



## Planning and Transportation Committee

**Date:** TUESDAY, 6 MAY 2025

**Time:** 9.00 am

**Venue:** OLD LIBRARY - GUILDHALL

**15. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

- a) **Transport Strategy: 2024/25 Annual Report, 2025/26 - 2030/31 Delivery Plan and City Streets 2025 Summary Report**

Report of the Executive Director, Environment.

For Information  
(Pages 3 - 108)

**Ian Thomas CBE**  
**Town Clerk and Chief Executive**

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## City of London Corporation Committee Report

<b>Committee(s):</b> Planning and Transportation Committee	<b>Dated:</b> 6 May 2025
<b>Subject:</b> Transport Strategy: 2024/25 Annual Report, 2025/26 – 2030/31 Delivery Plan and City Streets 2025 Summary Report	<b>Public report:</b> For Information
<b>This proposal:</b> <ul style="list-style-type: none"> <li>• <b>delivers Corporate Plan 2024-29 outcomes</b></li> <li>• <b>provides statutory duties</b></li> <li>• <b>provides business enabling functions</b></li> </ul>	<ul style="list-style-type: none"> <li>• Diverse Engaged Communities</li> <li>• Leading Sustainable Environment</li> <li>• Vibrant Thriving Destination</li> <li>• Providing Excellent Services</li> <li>• Flourishing Public Spaces</li> </ul>
<b>Does this proposal require extra revenue and/or capital spending?</b>	No
<b>If so, how much?</b>	N/a
<b>What is the source of Funding?</b>	N/a
<b>Has this Funding Source been agreed with the Chamberlain's Department?</b>	N/a
<b>Report of:</b>	Katie Stewart Executive Director Environment
<b>Report author:</b>	Samantha Tharme, Head of Transport Strategy

### Summary

The City of London Transport Strategy was adopted in May 2019. The second edition was approved in 2024. The Strategy sets the framework for the design and management of transport and streets in the Square Mile to 2044. The Transport Strategy is supported by a five-year Delivery Plan, which is updated annually.

The review of the Transport Strategy was completed after a comprehensive programme of stakeholder engagement, followed by a wider public consultation. The Transport Strategy second edition was adopted in July 2024.

This report presents the 2024/25 Annual Report which details progress with delivering the Transport Strategy (Appendix 1) and the Delivery Plan for 2025/26 –

2030/31 (Appendix 2). It also presents the City Streets 2025 Summary Report which highlights the key findings from the 2024 strategic traffic counts (Appendix 3).

Projects that were completed or underway in 2024/25 included:

- All Change at Bank
- King William Street
- New Change Garden
- Jubilee Gardens
- Healthy Streets Minor Schemes at 9 locations

The Transport Strategy includes a set of key targets. These are reported on a bi-annual basis. Good progress is being made towards delivery of these targets, with several interim targets for traffic reduction already met.

## **Recommendation(s)**

Members of the Planning & Transportation Committee are asked to note the report.

## **Main Report**

### **Background**

1. The second edition of the City of London Transport Strategy was adopted in July 2024 (link in Background Papers). The Strategy sets the framework for the design and management of transport and streets in the Square Mile to 2044.
2. The review of the 25-year City of London Transport Strategy was completed after a comprehensive programme of engagement with stakeholders and followed by a wider public consultation. The review considered changes in working patterns after the pandemic, wider issues from legislative changes and the direction from the emerging City Plan.
3. Section 1 of this report provides an update on progress in delivering the Transport Strategy in 2024/25, this includes progress towards meeting the key targets set out in the strategy. Further details are provided in the Annual Report (Appendix 1).
4. The Transport Strategy is supported by a five-year Delivery Plan. This provides details of current projects to deliver the Transport Strategy and is updated on an annual basis. Section 2 of this report highlights the main items in the Delivery Plan. The Delivery Plan for 2025/26 – 2030/31 is provided in Appendix 2.
5. Section 3 highlights the key findings from strategic traffic counts carried out in 2024. Further details are provided in the City Streets 2025 summary report (Appendix 3)

### **Section 1: Transport Strategy 2024/25 Annual Report**



The Annual Report presenting the key projects and activities undertaken in 2024/25 is provided in Appendix 1. Progress on delivering the Transport Strategy includes:

#### Bank Junction

6. The All Change at Bank project was completed in 2024 with the exception of some small elements of public realm work such as additional seating which will be completed over 2025.
7. A review of the traffic restrictions at Bank concluded in May 2024, following a Court of Common Council Motion in April 2022. In June 2024, the Court of Common Council voted to allow taxis to access Bank Junction for a trial period. The change is expected to come into effect in summer 2025, provided Transport for London approve the proposal.

#### St Paul's Gyratory transformation

8. This project will be delivered in two phases, with Phase 1 around 81 Newgate Street delivered in 2025-27. Phase 2 around the Rotunda will be delivered alongside the redevelopment of the old Museum of London site which received planning permission in April 2024. The timetable for phase 2 is currently unconfirmed.
9. Design work for the Phase 1 highway changes has been completed and approval to commence work was granted in February 2025. On-site construction is due to start April 2025. Design work for the Greyfriars Square has progressed during 2024 and is due to be completed in mid-2025.

#### King William Street pedestrian priority improvements

10. Phase 1 construction for King William Street is well underway and is due to complete in summer 2025. The project will deliver wider pavements, improved crossings and new trees and seating

#### Healthy Streets Minor Schemes and public realm programme

11. Over the course of 2024/25, a number of Healthy Streets minor schemes were delivered that included raised carriageways to improve accessibility, reduce road danger and give more priority to people walking and cycling in the City.
12. Projects to improve the quality, accessibility and climate resilience of the public realm include the completion of improvements to New Change Garden in 2024 and construction of enhancements to Jubilee Gardens in April 2025.

#### Vision Zero

13. Vision Zero action plan was published in June 2024, after final approvals in February 2024. The Plan includes an ambitious set of actions that when delivered in combination, will lead to a reduction in risk on the City's streets. The works on the safe system approach which includes education and campaigns as well as design improvements to our streets.

14. During 2024/2025, we have continued to collaborate with the City Police to run a variety of road danger reduction events and campaigns.
15. To promote and improve cycle safety and security, the City Police ran 41 workshop sessions and security marked over 650 cycles. We collaborated on several road danger reduction events, hosting five 'Exchanging Places' events to raise awareness of blind spots around HGVs. In November ahead of the Road Safety Week campaign, we held a Road Safety Day at Aldgate School with the City of London Police.
16. From April 2024 to March 2025, the Cycle Team issued 2,208 Traffic Offence Notices and seized 326 illegal electric cycles and e-scooters. The Cycle Team spent 3,500 hours on street patrols and delivered 9,203 key messages regarding crime prevention, such as phone snatch advice, and road safety primarily encouraging safe riding behaviours, continuing the focus on education as well as enforcement.
17. 75 adults were trained to Bikeability standard (55 to Level 1, 9 to Level 2 and 11 to Level 3). In addition, 30 children received Bikeability training at Aldgate Primary School, with 4 trained to Level 1 and 26 trained to Level 2. 154 people were trained to ride cargo bikes, helping support the transition for short-distance freight transport.
18. Delivering Vision Zero includes working with TfL to support their projects to improve safety on the TfL Road Network. Monument junction remains the highest priority location. TfL have a project to improve the junction but consultation on the proposals has recently been delayed. We have expressed our concerns about the delay and will continue to work with TfL to progress this scheme as quickly as possible.

#### Manging dockless cycles and e-scooter hire

19. Locations for over 800 additional dockless cycles and e-scooter hire parking spaces, have been identified with half delivered by March 2025 and the remainder to be delivered by late Summer 2025. Upon completion, the total parking capacity for dockless cycles and e-scooter hire will be approximately 1,400 spaces.
20. A removal campaign was launched in February 2025, prioritising areas where cycles posed immediate danger, particularly to disabled people navigating cluttered pavements. To date this has resulted in better management practices with operators, which we will continue to encourage through a voluntary agreement, including data on compliance with our parking regime for dockless hire cycles. A report on progress will be made to Streets & Walkways sub-committee later in the year.

#### **Progress against Transport Strategy key targets**

21. The City of London Transport Strategy includes a set of key targets. These are tracked and reported against every two years. KPI data up to 2024 is included in Table 1, as follows. Due to there being a time lag in the collection

of some data, the table shows data for which we have complete datasets at the time of writing. The targets were reviewed during the process of the overall Transport Strategy review, completed last year, all these targets were still considered appropriate.

**Table 1. Transport Strategy Key Targets summary and progress**

<b>Transport Strategy key targets</b>	<b>Units</b>	<b>2017 Baseline</b>	<b>2022 Update</b>	<b>2024 Update</b>	<b>2030 Target</b>	<b>2044 Target</b>
Reduction in motor vehicle traffic (24 hr)	Motor vehicles	185k	137k (-26%)	122k (-34%)	139k (-25%)	93k (-50%)
Reduction in motorised freight vehicle volumes (24hr)	Freight vehicles	39k	34k (-14%)	31k (-21%)	33k (-15%)	27k (-30%)
Reduction in motorised freight vehicles volumes (peak periods)	Freight vehicles	18k	16k (-11%)	14k (-22%)	9k (-50%)	2k (-90%)
Number of people killed or seriously injured on our streets	Persons	54	42	*	<16	0
Number of km of pedestrian priority streets	Kilometres/ percent of all streets	25km/25%	26.3km/ 26%	27.8km/ 28%	35km/35%	55km/55%
Increase the number of people cycling (24 hr)	Cycles	44k	47k (+7%)	75k (+70%)	66k (+50%)	88k (+100%)
Proportion of zero emission capable vehicles entering the City	n/a	2022 baseline	2022 baseline (30%)	*	90%	100%
People rating experience of walking in the City as pleasant	n/a	10%	75%**	*	35%	75%
People rating experience of cycling in the City as pleasant	n/a	4%	36%**	*	35%	75%

\*data not available for year

\*\*Note that the survey method was revised in 2022 so these figures are not directly comparable. The new method will be repeated for future years.

