to state it had No Impact on them.</p> <p>A detailed summary of the Public Consultation is provided in Appendix 4.</p> <p><b>Equalities Impact Assessment</b></p> <p>56. An independent Equalities Impact Assessment (EqIA) has been undertaken by an external consultant on the traffic experiment allowing southbound traffic on Old Jewry (Appendix x).</p> <p>57. The EqIA assesses the impact of the experiment on people with protected characteristics.</p> <p>58. The full EqIA can be found in Appendix 5 and a summary is provided below.</p> <p>59. From the EqIA</p> <p><i>No substantial impacts have been identified for maintaining the southbound access for motor vehicles on Old Jewry, though there are a number of minor positive and negative impacts expected.</i></p> <p><i>Retaining southbound motor vehicle access will continue to offer benefits for some protected characteristics, particularly in terms of reduced journey times for private vehicle users, and more direct routes for some journeys. This can support journey comfort for older, disabled, and pregnant individuals, and those accessing specific community facilities, such as places of worship. In addition, the current layout provides more efficient delivery and servicing options for large vehicles, which can help to reduce the risk of road danger that is associated with these activities.</i></p> <p><i>However, it is likely that the associated traffic volumes (compared to the Summer 2020 ETO scheme) could 'lock in' road safety concerns for pedestrians and cyclists across various protected characteristics, as well as embed the potential for poorer local air quality, which could have long-term health implications for some older/younger, disabled and pregnant women.</i></p>
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60. The EqlA highlights that there are positive benefits in maintaining the lower journey times for motorised traffic in terms of accessing buildings and amenities and allowing for simplified delivery and servicing.

61. It also highlights the negative impacts such as the potential impact on road safety and on people walking and cycling, where a disproportionate number of people from some protected characteristic groups are more likely to walk or cycle.

### Healthy Streets Assessment

62. The ten Healthy Streets indicators capture the elements that are essential for making streets attractive and accessible places to walk, cycle and spend time, supporting social and economic activity. The Transport Strategy includes a proposal to embed the Healthy Streets approach in transport planning and delivery.

63. Healthy Streets checks are carried out before a scheme or design is undertaken to ensure that people's experience of using a street is captured and identify opportunities for improvements. Further assessments are carried out during the design process. A final check may also be undertaken following a schemes implementation.

64. For Old Jewry, we have undertaken the Healthy Street assessment for the two options that keep the street open to southbound traffic and then compared this to closing the street to traffic.

	Existing Layout Score (Option 1)	Option 2	Option 3
<b>Healthy Streets Score</b>	<b>41</b>	<b>42</b>	<b>59</b>
Everyone feel welcome	50	52	63
Easy to cross	63	63	71
Shade and shelter	0	0	0
Places to stop and rest	8	17	67
Not too noisy	67	67	80
People choose to walk and cycle	50	52	63
People feel safe	62	64	72
Things to see and do	0	0	33
People feel relaxed	50	52	63
Clean air	58	58	75

65. The assessment of the street as it is now under the experiment achieves a score of 41 for Option 1, with particularly low scores for shade and shelter, places to stop and rest and limited things to see and do.

66. Option 2 achieves a score of 42, by keeping the street open to through traffic and widening the pavement people will feel slightly more welcomed and safer and more likely to walk.

67. Option 3 achieves a score of 59 and scores highest on the Healthy Streets assessment of the three options. With the removal of through traffic, Old Jewry is rated as becoming a more welcoming street, with

noise reduced, cleaner air, and the opportunity for a public realm improvement creating more places to stop and rest.

The detailed Healthy Street design check score is shown in **Appendix 6**.

### Accessibility

68. To understand the impact of the different options on disabled people Officers have assessed keeping the street open to traffic versus closing it to traffic using the City of London Streets Accessibility Tool (CoLSAT).

69. CoLSAT enables street designers to identify how street features impact on the different needs of disabled people. The tool's key feature recognises that the needs of different groups of disabled people can be contradictory; that improving accessibility for one group may decrease accessibility for another. CoLSAT identifies the trade-offs that may be needed to ensure no one is excluded from using the City's streets and provides the basis for engagement and discussion to maximise the benefits for all.

70. The CoLSAT assessment has been undertaken. Table 1 compares the Current ETO with Old Jewry open to the previous arrangement where Old Jewry was closed (Option 3).

