

<b>Committee:</b> Streets & Walkways Sub Committee	<b>Date:</b> 09/12/2025
<b>Subject:</b> Pedestrian Priority Streets Programme – Old Jewry decision review	
<b>Report of:</b> Katie Stewart, Executive Director Environment	<b>For Decision</b>
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<b>PUBLIC</b>	

### Summary

In October 2025, the Planning & Transportation Committee discussed Old Jewry and determined that the Streets & Walkways Sub-Committee be asked to review its September 2025 decision regarding Old Jewry.

This report summarises the feedback from further engagement with Ward Members, local business and developers. The report should be considered alongside the original Gateway 5 report (see Background Papers).

### Recommendation(s)

Members are asked to:

- Review the previous decision of the Sub Committee to end the Experimental Traffic Order (ETO) on Old Jewry.

### Main Report

#### Background

1. In September 2025 the Streets & Walkways Sub-Committee decided to end the Experimental Traffic Order (ETO) on Old Jewry and revert to the previous arrangement of Old Jewry closed to through traffic at the junction with Poultry and operating two-way between Gresham Street and Frederick's Place.
2. In October 2025, the Planning & Transportation Committee discussed Old Jewry and determined that the Streets & Walkways Sub-Committee be instructed to review its decision regarding Old Jewry.

3. To help inform the review further engagement work has been undertaken with Ward Members, local business and developers regarding their views on future traffic arrangements on Old Jewry.
4. This report summarises the feedback received and should be considered alongside the original Gateway 5 Report that was considered by the Streets & Walkways Sub Committee in September 2025 (see Background Papers). The recommendations in the Gateway 5 report are unchanged.

### **Traffic arrangements**

5. The Old Jewry Experimental Traffic Order expires on the 4 January 2026. Due to the current highway construction works for the St. Paul's Gyratory Transformation project, officers have deemed it necessary that Old Jewry will remain open to through traffic (whatever decision is taken today by Members) as an interim measure until October 2026 to relieve some of the traffic congestion on St. Martins Le Grand.
6. The next steps following today's decision will be:
  - a. If Members decide to make the ETO permanent, the permanent traffic order will be advertised in the London Gazette on the 18 December, and the street will remain open.
  - b. Or, if Members decide to end the ETO, a Temporary Traffic Regulation Order (TTRO) will be drafted to keep the street open until October 2026, after which it would close to through traffic.

### **2024/5 public consultation on the ETO (to open the street to through traffic)**

7. The original Gateway 5 details the public consultation that was undertaken as part of the ETO. In summary:
  - The public consultation began at the same time as the ETO commenced on the 5 July 2024.
  - Officers hand delivered letters to local businesses and properties signposting people to the online consultation portal.
  - Officers wrote to Ward Members informing them of the start of the public consultation and the letter sent to businesses.
  - Officers placed street posters on Old Jewry, Gresham Street and Poultry/Cheapside to inform members of the public of the consultation.
  - Officers engaged directly with representatives of local businesses and occupiers.

- 127 people responded to the public consultation. Of these:
  - 50% identified as taxi drivers
  - 29% as taxi passengers
  - 37% as pedestrians
  - 24% as cyclists
- 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.
- Overall, 67% of respondents favoured making the ETO permanent (i.e. keeping it open)
- Direct engagement took place with the Mercers Company Property Director in advance of the ETO. In advance of the ETO commencing the Mercers Company preference was to keep Old Jewry closed and they did not formally respond to the ETO consultation.

### **2022 consultation on the earlier ETO (to keep the street closed to through traffic)**

8. For reference, the summary of the previous public consultation results for the ETO to keep Old Jewry closed to through traffic is repeated below:
  - In 2022 we consulted the public on the six Pedestrian Priority projects. 130 people responded to the Old Jewry question.
  - Asked *“Overall, to what extent do you support the traffic changes on this street being made permanent (i.e. closed to through traffic)?”*
    - 61% fully supportive
    - 5% partially supportive
    - 31% not supportive

### **Further engagement**

9. Since the Planning & Transportation Committee decision in October, the project team have undertaken a further round of engagement with local Members and stakeholders:
  - Officers wrote to Ward Members of Cheap and Walbrook, as well as informing Members on the Planning & Transportation Committee should any other Ward Members wish to comment. Four Members responded representing either themselves and / or their Ward colleagues. Two Members of neighbouring wards also provided feedback.

- The project team also visited all businesses on Old Jewry and hand delivered letters inviting final comments on Old Jewry Traffic arrangements. We have received emails from several businesses on Old Jewry as well as the developer of 1 Poultry. Some businesses on neighbouring streets have also written in.
- As suggested by the Planning & Transportation Committee, the Chair and Deputy Chair of this Sub Committee (accompanied by officers) also met with the Mercers Company to seek their views.