## **Section 2: Transport Strategy Delivery Plan 2025/26 – 2030/31**

22. The 2025/26 – 2030/31 Delivery Plan is provided in Appendix 2.
23. Overall, the delivery plan for the next five years is similar to the 2024/25 Delivery Plan as many projects and activities are developed and delivered over several years. Some smaller schemes are delivered under rolling programmes (such as Healthy Streets Minor Schemes) which will continue into the next plan period.
24. For projects, the Delivery Plan is structured around Healthy Streets Plan areas (including areas for which plans have not yet been developed). It also includes sections on cycling infrastructure (and City-wide programme) and the Strategic Transport Programme.
25. Key projects and activities include:
- Delivery of Phase 1 of the St Paul's Gyratory project to partially remove the gyratory system and deliver significant benefits for people walking, wheeling and cycling, along with transformational public realm improvements in the form of a new public square (Greyfriars Square).
  - Implementing an experimental change to the restrictions at Bank junction to allow taxi access between 7am and 7pm.
  - Completion of the first phase of improvements to Moorgate and progressing the design and delivery of phase 2, including pavement widening and improvements to the Ropemaker Street junction.
  - Finalising detailed design and beginning construction on improvements to Leadenhall Street.
  - Continuing to develop proposals for the transformation of Fleet Street.
  - Working with the local community to develop proposals for public realm improvements and greening of Moor Lane.
  - Development of Vision Zero safer streets schemes at Ludgate Hill/Old Bailey junction; Aldgate High Street and Newgate Street.
  - Completion of a strategic study to identify future opportunities for improvements along the London Wall corridor and to the Bevis Marks gyratory.
  - Ongoing delivery of the Healthy Streets Minor works programme.
  - Partnership programme as Zero Emission Network under Mayors Air Quality Fund to include rental cargo cycles and last mile hubs (across City of London and four neighbour boroughs). Working with residents and BIDs.
  - A comprehensive update to Legible London maps and signs.

## **Section 3: Traffic data and trends**

26. The City of London Corporation has conducted a City-wide traffic survey roughly every two years since 1999 to better understand the levels and patterns of traffic in the City. The results of the latest strategic traffic counts,

carried out in autumn 2024 is provided in the City Streets 2025 Summary Report (Appendix 3). Key findings include:

27. Motor traffic is decreasing in line with targets. Motor vehicle numbers are nearly a third of what they were in 1999. There has been a greater reduction in motorcycles, taxis, cars and private hire vehicles compared to freight vehicles, and targets for reductions in the total traffic volumes and total freight volumes have been met. We are not yet on track to meet our 2030 target for freight volumes during peak hours. However, peak freight vehicles volumes are decreasing (-8% since 2022) and are now 78% of what they were in 2017, and total 24-hour freight volumes are less than half of what they were in 1999 (-54%).
28. Traffic in the City stays at a consistent level for most of the day with a peak at 6pm, but the makeup of the traffic changes during this time. From the early afternoon into the evening, the number of freight vehicles reduces, and the number of cars and private hire vehicles increases.
29. Footfall is also increasing (8% higher than 2022) but is still 70% of pre-pandemic levels. People walking, wheeling and cycling now make up three quarters of observed travel activity (up from two-thirds in 2022) and this rises to 85% during peak hours.
30. There was a significant increase in cycling in the 2024 counts. Cycling levels are 57% higher than in 2022, with some streets seeing twice as many cycles on them compared to two years ago. There have been significant increases in both dockless and personal cycles. There are four times as many dockless cycles in 2024 compared to 2022 and they now make up 17% of all cycles seen. Personal cycles have also increased by 36% and make up 60% of the increase since 2022. Cycles make up 39% of on-street traffic (12% higher than in 2022) and this rises to 56% between 8-9am and 6-7pm.
31. Data relating to collisions and casualties on the streets of the Square Mile is published by TfL each June for the previous calendar year. Therefore, we do not yet have 2024 data.

## **Corporate & Strategic Implications**

### Strategic implications

32. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes:
  - Diverse Engaged Communities
  - Leading Sustainable Environment
  - Vibrant Thriving Destination
  - Providing Excellent Services
  - Flourishing Public Spaces

33. The Transport Strategy will support and help deliver the objectives of the City Plan. Work is in progress on the City Plan review which is being undertaken in parallel with work and recommendations to inform the Transport Strategy Review.
34. The Transport Strategy and schemes directly supports delivery of the Destination City ambitions.
35. Delivery of the Transport Strategy also helps mitigate departmental risk ENV-CO-TR 001 – Road Safety and corporate risk CR21 – Air Quality.
36. The Strategy review has ensured that alignment with other Corporate priorities and areas of work is identified and addressed. These include health and wellbeing, crime prevention and community safety and air quality.
37. The Strategy review has also considered how to best support the Destination City programme and the City's ongoing recovery from the Covid-19 pandemic.
38. The City Corporation is required to demonstrate how it is delivering the Mayor's Transport Strategy (MTS), which is done through submission of the Local Implementation Plan (LIP). The Transport Strategy forms part of our LIP. The vision, aims, outcomes and proposals of the Transport Strategy are in line with the MTS.

#### Financial implications

39. We will continue to provide a costed 5-year Delivery Plan, which will be provided alongside the updated Transport Strategy. This will be updated annually and reported to the Planning & Transportation Committee.
40. Approval for funding for projects within the Delivery Plan will be sought as necessary through the annual capital bidding process for funds from CIL, OSPR and other sources as appropriate. Section 106 developer funding through planning agreements are ring fenced by purpose, and in most cases by location, approvals as required will be from Resource Allocation Sub-Committee.
41. Data collection, engagement and consultation costs associated with the review are funded through local risk budget and TfL - LIP funding.

#### Resource implications

42. Staff resource is in place to deliver the Transport Strategy. The Strategic Transport Team is in place to complete the Delivery Plan and Annual Report on work completed and liaises with other teams as appropriate.

#### Legal implications

43. Delivery of the Transport Strategy fulfils the relevant legal duties that fall on the City Corporation as Highway Authority. Legal implications associated with projects and initiatives are considered during the development those proposals.

#### Risk implications

44. There are no risks associated with the documents presented in the report. Risk implications associated with projects and initiatives are considered during the development those proposals.

#### Equalities implications

45. A full Integrated Impact assessment including Equalities Impact Assessment (EQIA) was undertaken for the development of the Transport Strategy. We commissioned a full EqIA which informed the review of the Transport strategy. EQIAs are undertaken for all relevant projects that support the Transport Strategy.
46. The Transport Strategy includes an overarching proposal to embed inclusion in our approach to transport planning and delivery. Achieving this requires reaching a wide audience when engaging and consulting on projects. To monitor this, we are now reporting on the range of people responding to our consultations and comparing this against available data on the City community. The findings for the three public consultations carried out in 2024/25 are summarised in the Annual Report at Appendix 1. This is the first year that we have reported this data.

#### Climate implications

47. Delivery of the Transport Strategy contributes to carbon reduction through reduction in motor vehicle use and a switch away from fossil fuel vehicles. Addressing climate resilience on our street network and in scheme delivery is now a feature of our schemes. The review of the Transport Strategy will consider changes required to support the delivery of the adopted Climate Action Strategy.

#### Security implications

48. As the Transport Strategy is relevant to the management of public space and the transport network, security implications are relevant at a detailed level and inform decision making at a scheme level.

#### **Conclusion**

49. This report summarises progress with delivering the Transport Strategy in 2024/25 and sets out the Delivery Plan for 2025/26 – 2030/31.
50. During the 2024/25 financial year we made good progress on a wide range of projects that contribute to making the Square Mile's streets and public spaces more attractive, accessible places for people to walk, wheel, cycle and spend time.
51. Progress on individual schemes and delivery dates are reported in the Annual Report in Appendix 1. The Delivery Plan for 2025/26 - 2030/31 is provided in Appendix 2.

#### **Appendices**



- Appendix 1: Transport Strategy Annual Report 2024/25
- Appendix 2: Transport Strategy Delivery Plan 2025/26 - 2030/31
- Appendix 3: City Streets 2025 Data Summary Report

### **Background Papers**

- City of London Transport Strategy  
<https://www.cityoflondon.gov.uk/assets/Services-Environment/transport-strategy-second-edition-2024.pdf>

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# City of London Corporation **Transport Strategy Annual Report**

April 2025



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## Introduction and executive summary

This report covers the major progress and completion of work in 2024/25 to deliver the Transport Strategy. Progress against targets and a summary of achievements is followed by detail of transport and public realm projects. We also include City-wide strategic initiatives such the Vision Zero Plan and management of dockless cycle hire.

There was a significant increase in cycling in the traffic 2024 counts. Cycling levels are 57% higher than in 2022, with some streets seeing twice as many cycles on them compared to two years ago. Between 7am and 7pm cycles make up 39% of on-street traffic (12% higher than in 2022) and this rises to 56% between 8am and 9am and 6pm and 7pm. There have been significant increases in both dockless and personal cycles. There are four times as many dockless cycles in 2024 compared to 2022, making up 17% of all cycles seen. Personal cycles have also increased by 36% and make up 60% of the increase since 2022.

People walking, wheeling and cycling now make up three quarters of observed travel activity (up from two-thirds in 2022) and this rises to 85% during peak hours.

We have already achieved three of the four 2030 traffic targets set by our Transport Strategy. We are also making progress towards our target of 55km of pedestrian priority streets, which is a 30% increase on the 2017 baseline of 25km.

The All Change at Bank project was completed this year with the exception of some small elements of public realm work which will be completed over 2025. A trial to allow taxis through the junction is expected to commence in summer 2025.

Design work for the first phase of highway changes at St Paul's Gyratory has been completed and approval to commence work was granted in February 2025. On-site construction is due to start in April 2025. Design work for Greyfriars Square is due to be completed in mid-2025.

Construction of the King William Street pedestrian scheme priority is well underway and is due to complete in summer 2025.

A number of Healthy Streets Minor Schemes and public realm schemes were delivered this year. These included raised carriageways to improve accessibility, reduce road danger and give more priority to people walking and cycling in the City, improvements to New Change Garden, and enhancements to Jubilee Gardens.

The Vision Zero Plan was published in June 2024, including a bold and ambitious set of actions that when delivered in combination, will lead to a reduction in risk on the City's streets. The works on the safe system approach includes education and campaigns as well as design improvements to our streets.

To promote and improve cycle safety and security, the City Police ran 41 workshop sessions and security marked over 650 cycles. We collaborated on several road danger reduction events, hosting five 'Exchanging Places' events to raise awareness of blind spots around HGVs.

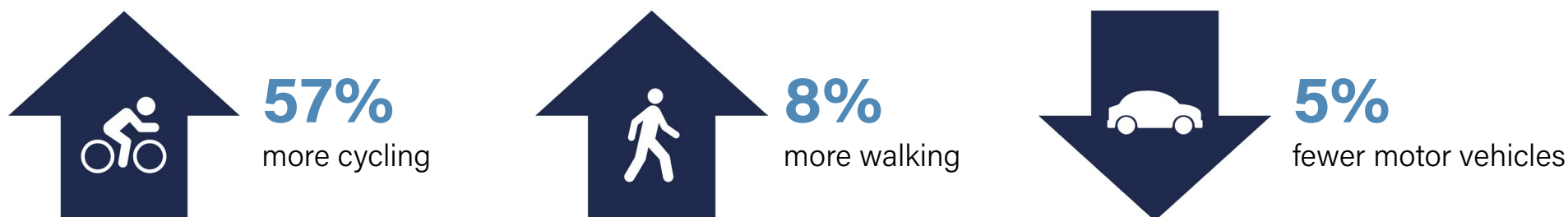
74 adults and 30 children had Bikeability training and 154 people were trained to ride cargo bikes, helping support the transition for short-distance freight transport.