Table 1 - CoLSAT Summary Results Table				
	Option 1: Current ETO, Old Jewry open		Option 3: Old Jewry closed and public realm changed	
	'0' scores	'1' scores	'0' scores	'1' scores
Electric Wheelchair user		2		
Manual Wheelchair user		2		
Mobility Scooter user		2		
Walking Aid user		2		
Person with a walking impairment		4		3
Cycle as primary mobility aid	2	1		1
Long cane user		2	1	1
Guide Dog user	1	2		3
Residual Sight user		2		
Deaf or Hearing impairment		3		1
Acquired neurological impairment	1	1		
Autism/Sensory-processing diversity		3		1
Developmental Impairment		2		1
<b>Total</b>	<b>4</b>	<b>28</b>	<b>1</b>	<b>11</b>

*\* This score means most people in this segment would be excluded by the street characteristic in the selected configuration.*

*\*\* This score means some people in this segment may be able to negotiate the street characteristic in the selected configuration, but it would significantly deplete their levels of confidence and energy, and they would be likely to give up on the journey if they had to negotiate it more than once or twice.*

71. The analysis from the CoLSAT tool concludes that Option 1 keeping Old Jewry open to through traffic will result in the street continuing to be rated as having low accessibility / being inaccessible to people with mobility impairments. The main difference in the number of '0' scores between Option 1 and Option 3 is the pavement on the western side of Old Jewry which is particularly narrow (<1.5m) and can't be used by people using wheeled mobility aids. This is retained under Option 1 but in the outline design of Option 3 the carriageway would be raised and traffic excluded, so the experienced width would be much wider, although one '0' score remains for long cane users who find it difficult to distinguish raised carriageway areas. It may be possible to mitigate this as the design is finalised.

72. Option 3 shows a significant improvement in the number of '1' scores due to the wider pavement in this option and the section of raised carriageway which improves accessibility for some of the groups.



73. Table 2 compares Option 2 (open to southbound through traffic, removal of northbound cycling, widening the pavement) to the previous arrangement where Old Jewry was closed (Option 3).

Table 2 - CoLSAT Summary Results Table				
	Option 2– Old Jewry open (no northbound cycling, widened pavement)		Option 3: Old Jewry closed and public realm changed	
	'0' scores	'1' scores	'0' scores	'1' scores
Electric Wheelchair user		2		
Manual Wheelchair user		2		
Mobility Scooter user		1		
Walking Aid user		2		
Person with a walking impairment		3		3
Cycle as primary mobility aid		1		1
Long cane user		1	1	1
Guide Dog user		2		3
Residual Sight user				
Deaf or Hearing impairment		1		1
Acquired neurological impairment		0		
Autism/Sensory-processing diversity				1
Developmental Impairment				1
<b>Total</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>11</b>

74. The analysis from the CoLSAT tool concludes that Option 2 keeping Old Jewry open to through traffic but widening the narrowest section of pavement by removing northbound cycling is an improvement on Option 1 in terms of accessibility. Option 2 removes all '0' scores whereas Option 3 still has one '0' score for long cane users who find it difficult to distinguish raised carriageway areas. It may be possible to mitigate this as the design is finalised.

75. In some instances, it is not possible to improve on some of the lower scores such as proximity of bus stops, blue badge parking and accessible toilets due to the scope limitations of the project, but overall, Option 1 scores the lowest in accessibility of the street compared to Options 2 and 3.

### **JUSTIFICATION FOR RECOMMENDED OPTION**

76. Three options for Old Jewry have been considered for this report. As covered in the monitoring section, whilst traffic has increased significantly along Old Jewry during the course of the experiment, this does not appear to have dissuaded other street users from using the street, and provisional collision data indicates that there have been no recorded collisions.

77. Option 1 – making the ETO permanent with no public realm improvement

Benefits of this option:

- Journey times for local trips are shorter people travelling by motor vehicle, including for people who rely on taxis, private hire vehicles and private cars and for deliveries.
- The street being one-way removes the three-point turning arrangement at Frederick's Place, which while safe was an awkward arrangement
- Strong support for this option in the public consultation

Disbenefits of this option:

- The City's Transport Strategy seeks to prioritise the needs of people walking and wheeling and this option does not meet this objective. An objection from a Statutory Consultee has been made on the basis that the change on Old Jewry, in their opinion, does not help meet the City's objectives.
- The street will remain inaccessible to people with mobility impairments, due to the very narrow pavements between Poultry and Fredericks Place
- People walking and wheeling are confined to the narrow and crowded pavements, and less able to walk in the "road" due to the through traffic
- The experience for people walking and wheeling, cycling and spending time on the street is negatively impacted as the street has become more traffic dominated, although traffic volumes remain below the thresholds for providing protected space for cycling.

