



**CITY OF  
LONDON**  
CYCLING CAMPAIGN

## **Old Jewry Experimental Traffic Order July 2024**

<https://www.cityoflondon.gov.uk/assets/Services-Environment/old-jewry-eto-one-way-streets.pdf>

<https://www.cityoflondon.gov.uk/services/streets/pedestrian-priority-streets-programme>

<https://www.cityoflondon.gov.uk/assets/Services-Environment/old-jewry-statement-of-reasons.pdf>

### **LCC Response**

We wish to register our opposition to the continuation of the [Experimental Traffic Order](#), under the [Pedestrian Priority Streets Programme](#), which re-opens the junction of Old Jewry and Poultry to motorised traffic.

Old Jewry is a strong desire line for people walking from around Bank Junction to a number of locations north. Also King St has a cycle lane southbound but none north, so Old Jewry was an attractive route for cycling north.

The [Statement of Reasons](#) declares that the ETO is proposed 'to help mitigate the impact of longer journeys for people who need to travel by motor vehicle'.

Under Section 122 of the Road Traffic Regulation Act 1984 there is a duty in law to 'to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)'. Re-opening Old Jewry as a through route only benefits people travelling by motor vehicle and compromises the convenience and safety of people walking, wheeling and cycling.

London Cycling Campaign strongly supports the City of London's **Transport Strategy** in general and highlights the need for it to be properly applied. This traffic order conflicts with 4 of the 5 main proposals of the Transport Strategy, to:

- Prioritise the needs of people walking**, make streets more accessible and deliver world-class public realm
- Make the most efficient and effective use of street space by **significantly reducing motor traffic**
- Eliminate death and serious injuries from our streets through measures to **deliver safer streets** and reduce speeds
- Enable more people to choose to cycle by **making conditions for cycling in the Square Mile safer and more pleasant**

The ETO is also inconsistent with primary objectives of the City of London's **City Plan 2040**:

- Ensuring development and infrastructure help transform the City's streets, creating **attractive and accessible places to walk, wheel, cycle and spend time**, and enabling sustainable transport and active travel
- Pedestrian-focused, **reducing conflict between pedestrian and vehicular traffic**, creating a safe and attractive public realm, prioritising pedestrians and cyclists
- Supporting the **continued reduction of motor vehicle traffic** on the City's streets

The traffic order can only have a negative outcome with respect to safety and the City's **Vision Zero** Action Plan. To achieve Vision Zero the City must move in the opposite direction and do more to remove motorised traffic.

### **About the City of London Cycling Campaign**

The City of London Cycling Campaign is the local group of London Cycling Campaign (LCC). LCC is a charity with more than 20,000 supporters, of whom more than 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

### **Cycling in the City of London**

In the City of London, LCC wants to see a fully connected, safe network for cycling that enables people of all ages and abilities to cycle - and has capacity to cater for high numbers of people cycling and a wide range of cycle types (including cargo, e-bikes and so on). This network should meet the highest standards and offer routes that are coherent and direct, both within the City and joining up to neighbouring boroughs' cycleways. We believe the City of London can only meet its rightly ambitious climate, safety and traffic reduction targets with such a network - delivered via a mix of protected cycle tracks and low motor traffic, low speed streets.