Locations for over 800 additional dockless cycles and e-scooter hire parking spaces have been identified with half delivered by March 2025 and the remainder to be delivered by late Summer 2025. A removal campaign was launched in February 2025, prioritising areas where cycles posed immediate danger, particularly to disabled people navigating cluttered pavements.



## Traffic in the City

### Change since 2022



Since 1999, the City of London Corporation has conducted a City-wide traffic survey roughly every two years during the autumn to understand the levels, patterns and makeup of traffic in the Square Mile. The data from the most recent counts, on 9 October 2024, demonstrates a significant shift in travel habits since 2022. There are 57% more people cycling, 8% more people walking and 5% fewer motor vehicles.

The jump in cycling in 2024 is the largest we have seen since records began. Some streets are seeing twice as many cycles on them compared to two years ago. Some of the jump is due to a four-fold increase in use of dockless cycles, which now makeup 17% of all cycles in the City, but the majority (60%) is from personal cycles. Cycles were not only seen more than any other vehicle over 24 hours, but between 7am and 7pm there are now almost twice as many cycles as cars. Between 7am and 7pm, cycles make up 39% of on-street traffic (12% higher than in 2022) and this rises to 56% between 8-9am and 6-7pm.

This increase in cycling in the City follows news from TfL that cycling journeys in Greater London have increased by 26% since 2019 and aligns with TfL traffic count data from the three road bridges into the City, collected in 2024.

The increase in walking shows footfall is recovering from the impact of the pandemic, though it is still 70% of pre-pandemic levels. People walking, wheeling and cycling now make up three quarters of all observed travel activity and 85% during peak hours (8-10am and 5-7pm).

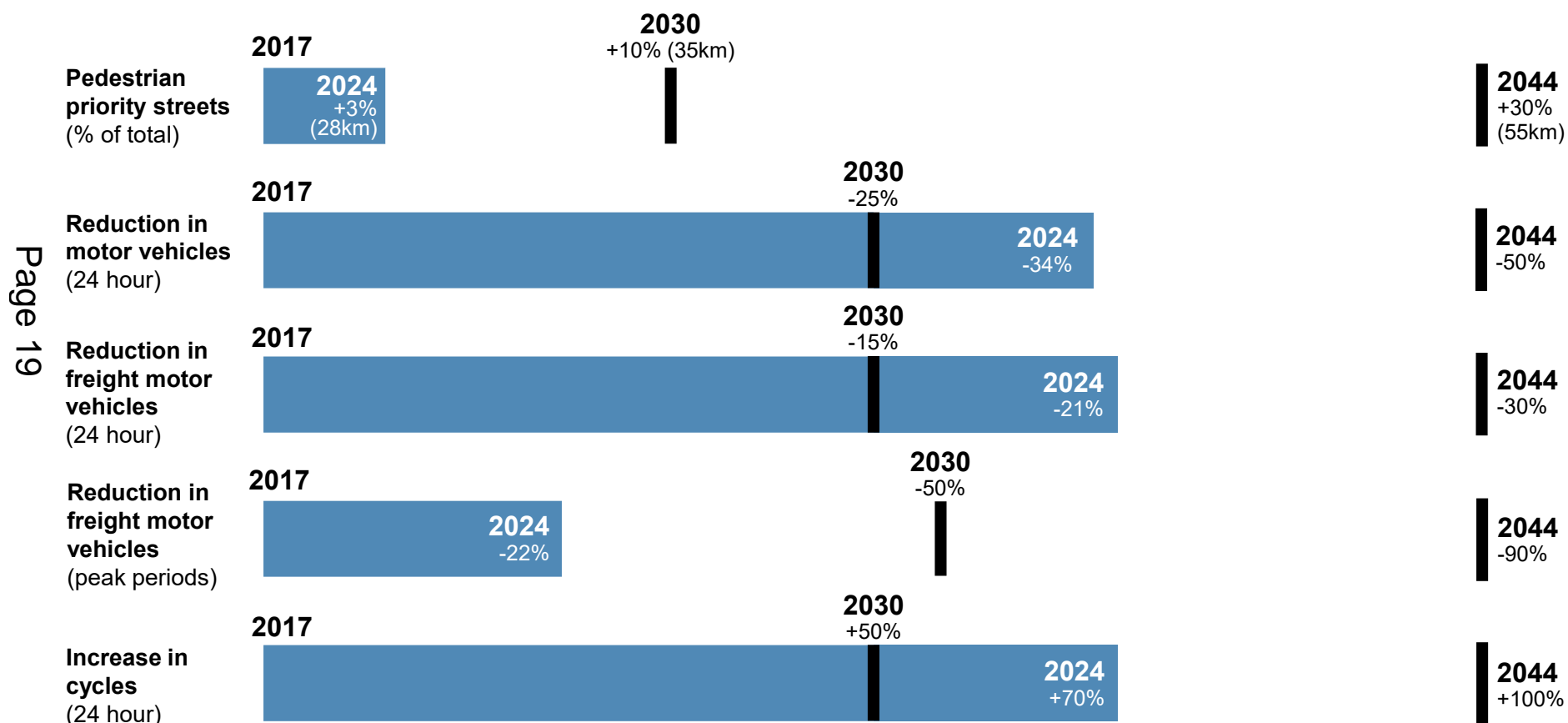
Traffic is decreasing in line with targets. Motor vehicle numbers are nearly a third of what they were in 1999 and three quarters of what they were in 2019. The biggest reduction has been seen in motorcycles, taxis, cars and private hire vehicles compared to freight vehicles. We have met both 24-hour targets (total traffic volumes and total freight volumes), but are not yet on track to meet our 2030 target for freight volumes during peak hours. However, peak hour freight volumes are decreasing (-8% since 2022) and are now 78% of what they were in 2017. Total 24-hour freight volumes are less than half of what they were in 1999 (-54%).

Traffic in the City stays at a consistent level for most of the day with a peak at 6pm, but the makeup of the traffic changes during this time. From the early afternoon into the evening, the number of freight vehicles reduces, and the number of cars and private hire vehicles increases. Private vehicles increase significantly at 6pm when the Congestion Charge finishes. 40% of car and private hire journeys occur after 6pm and the busiest hour for car traffic on City streets is 10pm.

## Transport Strategy targets progress

The change in traffic patterns means we have already achieved three of the four 2030 traffic targets set by our Transport Strategy. We are also making progress towards our target of 55km of pedestrian priority streets, which is a 30% increase on the 2017 baseline of 25km.

Progress against all targets can be seen in the table on the following page.



(15 locations, 2017 baseline, 2024 autumn counts, peak periods = 07:00-10:00, 12:00-14:00, 16:00-19:00)

	Units	2017	2022	2024	2030	2044
		Baseline	Update	Update	Target	Target
Reduction in motor vehicle traffic (24 hr)	Motor vehicles	185k	137k (-26%)	122k (-34%)	139k (-25%)	93k (-50%)
Reduction in motorised freight vehicle volumes (24hr)	Freight vehicles	39k	34k (-14%)	31k (-21%)	33k (-15%)	27k (-30%)
Reduction in motorised freight vehicles volumes (peak periods)	Freight vehicles	18k	16k (-11%)	14k (-22%)	9k (-50%)	2k (-90%)
Number of people killed or seriously injured on our streets	Persons	54	42	*	<16	0
Number of km of pedestrian priority streets	Kilometres / % of all streets	25km / 25%	26.3km / 26%	27.8km / 28%	35km / 35%	55km / 55%
Increase the number of people cycling (24 hr)	Cycles	44k	47k (+7%)	75k (+70%)	66k (+50%)	88k (+100%)
Proportion of zero emission capable vehicles entering the City	n/a	2022 baseline	2022 baseline 30%	*	90%	100%
People rating experience of walking in the City as pleasant	n/a	10%	75%**	*	35%	75%
People rating experience of cycling in the City as pleasant	n/a	4%	36%**	*	35%	75%

\*Data not available for year

\*\*Note that the survey method was revised in 2022 so these figures are not directly comparable to 2017. The new method will be repeated for future years.



## Summary of achievements in 2023/24 and 2024/25

Transport and public realm improvements delivered over the last two years include:



**3,041m<sup>2</sup>**  
of new  
pavement space



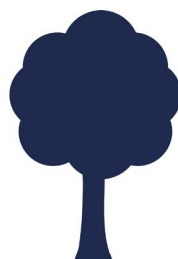
**25**  
new raised tables



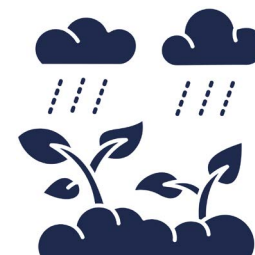
**2**  
new formal  
pedestrian crossings



**302**  
new seating spaces



**95**  
new trees



**731m<sup>2</sup>**  
of new green  
planting and SuDS



**514m**  
of new  
cycle lane



**146**  
new private cycle  
parking spaces



**475**  
new dockless cycle  
parking spaces

## Detailed summary of transport and public realm delivery achievements in 2023/24 and 2024/25

	Pavement widening (m/m²)		Trees (number)		Green planting and SuDS (m²)		Seating (total capacity)		Cycle Parking (total capacity)		Advanced stop lines (number)		Cycle Lanes (linear m)		Raised tables (number)		New formal crossings		Improved formal crossings		New or improved informal crossings	
	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25
Private Cycle Parking	5 / 10								74	46												
Micromobility Parking										475												
Healthy Streets Minor Schemes	2 / 1.5	5.5 / 40.9								13	2				9	9			2	1	7	10
King Street	150 / 192						4						150		1				1		2	
Mark Lane	30 / 60		2		5		10						40		2							
Moor Lane East	70 / 116		6																			
City Cluster Green Streets					40	20	40	25														
City Cluster Bevis Marks SuDS			4		150	35	10	15														
Cool Streets & Greening tree planting			12	25																		
Fleet Street Quarter seats & greening					7		60															
Jubilee Gardens				12		282		35														
Greening Cheapside: Sunken Garden						25		25														
Bank Junction (All Change at Bank)	516 / 1536	225 / 650	3	8		17	12	6	13				110	214	1	1	1		7	1	1	2
Finsbury Circus Western Arm		50 / 375		5		150		25														
40 Leadenhall Street		50 / 60		3											1							
Cannon Street Crossing															1		1					1
Middlesex Street Phase 2				6				5														
Little Trinity Lane				9		160		30														
<b>Total</b>	<b>773 / 1915.5</b>	<b>330.5 / 1125.9</b>	<b>27</b>	<b>68</b>	<b>202</b>	<b>529</b>	<b>136</b>	<b>166</b>	<b>87</b>	<b>534</b>	<b>2</b>	<b>0</b>	<b>300</b>	<b>214</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>10</b>	<b>13</b>

## St Paul's Gyratory transformation

Design work for the first phase of highway changes at St Paul's Gyratory has been completed and approval to commence work was granted in February 2025. Design work for Greyfriars Square is due to be completed in mid-2025. Construction on the gyratory transformation begins in April 2025 and is due to be completed in 2027.