78. Option 2 - allowing southbound traffic and remove northbound cycling to allow for wider pavements on the west side of Old Jewry between Poultry and Fredericks place

Benefits of this option:

- The street will become more accessible to people with mobility impairments who walk/wheel along Old Jewry
- Journey times for local trips are shorter people travelling by motor vehicle, including for people who rely on taxis, private hire vehicles and private cars and for deliveries.
- The street being one-way removes the three-point turning arrangement at Frederick's Place, which while safe was an awkward arrangement.

Disbenefits of this option:

- Old Jewry is part of an established cycle route between Southwark Bridge to Coleman Street and the Moorgate area. We anticipate that the removal of two-way cycling on Old Jewry would be subject to objections
- In practical terms, we estimate that some people cycling are likely to continue using Old Jewry regardless of the measures



	<p>put in place, with an associated risk of collisions as there will be insufficient space for a southbound vehicle and northbound cycles to safely pass each other, creating a point of conflict.</p> <ul style="list-style-type: none"> <li>• The City's Transport Strategy seeks to prioritise the needs of people walking and wheeling and this option partially meets this objective.</li> </ul> <p><b>79. <u>Option 3 - revert to Old Jewry closed to through traffic</u></b></p> <p>Benefits of this option:</p> <ul style="list-style-type: none"> <li>• This option best meets the objectives of the City's Transport strategy to prioritise people walking and wheeling, improve accessibility, reduce motor traffic and make conditions for cycling safer and more pleasant</li> <li>• There is an opportunity to develop a public realm enhancement that, subject to the final design could include some greening and a place for people to rest</li> <li>• Reduced volumes of traffic are likely to benefit the patrons of food and beverage businesses along Old Jewry</li> </ul> <p>Disbenefits of this option:</p> <ul style="list-style-type: none"> <li>• Under this option the slightly awkward arrangement for three-point turns at Frederick's Place will take place, and this may not be supported by the Mercer's Company</li> <li>• Journey times for local trips by motorised traffic will take longer which is a disbenefit for people travelling by motor vehicle, including for people who rely on taxis, private hire vehicles and private cars and for deliveries</li> </ul> <p><b>CONCLUSION</b></p> <p>80. The report sets out the results of the traffic experiment, the results of the public consultation, the Equalities Impact Assessment and an assessment of the street using the Health Streets assessment tool and the CoLSAT accessibility tool.</p> <p>81. Overall, officers recommend Option 3 as it offers the greatest opportunity to improve accessibility whilst most closely aligning to corporate strategies such as the Transport Strategy and Climate Action Strategy</p> <p>82. However, the results of the experiment are finely balanced. Members will recognise that there are benefits and disbenefits for each option in terms of determining the right balance of competing needs on Old Jewry. All options are considered acceptable should Members wish to choose Options 1 or 2.</p>
<b>5. Delivery team</b>	<p>83. The Delivery team remains unchanged from the previous report and includes:</p> <ul style="list-style-type: none"> <li>• Project management by the Transport and Public Realm Projects team in Policy and Projects.</li> </ul>

	<ul style="list-style-type: none"> <li>• Construction Engineering/Design and Construction Supervision to be managed by the Highways team.</li> <li>• Contractor – FM Conway under the highways term contract.</li> </ul>
<b>6. Programme and key dates</b>	<p>84. The forward programme and key dates are dependent upon the option decided by Members:</p> <p>85. Option 1 – making the ETO permanent</p> <ul style="list-style-type: none"> <li>• October 2025 – inform stakeholders of decision to make the traffic change permanent</li> <li>• October – December 2025 – undertake the statutory traffic order making process to make the change permanent</li> </ul> <p>86. Option 2 – making a new traffic order allowing southbound traffic and removing northbound cycling</p> <ul style="list-style-type: none"> <li>• October 2025 – inform stakeholders of decision to make the traffic change permanent</li> <li>• Undertake design work for footway widening</li> <li>• October – December 2025 – initiate a new public consultation on the measures to remove northbound cycling</li> <li>• February 2026 – report back to committee on consultation results for decision on how to proceed</li> </ul> <p>87. Option 3 – End the Traffic Experiment and revert to Old Jewry being closed to through traffic</p> <ul style="list-style-type: none"> <li>• October 2025 – inform stakeholders of decision to allow the experiment to expire</li> <li>• Undertake stakeholder led design work for the public realm enhancement between Poultry and Frederick's Place</li> <li>• April 2026 – report back to Committee on public realm design proposals</li> </ul>
<b>7. Risk &amp; Legal</b>	<p><b><u>Risk</u></b></p> <p>88. The overall risk level of this programme remains at a medium level due to the complexity of the different concurrent workstreams involved.</p> <p>89. For the Old Jewry project specifically, there is a significant risk of a challenge to the decision Public Enquiry if Option 1 is chosen.</p> <p>90. The amended Costed Risk Register that covers the whole programme can be seen in Appendix 4 of the Threadneedle Street &amp; Old Broad Street Gateway 5 report (in this report pack). This has been updated, with the overall risk funding reduced as project such as King Street and the first phase of King William Street have been completed.</p>

