

Appendix 4 – Old Jewry southbound traffic ETO – Monitoring approach

Background

In February 2023, the City's Streets & Walkways Sub-Committee agreed to make the experimental traffic order (ETO) on Old Jewry permanent. The permanent traffic order:

- Closed the junction of Old Jewry and Cheapside to motorised vehicles (allowing access for cycles)
- Allowed for two-way motorised traffic between Frederick's Place and Gresham Street

New ETO – converting Old Jewry to one-way street (southbound)

In March 2024, the City's Streets and Walkways Sub-Committee approved the initiation of a new traffic experiment to reopen Old Jewry and convert it to a one-way street southbound as a measure to mitigate the impact of longer journeys for people in the area who need to travel by motor vehicle.

Existing data and basis for the ETO

Given the more specific and localised nature of this ETO, there are some existing data sources that can be utilised for monitoring purposes:

- Existing collision data;
- Street user perception surveys undertaken in 2021; and
- Peak hour traffic and pedestrian counts taken in November 2023

Whilst the existing collision data shows no collisions have been recorded on Old Jewry in the last 5 years, it would be worthwhile to monitor collisions and liaise with City Police six months after the experiment commences to ascertain if any collisions have taken place as in 2017-2019 there were 3-5 collisions at the junctions with Gresham Street and Cheapside, i.e. when Old Jewry was open to traffic. The timely updating of collisions by the Police has been an historic issue where it takes some time for data to be recorded that may not meet the needs of a time restricted experiment, but best endeavours should be made to work with the Police to identify any collisions and also utilise TfL data sets.

Pre-2020 motorised traffic on Old Jewry was northbound and the new ETO will allow traffic to travel southbound. No recent traffic data for when Old Jewry was open to traffic exists, the most recent data was from 2011 that indicated approximately 1,000 vehicles a day used Old Jewry. On a purely observational purpose, Old Jewry earlier than 2020 was not a busy street so a reasonable conclusion is that before Old Jewry was closed traffic remained less than 1,000 vehicles a day.

With changes to the surrounding street network over the last few years such as on King Street and Cheapside, it is difficult to forecast the demand for southbound traffic, it may be higher than when Old Jewry ran northbound.

ETO Monitoring Methodology

Pre-ETO traffic surveys are planned to be undertaken to provide:

- Classified traffic volumes using Old Jewry southbound and northbound (April 2024);
- Classified traffic volumes at the Gresham Street / Old Jewry junction showing how many vehicles continue westbound and eastbound (April 2024)

- Pedestrian and cycle volumes at the Old Jewry / Cheapside / Poultry junction (April 2024).

This survey work would take place for 24 hours a day on a Wednesday and Thursday during a given week. Following that, the ETO would then go live in late June 2024 and run for up to 18 months. During this time, the aforementioned traffic, pedestrian and traffic surveys would be re-run in September 2024.

The changes to the street will be conveyed to SatNav platform operators.

During the initial stages of the trial:

- stakeholder feedback will be monitored via the online survey.
- Observation site visits will be undertaken at peak times on the first day (Monday) of the trial and on Thursday of the first week, followed by ad-hoc site visits at peak times in weeks 2-4 where peak hour traffic and cycle counts will be undertaken to compare to pre-ETO data.
- It is not considered necessary to again count pedestrian volumes along Old Jewry as they are unlikely to change as a result of this experiment.

Measuring the success of the experiment

The success of not of the experiment will be assessed using the following metrics:

- No recorded or reported collisions on Old Jewry including the junctions with Grasham Street and Poultry (there have been none in the last three years) – monitored through TfL Road Safety dashboard and feedback from CoL Police
- No significant adverse traffic impacts on Old Jewry, Grasham Street and Poultry – monitored through traffic counts, observation and feedback
- No reduction in the number of people walking, wheeling and cycling on Old Jewry – monitored through traffic counts
- Businesses can meet their delivery and servicing needs – monitored through observation and feedback

Concluding the ETO and reporting back to Committee

At the end of the trial, the available data will be collated in the same manner as the previous ETOs and a recommendation made to the Streets & Walkways Sub-committee on whether to make the change permanent prior to the ETO expiring at the end of 2025.