The project will change the way traffic moves around the area to create a new public space and improve the experience of walking, wheeling and cycling, whilst retaining access for buses and motor vehicles.

Changes include the closure of the southern section of King Edward Street to traffic, the introduction of two-way traffic on Newgate Street and St Martin's Le Grand up to the junction with Angel Street, and the removal of a large traffic island at the south of the gyratory. This partial removal of the gyratory system will enable the creation of Greyfriars Square, a new 3,000-square-metre public space with over four tennis courts worth of trees and planting.

Significant improvements will be made for people walking and cycling. Alongside the new public space at Greyfriars Square, there will be pavement widening and improved crossing facilities. There will be new cycle lanes, included protected lanes where space permits, advanced stop lines, and provision for northbound cycling on Aldersgate Street.

Phase 2 will be completed alongside the redevelopment of the Museum of London and Bastion House and involves future improvements to the former Museum of London 'rotunda'.



Greyfriars Square visualisation



## King William Street pedestrian priority improvements

Construction is now underway on the first phase of improvements to King William Street. The changes are part of the City Corporation's Pedestrian Priority Programme to make walking and wheeling in the Square Mile safer, easier, more accessible and more pleasant.

The improvements include:

- Wider pavements on both sides of the street and a narrower carriageway that's quicker, easier and safer to cross
- Raised junctions at side streets and raised sections of carriageway to provide a level surface, slow vehicles and reinforce priority for people walking and wheeling
- At least 15 new trees, connected to an improved highways drainage system
- Two new purpose-built inset and timed loading bays, expanding pavement capacity at times when the street is busiest with people walking and wheeling
- An improved and accessible crossing on the approach to Monument
- Increased seating and cycle parking.

Phase 1 is due to complete in summer 2025. Phase 2 between Abchurch Lane and Nicholas Lane will then take place once the development at 10 King William Street is nearing completion.



King William Street visualisation



## All Change at Bank

The improvements to Threadneedle Street completed in July 2024 were the final significant works of the All Change at Bank project. The project reallocated carriageway space freed up from the removal of daytime traffic to widen pavements, improve crossings and create new public space with seating, tree planting and other greening.

The changes on Threadneedle Street involved the closure of the street to motor vehicles between Bank Junction and Bartholomew Lane, enabling a significant expansion of pavement space and a bidirectional cycle lane.

The project also included accessibility improvements, seating and tree planting. Six trees were planted, two each on Queen Victoria Street, Poultry and Threadneedle Street. Some small elements of work such as additional seating and accessibility improvements will be completed over 2025.

A review of the traffic restrictions at Bank concluded in May 2024, following a Court of Common Council Motion in April 2022. In June 2024, the Court of Common Council voted to allow taxis to access Bank Junction for a trial period. The change is expected to come into effect in summer 2025, provided Transport for London approve the proposal.





## Improved accessibility and climate change mitigation

### New Change Garden

The junction of Cheapside and New Change, formerly known as the Sunken Garden because of its stepped access, has been transformed into a more open, inviting, fully accessible, greener and more climate resilient public space. Greening has increased by 43%, with plant species selected to help biodiversity, and historic trees and root systems have been retained. Permeable paving lets rain drain freely into the ground, storing it for the trees to use later. The accessible seating is made from over 150-year-old granite stones salvaged from the Thames River Wall and recycled timber from fallen London Plane trees, keeping the project carbon footprint to a minimum.



### Jubilee Gardens

Work to enhance Jubilee Gardens has created a greener, more inviting open space with improved seating and access, and has increased the City's biodiversity and resilience to the impacts of climate change. The improvements include the removal of an elevated section to create a fully accessible space, an additional entrance, new seating, new railings, 15 new trees and new shrubs and perennials to provide food and habitats for pollinators and wildlife, new sustainable drainage to reduce the risk of flooding, and log and stone piles for invertebrates.





## Healthy Streets Minor Schemes

These projects are part of a rolling programme of smaller scale improvements to reduce road danger, improve accessibility, and enhance the walking, wheeling and cycling experience.

Projects delivered in 2024/25 to create accessible pavements and make crossing side streets quicker, easier and safer included nine raised carriageways at the following locations:

- Shoe Lane by Charterhouse Street
- Silk Street near Milton Street
- Addle Hill by Carter Lane
- Dean's Court by Carter Lane
- St Andrew's Hill by Carter Lane
- Fetter Lane / Bream's Buildings / New Fetter Lane
- Noble Street by Gresham Street
- Staining Lane by Gresham Street
- Bread Street by Queen Victoria Street





## Working with developers to improve the public realm

Each year, we deliver a range of public realm improvements in association with new developments. Referred to as Section 278 or S278 projects these schemes deliver improvements necessary to allow a development to go ahead, for example by widening pavements to accommodate higher footfall. They also often include wider improvements such as new trees and seating, and sometimes changes to motor vehicle access.

The projects are fully funded by the developer but are designed and delivered by the City Corporation. This ensures designs and standards are consistent and maximises the opportunity for projects to contribute to delivering the Transport Strategy. It also helps us to coordinate works and minimise disruption.

The largest project completed this year was the improvements around the 40 Leadenhall Street development. This delivered new tree planting, cycle parking and seating, and widened pavements on Leadenhall Street and Fenchurch Street. This is a good example of how development funded schemes deliver elements of larger projects, such as the Leadenhall Street Transformation.

Also completed this year, in April 2024, was improvements to the eastern pavement of Moor Lane, including new trees, planters and a series of bollards to protect 21 Moorfields.



**Widened pavement outside  
40 Leadenhall Street**



## Consultations completed

### Bunhill, Barbican and Golden Lane Healthy Neighbourhood

In late 2024, in partnership with Islington, we consulted on the draft Healthy Neighbourhood Plan for the Bunhill, Barbican and Golden Lane area. The plan aims to create more space for people walking, wheeling and cycling, and for more trees and greenery, with less through traffic. The final draft of the plan will be presented to elected members in May 2025 for approval.

### Transforming Leadenhall Street

Between December 2024 and February 2025 we consulted on the plans to transform Leadenhall Street. The proposed changes would create a greener, more welcoming and more sustainable environment with widened pavements, improved crossings, and new trees, planting and seating. The results of the consultation will be presented to elected members in May 2025.

### Aldgate to Blackfriars Cycleway

Between December 2024 and February 2025 we consulted on the Aldgate to Blackfriars cycleway scheme. The results of the consultation will be presented to elected members in July 2025.

The scheme includes improvements at Aldgate that will provide an eastbound cycle lane protected with flexible posts on Aldgate, raised side street crossings for cycling, walking and wheeling on Duke's Place and Houndsditch, an upgraded eastbound cycle lane with traffic island separators on St Botolph Street, and a bus stop bypass for cycling incorporating a raised zebra crossing on St Botolph Street.

Improvements to Leadenhall Street include wider pavements and slowing traffic to make it more comfortable for walking and cycling. Along Queen Victoria Street between Queen Street and New Bridge Street there would be single lane cycle tracks protected by traffic island separators or flexible posts, a two-way cycle track protected with traffic island separators, and dedicated traffic light stages or early 'green' traffic lights for cycling at junctions.





## Engaging a diverse audience

The Transport Strategy includes an overarching proposal to embed inclusion in our approach to transport planning and delivery. Achieving this requires reaching a wide audience when engaging and consulting on projects.

To monitor this, we are now reporting on the range of people responding to our consultations and comparing this against available data on the City community. The findings for the three public consultations carried out in 2024/25 are summarised below. This is the first year that we have reported this data. We will continue to explore how to best analyse and present this data in future years.

The data reported here is for those protected characteristics (defined in the Equality Act) which the Equalities Impact Assessment identified as potentially being impacted, positively or negatively, by the proposals under consultation, and for which comparable data is available.

**Disabled people:** 2021 Census data indicates that 12% of City residents are disabled, compared with 16% for London as a whole. Data on the number of disabled people working in the City of London is not currently available. Between 8% and 12% of respondents to our consultations considered themselves disabled.

**Age:** According to the 2021 Census, 83% of City residents are aged 16 to 64. For our surveys the average proportion of respondents aged 18 to 64 was 86%. The City Corporation's March 2025 statistics briefing states that that the Square Mile has a workforce younger than the rest of the country, with 61% of workers aged between 22 and 39, compared with an England and Wales average of 40%. Although not directly comparable age ranges, on average 48% of respondents to consultations were in the 25 to 44 age groups. The reported age of respondents varied across consultations. The cycleway consultation had a higher proportion in the 25 to 34 age group (28%, compared to an average of 24%). The Bunhill, Barbican and Golden Lane consultation had had a higher proportion in the 65 to 74 age group (10%, compared to an average of 7%).

**Gender:** The 2021 Census shows the gender distribution for City of London residents is 56% male and 44% female. The City Corporation's March 2025 statistics briefing states that the City workforce in 2023 was 62% male and 38% female. Between 65% and 70% of respondents to our consultations recorded their gender as male.

**Ethnicity:** According to the 2021 Census, the population in the City of London is predominantly white (69%). The City Corporation's March 2025 statistics briefing states that 37% of the City's workforce was of black, Asian or a minority ethnic origin in 2023. Between 73% and 78% of respondents to our consultations described their ethnicity as white.



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## Vision Zero and working with the City of London Police

### Vision Zero Plan 2024-2028

Our Vision Zero Plan, adopted in early 2024, outlines our strategy to eliminate road deaths and serious injuries by 2040. Working with the City of London Police and TfL, we aim to create a safer environment by reducing road danger.