10.A summary of the feedback received is provided below:

Date	Name / Organisation	Supportive/ Not Supportive of keeping the street open (making the ETO permanent)	Comments Summary
<b>Ward Members of Walbrook and Cheap</b>			
20.10.25	Robert Hughes-Penney/ Alderman	Supportive	Supports street being open to traffic
05.11.25	James Thomson/ Member	Supportive	Strong support for keeping Old Jewry open to traffic but would like to see this combined with pavement widening and greening but retaining loading and parking. Closing Old Jewry creates dangerous U-turns for delivery drivers and near misses with pedestrians and cyclists. Also, it causes congestion on Gresham St
05.11.25	Tijs Broeke/ Member	Supportive	Supports the street remaining open to traffic and quoted the survey also in support
20.10.25	Alastair Moss/ Member	Supportive	Supports street being open to traffic
<b>Ward Members of neighbouring Wards</b>			
18.11.25	Sir Michael Snyder (on behalf of Cordwainer Ward members)	Supportive	Need to support businesses and visitors by allowing vehicle access along Old Jewry. Believes it is safer with the street open to vehicles as everyone is more careful- when the street is shut to motor vehicles, cyclists go fast in both directions making it less safe.
17.11.25	Timothy Butcher/ Member	Supportive	Believes closing Old Jewry to traffic will cause more congestion on Gresham St at the junction with Aldersgate St and potentially cause more pollution in the St Paul's Gyratory area
<b>Businesses on Old Jewry</b>			
28.11.25	The Mercers Company	Supportive	Object to the closure of Old Jewry due to its impact on Frederick's Place
18.11.25	Tim Skeet/ Bank of China	Supportive	While access for deliveries is not directly impacted, it causes problems around Frederick's Place with deliveries having to do difficult manoeuvres in and out of the street.
14.11.25	Ashley Watson/ Bank of China	Neutral	No concerns around closing the end of Old Jewry as access is maintained without any impact on the bank's operations.

10.11.25	Jo Colby/ Tom James UK	Supportive	The previous closure caused issues with vehicles turning to exit via Gresham Street, this was made worse by pedestrians walking across the entry to St Frederick's Place
11.11.25	Crispin Sugden/ Wild Tavern (Goodman's Manager)	Not Supportive	Supports the closure to Old Jewry as the operations manager for a group of restaurants, three of which are on Old Jewry (two to be opened in the next year). Believes creating a pedestrianised space will create a vibrant hub, enhance their business and allow for more outdoor seating. Plans for the restaurants to be open on weekends aligning with the City as a destination
20.11.25	Savills on behalf of the owners of 1 Old Jewry	Not Supportive	Strongly supports reinstating the previous arrangement on Old Jewry closed to traffic. Position reflects commitment to creating a high-quality arrival experience for occupiers and visitors. A well-managed, pedestrian-prioritised setting will assist the building appeal to prospective tenants.
<b>Businesses in the near area</b>			
10.11.25	Gareth Banner/ The Ned	Supportive	Closing Old Jewry to traffic has a direct impact on guests, deliveries and taxis, it causes operational and safety issues due to deliveries making U turns and near misses with pedestrians and cyclists. It also causes congestion on Gresham Street. Also welcome pavement widening and greening provided short term parking and loading is retained.
19.11.25	Richard Pepperell/ Grocers' Company	Supportive	Closing Old Jewry to traffic would cause severe disruption to day-to-day business functions, increase operational costs from rerouting and limited loading, create adverse effects on the value of property holdings, create negative impacts on the wide area given our role as a major stakeholder in the area, and it would create risks related to vehicles turning and those using the street.

### Questions arising from Streets and Walkways in September

11. In the Member discussion at Committee a number of issues were raised regarding accessibility and vehicle movements under the different scenarios.

#### Accessibility

12. Members are aware of the narrow pavement widths on Old Jewry. In the Gateway 5 report of February 2023, officers presented the results of the analysis of accessibility on Old Jewry. Old Jewry receives a score of zero for people with mobility impairments such as wheelchair users or people with a walking aid.
13. This score means most people in this segment would be excluded by the street characteristic in the selected configuration.
14. Appendix 8 of that report set out a design proposal (if Old Jewry was to remain closed) for a raised table between Frederick's Place and Poultry that would have improved the effective width of an overall level surface to reconcile the pavement pinch points along Old Jewry.

#### Three-point turning

15. The previous reports detailed collision data:
  - There were no recorded collisions on Old Jewry in the 5 years up to August 2022
  - There were no recorded collisions on Old Jewry during the course of the current experiment.
16. Members questioned the three-point turning arrangement. In previous reports, officers described the arrangement as awkward but safe due to the low speeds and good lines of visibility.

### **Options and Recommendations**

17. As Members may be aware, there is no legal mechanism for an ETO to be extended beyond 18 months. A decision must be made to make an ETO permanent, otherwise the ETO will expire, and the street would return to its permanent arrangement. Therefore:
  - Should Members decide to make the ETO permanent then officers would proceed with the necessary traffic order making process for Old Jewry to remain open permanently.
  - Should Members decide to end the ETO then a temporary traffic order will be made to keep Old Jewry open until October 2026, after which time it would close.
  - Should Members not reach a decision at this committee on either of the above two options, then by default the ETO would expire in January, resulting in the same outcome as the second option above

### **Appendices**

- Consultation response map

## **Background papers**

- Pedestrian Priority Streets Programme - Old Jewry (Gateway 5), Streets & Walkways Sub Committee 16/09/2025  
<https://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=165654#mgDocuments>

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