**Legal**  
**Traffic Implications**

91. The Road Traffic Regulation Act 1984 (RTRA 1984) provides powers to regulate use of the highway. In exercising powers under the RTRA 1984, section 122 imposes a duty on the City, as the local authority, to have regard (so far as practicable) to securing the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway' (section 122(1) and (2) RTRA 1984).
92. The monitoring undertaken as part of the traffic experiment indicates that the changes on Old Jewry have a minimal impact on the local road network and the safe, convenient and expeditious movement of traffic and people walking, wheeling and cycling.
93. One objection has been received during the statutory consultation from the London Cycling Campaign (City of London Group). The traffic authority must consider all objections made before making a TRO and, where it does not "wholly accede" to any objection, it must provide reasons for this in its notification of the making of an order to any person that has objected.
94. The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (1996 Regulations) dictates prior to making a permanent order a public inquiry must be held pursuant to regulation 9 where an objection has been made to the traffic regulation order which is not "frivolous or irrelevant" and the traffic regulation order prohibits the loading or unloading of vehicles in a road on any day of the week at all times, before 7.00 am, between 10.00 am and 4.00 pm or after 7.00 pm (applicable where objections have not been withdrawn) and where the traffic regulation order prohibits or restricts the passage of public service vehicles (typically buses) along a road and an objection has been made to the order by the operator of a local service, the route of which includes that road.
95. Any representations or objections that are made after the ETO comes into force may trigger the public inquiry requirements however, the requirements for a public inquiry under Regulation 9 are not triggered in respect of this experimental order.
96. Despite the requirements not being triggered (in this case) it is open to the local authority to hold a public inquiry prior to the making of the permanent order if it deems it fit to do so. The recommendation of this report is not to make the order permanent therefore there is no requirement to hold a public inquiry in this circumstance. However, if the decision taken by Committee is to make the order permanent then the Committee should give consideration to whether or not a public inquiry is to be held in consideration of the objection maintained.
97. In light of the objection received and pursuant to Regulation 9(1) of the 1996 Regulations, Officers have considered the necessity of holding a public inquiry notwithstanding the triggers above and have concluded a

	<p>public inquiry in the exercise of its broad discretion under Regulation 9 need not be held.</p> <p>98. The conclusion to not hold a public inquiry is based on the following evidence:</p> <ul style="list-style-type: none"> <li>• The measure has been in place for over 12 months as an experimental traffic order and its impacts on local traffic is well understood</li> <li>• Overall, the traffic changes have been assessed as having a minor impact on the traffic network</li> </ul> <p>99. In light of these considerations, a public inquiry is not considered justified.</p> <p>100. The recommendations within this report are within the City's powers and duties.</p> <p><u>Equalities</u></p> <p>101. As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010). Therefore, an independent Equalities Impact Assessment (EqIA) has been undertaken as detailed earlier in this report and included in <b>Appendix 5</b>.</p>
8. <b>Success criteria</b>	<p>102. The programme-wide success criteria set out below was established at the initiation of the programme:</p> <ol style="list-style-type: none"> <li>1. Number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets (Climate Action Strategy and Transport Strategy targets)</li> <li>2. Length of street with pedestrian comfort level of A+, length of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets)</li> <li>3. Percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets Survey)</li> </ol>
9. <b>Progress reporting</b>	<p>103. Officers will report via monthly Cora updates. The next report will be a G6 Report if Option 1 is chosen, and a further Issues or G5 report if Option 2 or 3 is chosen.</p>

## Appendices

<b>Appendix 1</b>	Monitoring strategy
<b>Appendix 2</b>	Journey time maps
<b>Appendix 3</b>	London Cycle Campaign Objection
<b>Appendix 4</b>	Public Consultation Results
<b>Appendix 5</b>	Equality Impact Assessment
<b>Appendix 6</b>	Healthy Streets Assessment

<b>Appendix 7</b>	Option Design Drawings
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