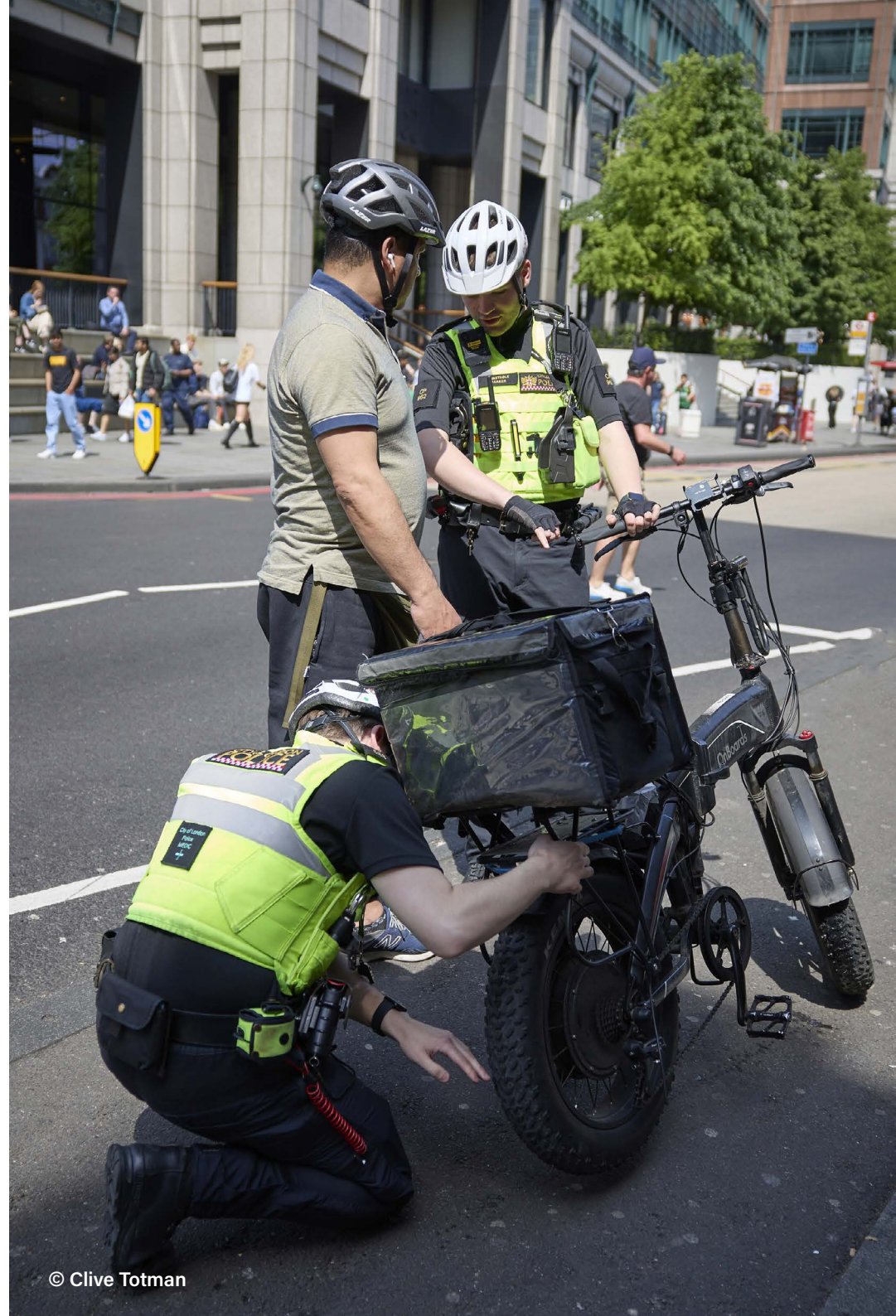
Our plan follows the 'Safe System' approach, which aims for an integrated solution to reducing road danger through engineering, education and enforcement.

Collision and person injury numbers for 2024 are not yet available and will be published later in the year.

### Collision and casualty analysis

Analysis of the Square Mile data showed that:

- People walking and wheeling, cycling and riding motorcycles are the most vulnerable.
- Junctions pose the highest risk due to complex turning movements.
- Over 50% of serious injuries and fatalities occur on TfL-managed streets, highlighting the need for strong collaboration.
- Motorcyclists, bus/coach drivers and HGV operators pose the highest risk to others.
- Cars, taxis, and private hire vehicles are involved in most serious injury incidents.
- Motorcyclists have a disproportionately high involvement in serious collisions.
- Conflict between people walking, wheeling and cycling requires attention.





## 2024/25 road safety initiatives

We continue to collaborate with City Police on road danger reduction campaigns.

This year 41 cycle safety and security events led to over 650 cycles being security-marked. The events also includes Exchanging Places held with our partners Speedy Services, FM Conway, and the City of London Business Improvement Districts to raise awareness of HGV blind spots. We held a very successful Road Safety Day at the Aldgate School, which included students with special educational needs, teachers and local community and included Exchanging Places and recruiting for cycle training. The cycle training programme has provided 75 adults and 30 children with Bikeability training. We also trained 154 people advanced level for Cargo bike riding.

## Roads policing and enforcement

In 2024, the City Police Road Policing Unit continued efforts to educate road users and enforce safety laws, using an intelligence-led approach.

### Traffic enforcement

Traffic enforcement in 2024 resulted in:

- 417 Arrests (285 drink/drug related, 17 dangerous driving)
- 2,378 Traffic Offence Reports (includes driver/rider distraction, red light contraventions, speeding and MOT certification)
- 6,589 Notices of Intended Prosecution (Safety Cameras)

### Cycling enforcement

From April 2024 to March 2025, the Cycle Team issued 2,208 Traffic Offence Notices and seized 326 illegal electric cycles and e-scooters. The Cycle Team spent 3,500 hours on street patrols and delivered 9,203 key messages regarding crime prevention, such as phone snatch advice, and road safety, primarily encouraging safe riding behaviours, continuing the focus on education as well as enforcement.





## Telematics trial

A successful 2024 telematics pilot for the City's fleet is leading to full deployment across 110 vehicles, enhancing safe driving and fuel efficiency. The system monitors acceleration and top speeds and provides feedback on driving style. The pilot showed that the introduction of the telematics system is forecast to deliver £58,000 in net savings through reductions in fuel consumption, accidental damage, vehicle downtime and end of lease contract damages, and over 116 tons of CO<sub>2</sub> over three years.

## Freight - changing deliveries

In 2024 we were successful in securing a grant through the Mayors Air Quality Fund for an expansion of the Zero Emission Network (ZEN) covering central London boroughs (Hackney, Newham, Tower Hamlets, and City of Westminster). This provides a number of benefits including a focus on providing cargo bikes to small businesses via grants, and delivering a network of at least 28 cargo bikes for hire to residents and businesses. People will start to see more of these during 2025.

Over the last few years, we have developed a good partnership with TfL and one of the cargo bike delivery companies to provide cargo bike training. This year 154 individuals were trained to ride cargo bikes, helping support the transition from motorised vehicles for short-distance freight transport. With the support of TfL and our ZEN neighbour borough partners we are helping the transition for freight onto cargo bikes.

Additionally, we are working with two Business Improvement Districts to develop an area based approach to consolidation and collaboration for reducing the amount of vehicles delivering to buildings. The area based work is identifying where existing occupiers can adopt a similar approach by collaborating on ordering and use of consolidation centres. We already use our planning obligations (S106) to require large new buildings to consolidate deliveries and limit the number of vehicles to their sites. Since 2005, we have consented 122 planning permissions with requirements for Delivery and Servicing management plans that include a combination of consolidation and a cap on vehicle deliveries by motorised van or lorry.





## Dockless bikes and scooter expansion

Dockless cycles have seen significant growth, with usage quadrupling between 2022 and 2024, contributing to increased levels of cycling. They now make up 17% of all cycles on City streets. The City Corporation has agreements with Lime and Forest for dockless cycle hire and is part of the TfL managed London-wide e-scooter hire trial.

Managing this increase has been challenging for central London authorities. The City Corporation was the first to mandate designated parking areas, enforced through operator-managed warnings, fines and on-site monitoring. Introduced in 2020, this approach has since been adopted by other central boroughs, improving user understanding.

TfL has provided additional funding and now enforces bay parking on its streets. The City has approved funding and locations for 800 additional dockless cycle hire spaces, with half delivered by March 2025 and the remainder to be delivered by late Summer 2025. Upon completion, the total parking capacity for dockless cycles and e-scooter hire will be approximately 1,400 spaces.

In response to concerns about poorly parked dockless cycles, a removal campaign was launched in February 2025, prioritising areas where cycles posed immediate danger, particularly to disabled people navigating cluttered pavements. This initiative prompted cycle operators to improve their management of responsible parking.

After sustained lobbying, the government has committed to new legislation to regulate dockless cycle usage. However, with implementation expected in 2026, the City Corporation will continue working with Lime and Forest to ensure effective management.



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## Transport Strategy Second Edition published

A review of the 25-year Transport Strategy, originally adopted in May 2019, has been completed. The review considered changes in working patterns after the pandemic, wider issues from legislative changes, and the direction from the emerging City Plan. Following extensive stakeholder engagement and public consultation, the second edition was adopted in July 2024.

Key updates include:

- An acknowledgement of micromobility being a new definition to include scooters as well as cycles, and to make provision for a broader range of cargo and passenger cycles, which are part of the emerging mix of zero emission transport on our streets.
- The addition of an overarching proposal to embed inclusion in our approach to transport planning and delivery.
- A shift from specific zero emission zones to a more targeted local approach, acknowledging improved air quality.
- Promotion of last-mile delivery hubs and identifying suitable spaces with neighbour boroughs.
- Support for consolidation centres, using planning obligations for new developments, and working on an area basis with Business Improvement Districts to bring in existing buildings and occupiers.



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City of London Corporation

# Transport Strategy Delivery Plan

2025/26 - 2030/31





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## Introduction

This Delivery Plan for the City of London Transport Strategy covers the five year period from 2025/26 to 2030/31. It sets out the main projects and initiatives that are delivering the proposals within the Transport Strategy. The projects within the delivery plan are categorised into nine areas which correspond with existing or proposed Healthy Streets Plans.

A short summary of each project is provided, which includes dates, funding source, full project budget where known, and an indication of which of the Transport Strategy proposals the project delivers against (see [City of London Transport Strategy](#) for details of the proposals). The Transport Strategy recently underwent a review and the City of London Transport Strategy second edition was adopted in July 2024.

## Glossary

Funding sources abbreviations.

<b>BID</b>	Funding from Business Improvement Districts (the BID providing funding will be specified in individual projects)
<b>CAS</b>	Climate Action Strategy
<b>CIL</b>	Community Infrastructure Levy
<b>CoL</b>	Other City Corporation funds
<b>GLA</b>	Greater London Authority funds
<b>LIP</b>	Transport for London's Local Implementation Plan funding
<b>OSPR</b>	On Street Parking Reserve
<b>S106</b>	Section 106 developer funding through planning agreements
<b>S278</b>	Section 278 developer funded highway scheme
<b>TfL</b>	Other Transport for London funding



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City Cluster Area

The City Cluster area has the highest concentration of tall buildings and office floorspace in central London. The forecast for future office demand indicates that considerable further growth is required. A programme of projects has been established to accommodate this growth and create a safer, more attractive place for people. The framework for this is set out in the Healthy Streets Plan (2021) and Public Realm Vision (2019) for the area.

Projects within the programme include street and public realm improvements to give more priority to people walking and wheeling. These will deliver pavement widening, as well as improved public spaces and greening. Much of the work will be delivered in partnership with the EC BID.



Leadenhall Street Transformation

This project aims to enhance the experience of people walking, wheeling, and cycling. The improvements will increase the width of the pavements along the street by up to three metres, improve existing and add new crossings, introduce trees and greening, and add seating. The project will also celebrate the rich history of the area by incorporating historical references into planters and seating. A public consultation on the Leadenhall Transformation project was undertaken at the end of 2024. The designs are now being finalised, and construction is due to start in early 2026.

Start date: 2023/24

End date: 2027/28

Funding source: OSPR, CIL, S106, EC BID

Total cost: £9,500,000

Delivery of proposals 1, 6, 7, 8, 9

Creechurch Lane

This project will deliver a permanent street layout to replace the temporary seating and greening measures on Creechurch Lane, enhancing the environment and making it more comfortable for people to walk, wheel and cycle. The project will include raising the junction of Creechurch Lane, Bury Street and Mitre Street, and the introduction of tree planting and greening (subject to underground utilities).

Start date: 2023/24

End date: 2025/26

Funding source: S106, EC BID

Total cost: £500,000 - £780,000

Delivery of proposals 1, 2, 7, 8

St Andrew Undershaft Churchyard

Relandscaping St Andrew Undershaft Churchyard with a focus on climate resilience measures. A central element of the redesign is the integration of sustainable drainage measures. This system is designed to not only capture water from the church roof for irrigating new planting beds but also to treat roof and surface water runoff before it enters the combined sewer system. The scheme will also provide additional seating, improved accessibility and increased greenery.

Start date: 2022/23

End date: 2025/26

Funding source: CAS, S106

Total cost: £639,000

Delivery of proposals 7, 8, 9, 10

1 Leadenhall Street

Introduction of a raised carriageway for the entire length of Whittington Avenue, and widened footways on Leadenhall Street and Gracechurch Street.

Start date: 2022/23

End date: 2025/26

Funding source: S278

Total cost: £831,000

Delivery of proposals 7, 8, 9, 10





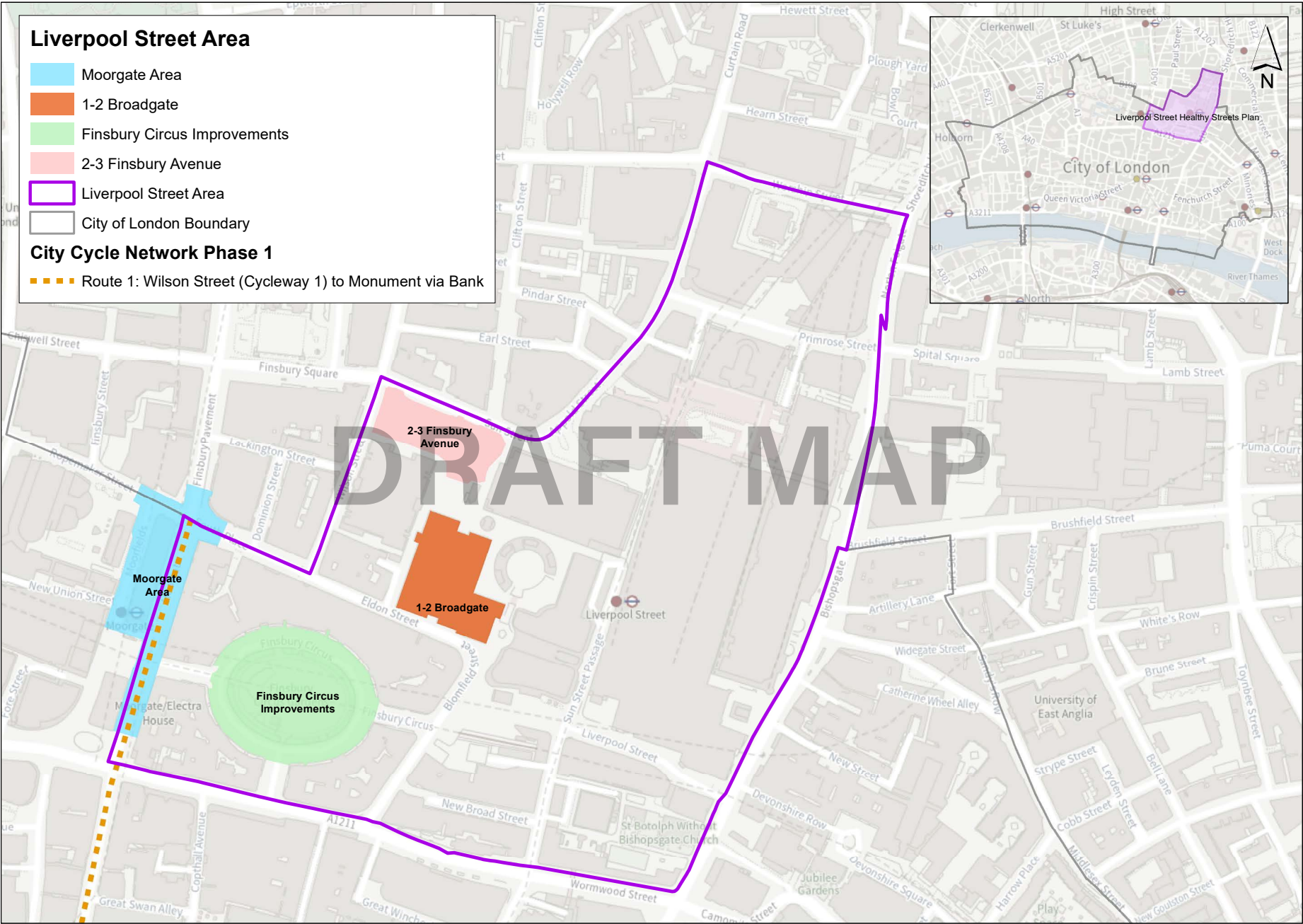
Leadenhall Street Transformation visualisation



Liverpool Street Area

The Liverpool Street Healthy Streets Plan, adopted in May 2024, provides the framework for improvements to the streets and spaces in the area, including those associated with new developments.

A Key Area of Change in the City Plan 2040, the area includes Liverpool Street, Broadgate and Liverpool Street Station. Significant development is both underway and planned for this area, including the potential redevelopment of Liverpool Street Station.



Moorgate area

Street and public realm enhancements on Moorgate and around Moorgate Station entrances, including walking and cycling improvements to the junctions with Ropemaker Street and London Wall, as well as improvements to Moorgate (north of London Wall) and public realm improvements at Moorfields North.

Start date: 2019/20

End date: 2028/29

Funding source: S278, OSPR, CIL, S106

Total cost: £6,000,000+

Delivery of proposals 1, 2, 7

Finsbury Circus

This project will deliver accessibility improvements and rearrange parking to accommodate more cycle and micromobility parking. The project includes wider pavements and raised carriageways to create safer and accessible crossings at the entrances to Finsbury Circus Gardens. This project will tie into public realm improvement works at the western arm of Finsbury Circus, and with works to transform Finsbury Circus Gardens.

Start date: 2024/25

End date: 2025/26

Funding source: S106

Total cost: £860,000

Delivery of proposals 1, 2, 7, 8

1-2 Broadgate

Public realm improvements to accommodate new walking desire lines and increased footfall associated with the development of 1-2 Broadgate. Works are due to start in summer 2025.

Start date: 2020/21

End date: 2025/26

Funding source: S278

Total cost: £900,000

Delivery of proposals 2, 5, 7

2-3 Finsbury Avenue

This project will deliver changes to the streets around the development at 2-3 Finsbury Avenue through a Section 278 agreement. The project will include repaving of pavements on Sun Street and Wilson Street, the removal of on-street parking bays and provision of a blue badge parking bay (subject to consultation), and tree planting and other greenery.

Start date: 2023/24

End date: TBC

Funding source: S278

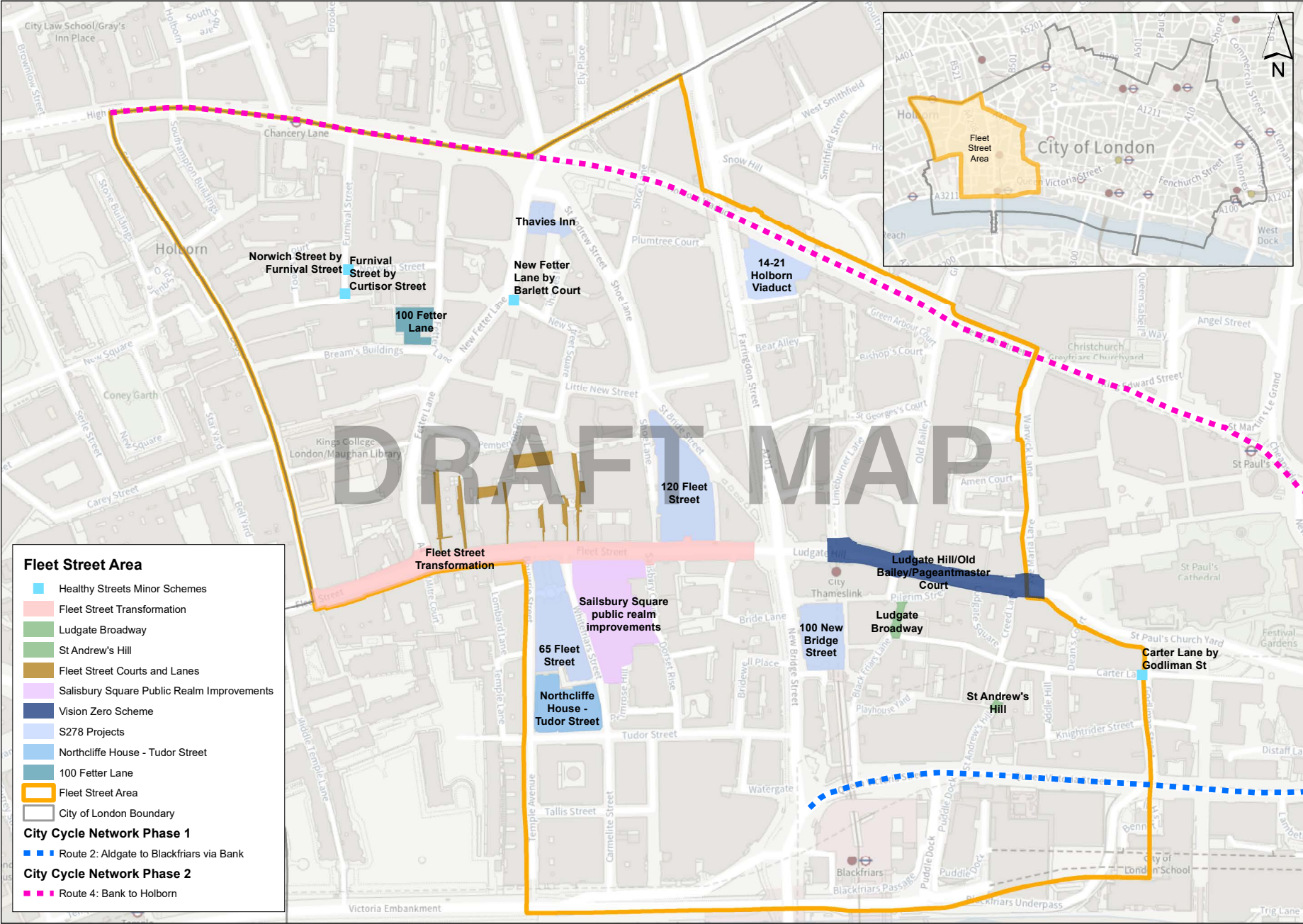
Total cost: £400,000 - £1,000,000

Delivery of proposals 2, 8



Fleet Street Area

The Fleet Street Area Healthy Streets Plan, approved in November 2023, sets out an integrated approach to improving the public realm and traffic management to deliver the Transport Strategy. The plan exploits opportunities created through new developments in the Fleet Street area. Potential improvements include pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest and relax.



Fleet Street Transformation

This is the priority project in the area and will transform Fleet Street for people walking, wheeling and cycling. Better connecting Fleet Street to surrounding routes, it will also create a more vibrant and attractive place to spend time. It aims to provide wider pavements, on-street greenery and seating, and improved crossings and accessibility.

Start date: 2024/25

End date: 2029/30

Funding source: CIL, S278, FSQ BID

Total cost: £9,000,000 - 11,000,000

Delivery of proposals 1, 2, 7, 8, 11, 12, 18

Fleet Street Courts and Lanes

Public realm, lighting, wayfinding and greening improvements to the courts and lanes off Fleet Street.

Start date: 2024/25

End date: 2026/27

Funding source: CIL, S278, Fleet Street Quarter BID

Total cost: £500,000

Delivery of proposals 1, 2, 7, 8

Salisbury Square

Public realm improvements linked to the development of a new headquarters for the City of London Police, a courts facility and commercial office around the square. They include enlarging and enhancing Salisbury Square’s public space, creating new east-west walking routes between Dorset Rise and Whitefriars Street, and pavement and carriageway improvements on Dorset Rise, Salisbury Court, Whitefriars Street, Fleet Street and Primrose Hill.

Start date: 2024/25

End date: 2028/29

Funding source: Unilateral undertaking (equivalent of a S278 for projects where the City Corporation is the developer)

Total cost: £5,000,000 - £6,000,000 (TBC)

Delivery of proposals 1, 2, 5, 7, 8

Ludgate Broadway and St Andrew’s Hill

Improvements to deliver wider pavements, introduce sustainable drainage and tree planting. For Ludgate Broadway, additional improvements are planned to raise the carriageway to pavement level and improve accessibility. This project is part of the City-wide Cool Streets and Greening programme aiming to embed nature-based adaptation to climate change. Works are planned to commence in January 2026.

Start date: 2025/26

End date: 2026/27

Funding source: S106, S278, CAS

Total cost: £700,000

Delivery of proposals 1, 2, 5, 7, 8, 9, 10

Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. Over a three-year programme, there will be four raised carriageways introduced on side streets in this area to reduce road danger, improve accessibility, and enhance the walking, wheeling and cycling experience.

Current planned schemes include:

- New Fetter Lane by Bartlett Court - raised carriageway, tactile paving (2026/27)
- Carter Lane by Godliman St - extended raised carriageway, tactile paving (2027/28)
- Norwich St by Furnival St - raised carriageway, tactile paving (2027/28)
- Furnival Street by Curtisor Street - raised carriageway, tactile paving (2027/28)

Start date: 2025/26

End date: 2027/28

Funding source: LIP

Total cost: £117,000

Delivery of proposals 1, 2, 16, 18

Ludgate Hill/Old Bailey/Pageantmaster Court Vision Zero Scheme

This project will make this junction safer for people walking, wheeling and cycling by introducing new signalised crossings alongside pavement widening on Old Bailey and Ludgate Hill.

Start date: 2025/26

End date: 2026/27

Funding source: OSPR

Total cost: £425,000

Delivery of proposals 1, 2, 6, 18, 22

Northcliffe House – Tudor Street

Minor improvements to integrate the development with surrounding streets and alleyways.

Start date: 2022/23

End date: 2025/26

Funding source: S278

Total Cost: TBC

Delivery of proposals 7, 8, 9, 10

Other S278 projects

Other ongoing S278 projects in the area are listed below. Total costs and start and end dates are to be confirmed.

- 65 Fleet Street – improvements to Fleet Street, Whitefriars Street and Bouverie Street
- 120 Fleet Street - improvements to Fleet Street, Shoe Lane, St Bride Street and Poppin's Court
- 100 New Bridge Street – improvements to streets around the development, being progressed with TfL
- 14-21 Holborn Viaduct – improvements to Holborn Viaduct and Newcastle Close, being progressed with TfL
- Thavies Inn – improvements to St Andrew Street and the creation of a small public space in Thavies Inn





St Andrew's Hill visualisation



## Barbican and Golden Lane Area

The Barbican and Golden Lane area is the City's largest residential area. The cultural offer in the Barbican also attracts substantial numbers of visitors each year.

### Barbican, Bunhill & Golden Lane Healthy Neighbourhood Plan

Working in partnership with Islington Council to develop a joint healthy neighbourhood plan. This will set out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy. It will also look at any opportunities created by new developments in the Barbican, Bunhill & Golden Lane area.

A public consultation was carried out in late 2024 on the draft plan. The results of the consultation will be presented to elected members in May 2025.

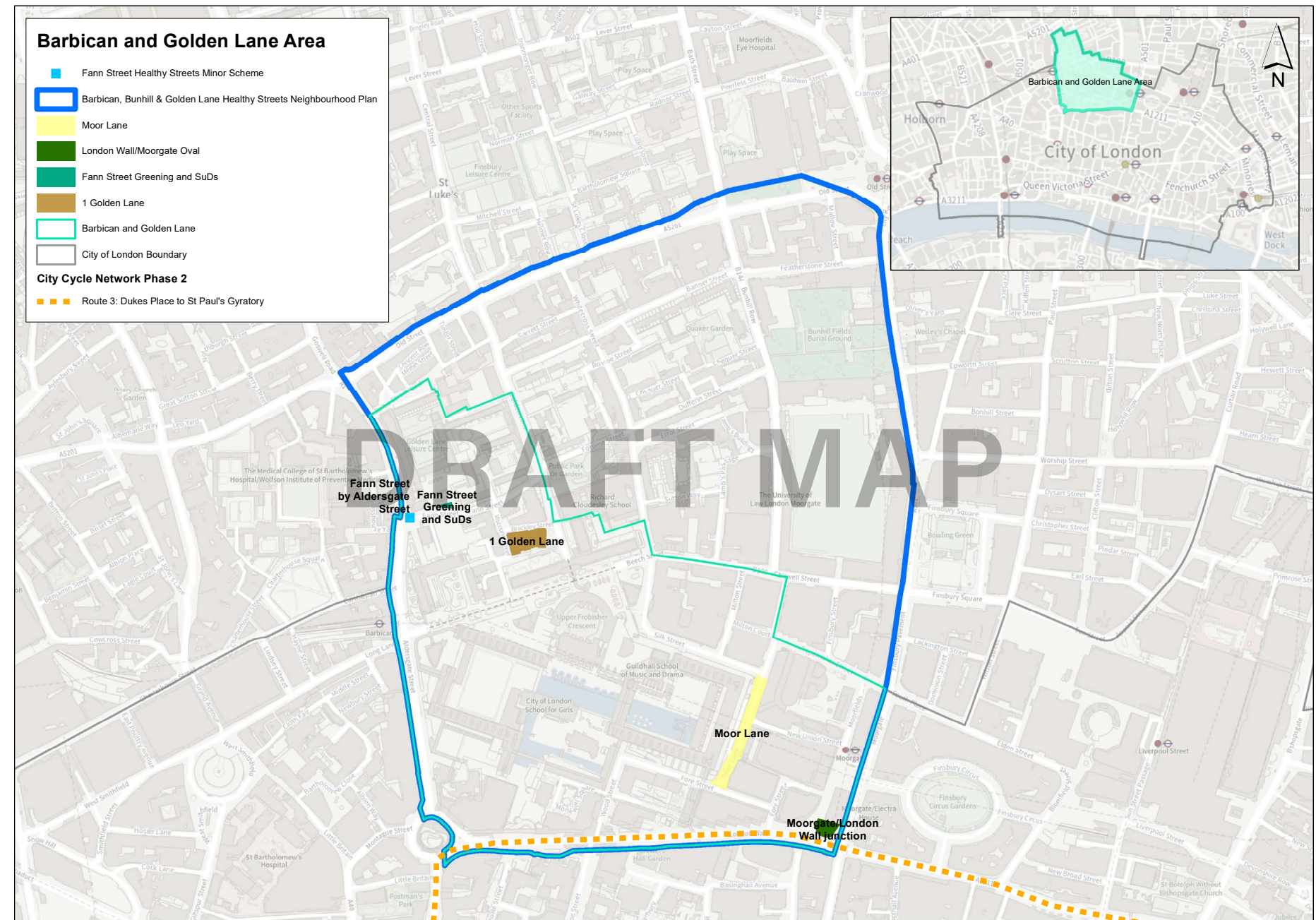
Start date: 2022/23

End date: 2025/26

Funding source: OSPR

Total cost: £141,000

Delivery of proposals 2, 7, 12



Moor Lane

Public realm improvements including greening on the eastern pavement were completed in February 2024. A consultant is being appointed to take forward designs for the remainder of the street in collaboration with the project Working Group. The designs will allow options for changes to traffic movement in the street to be considered and will give greater clarity on potential public realm design opportunities.

Start date: 2021/22

End date: 2026/27

Funding source: CAS, S106

Total cost: £2,970,000

Delivery of proposals 2, 7, 8, 9, 10, 13, 15, 22

London Wall/Moorgate Oval

This relandscaping project is part of the City of London Corporation's Cool Streets and Greening Programme, which seeks to enhance green spaces and introduce climate resilient planting.

The improvements will deliver a range of benefits including enhanced biodiversity and climate resilience with the introduction of multi-stem trees and additional planting, and the protection of an existing mature tree. A new pathway providing an additional route to Moorgate station and additional seating will also be installed. The relandscaping project incorporates a bust to commemorate and celebrate the life and work of the poet John Keats, who was born near the site.

Start date: 2023/24

End date: 2025/26

Funding source: CAS, S106

Total cost: £612,000

Delivery of proposals 1, 2, 7, 8, 10

Fann Street Healthy Streets Minor Scheme

A raised carriageway will be installed on Fann Street at the junction with Aldersgate Street in 2026/27. There will also be kerb build-out to reduce the size of the junction and tactile paving installed. This is part of a rolling programme of small-scale interventions at targeted locations across the City to reduce road danger, improve accessibility and enhance the walking and cycling experience.

Start date: 2026/27

End date: 2027/28

Funding source: LIP

Total cost: £35,000

Delivery of proposals 1, 2, 16, 18

Fann Street greening and SuDS

A project to introduce new planting beds and permeable paving at the western end of the street has been approved. This includes replacing the existing concrete planters with in-ground corten steel planters. Sustainable drainage will be introduced through permeable paving.

Start date: 2025/26

End date: 2026/27

Funding source: CAS

Total cost: £180,000

Delivery of proposals 1, 2, 7, 8, 10

1 Golden Lane

S278 works for the 1 Golden Lane redevelopment, granted planning permission in 2022. This will include improvements to Golden Lane and other more minor changes around the development. Total cost and start and end dates are to be confirmed.



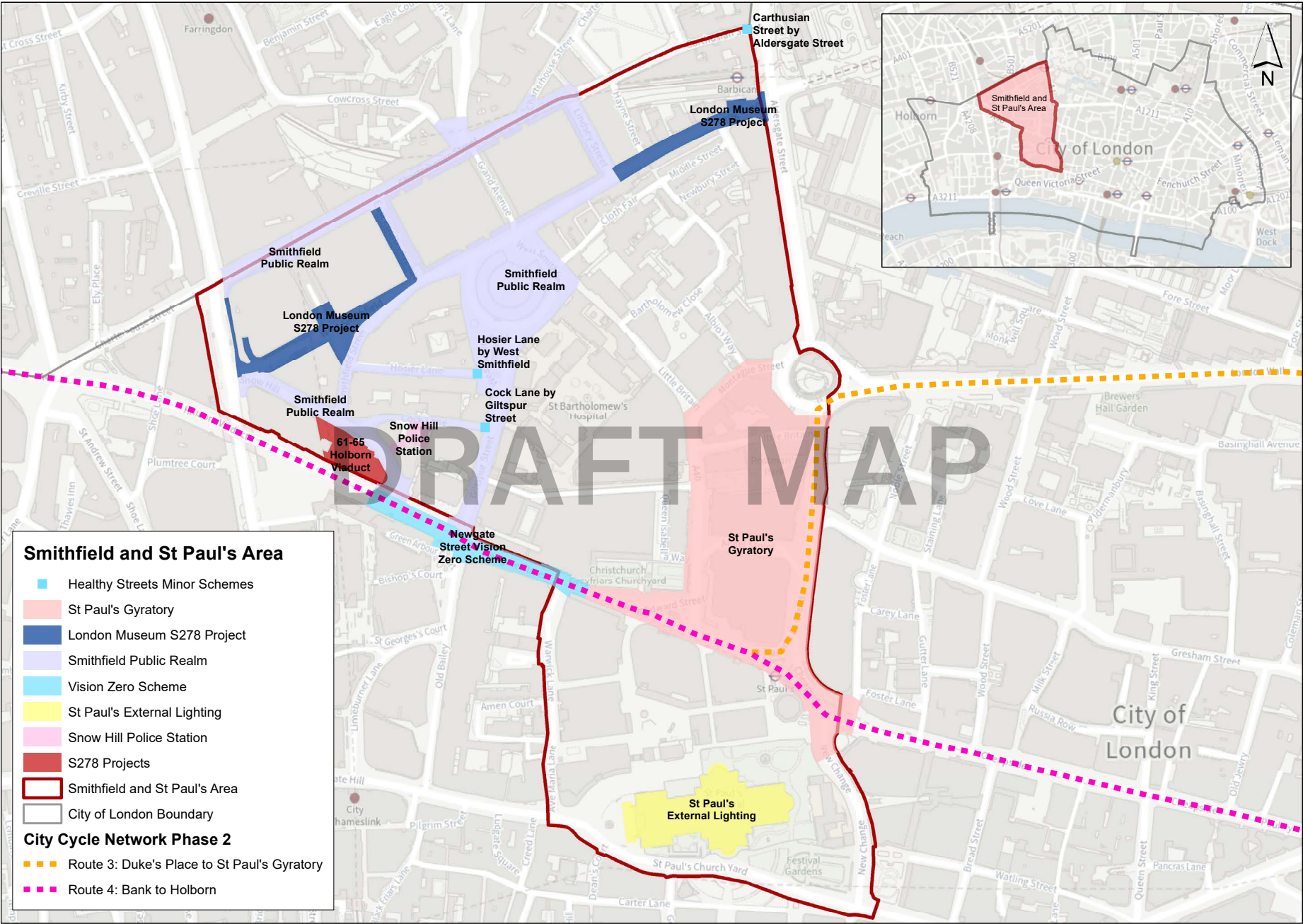


London Wall/Moorgate Oval visualisation



Smithfield and St Paul's Area

The Smithfield and St Paul's area will see significant change in the coming years, including the opening of the London Museum and the future redevelopment of the Meat Market. There is no Healthy Streets Plan for this area as it is largely covered by the projects below.



## St Paul's Gyratory

This project will transform the current gyratory system between St Paul's Underground station and the old Museum of London roundabout (the Rotunda). It is linked with two major redevelopments: the former BT building at 81 Newgate Street, and the former Museum of London site and Bastion House (London Wall West).

The first phase of the project will create a new public square (Greyfriars Square) by partially removing the gyratory system, delivering significant benefits for people walking, wheeling and cycling, along with a transformation of the public realm.

The second phase will modify the Museum of London roundabout (the Rotunda) in concert with any future redevelopment of the Museum of London site and Bastion House sites (London Wall West).

Start date: 2013/14 phase 1, 2026/27 phase 2

End date: 2026/27 phase 1, 2030/31 phase 2

Funding source: CIL, OSPR, S278

Total cost: £13,000,000 - 17,000,000 phase 1, £9,000,000 – £12,000,000 phase 2

**Delivery of proposals 1, 2, 7, 8, 11, 12, 18, 22**

## Smithfield Public Realm

This project aims to provide a welcoming public realm and streetscape for all. The project will be delivered in phases to align with key developments in the area.

The first phase will support the London Museum's relocation to West Smithfield with public realm improvements on Snow Hill, Smithfield Street, East Poultry Avenue and part of Charterhouse Street.

The second phase will support the Meat Market's transformation from 2028 with public realm improvements across the area, including Charterhouse Street, Lindsey Street, Hoiser Lane, Cock Lane, Giltspur Street, West Smithfield, the Smithfield Rotunda Garden, and Smithfield car park.

Start date: 2019/20

End date: Phase 1 2027/28, Phase 2 post 2030

Funding source: S106, OSPR, CIL

Total cost: £12,000,000

**Delivery of proposals 2, 7, 12**

## London Museum S278 project

The S278 works will align with the London Museum build programme and are integrated with the wider public realm proposals. Initial works will focus on the General Market building, ready for its opening in mid-2026. This will be followed by works around the Poultry Market from mid-2026, in time for the full Museum opening in 2028.

To manage the design and construction cost-effectively, and minimise disruption, the S278 projects and City of London-led projects will be delivered in parallel. City officers, Museum staff and contractors meet regularly to align plans with the Museum's construction and the S278 project.

Start date: 2019/20

End date: 2028/29

Funding source: S278

Total cost: £3,000,000 - £4,000,000

**Delivery of proposals 2, 7, 12**



## St Paul's External Lighting

A new innovative, sustainable and energy efficient lighting system to replace the ageing external lighting of St Paul's Cathedral, with a new innovative, sustainable and energy efficient system. The project aims to enhance the quality of the evening environment and encourage people to spend more time in the area while reinforcing the views of St. Paul's Cathedral from across London.

Start date: 2013/14

End date: 2026/2027

Funding sources: S106, external sponsorship, CIL

Total cost: £2,075,000

**Delivery of proposal 7**

## Newgate Street Vision Zero scheme

Making the area of Newgate Street between Warwick Lane and Snow Hill safer for people walking, wheeling and cycling through junction and crossing improvements and safer cycling facilities.

Start date: 2025/26

End date: 2026/27

Funding source: OSPR

Total cost: £1,000,000

**Delivery of proposals 1, 2, 6, 18, 22**

## Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. Over a three year programme, there will be three raised carriageways introduced on side streets in this area to reduce road danger, improve accessibility, and enhance the walking and cycling experience.

- Cock Lane by Giltspur Street - raised carriageway, tactile paving (2025/26)
- Hosier Lane by West Smithfield - raised carriageway, tactile paving (2025/26)
- Carthusian Street by Aldersgate Street - raised carriageway, tactile paving (2027/28)

Start date: 2025/26

End date: 2027/28

Funding source: LIP

Total cost: £77,000

**Delivery of proposals 1, 2, 16, 18**

## Snow Hill Police Station

Minor improvements to Snow Hill and Cock Lane.

Start date: 2023/24

End date: 2025/26

Funding source: S278

Total cost: TBC

**Delivery of proposals 7, 8, 9, 10**

## 61-65 Holborn Viaduct

This S278 project will include improvements to walking and cycling in Snow Hill. Total cost, start date and end date are to be confirmed.





Greystones Square visualisation



## Bank and Guildhall Area

## Bank and Guildhall Area Healthy Streets Plan

A Healthy Streets Plan will be produced for this area, from the reconfigured St Paul's gyratory to Bishopsgate in the east, in 2027/28. The plan will set out a framework for improvements to the public realm and traffic management to deliver the Transport Strategy.

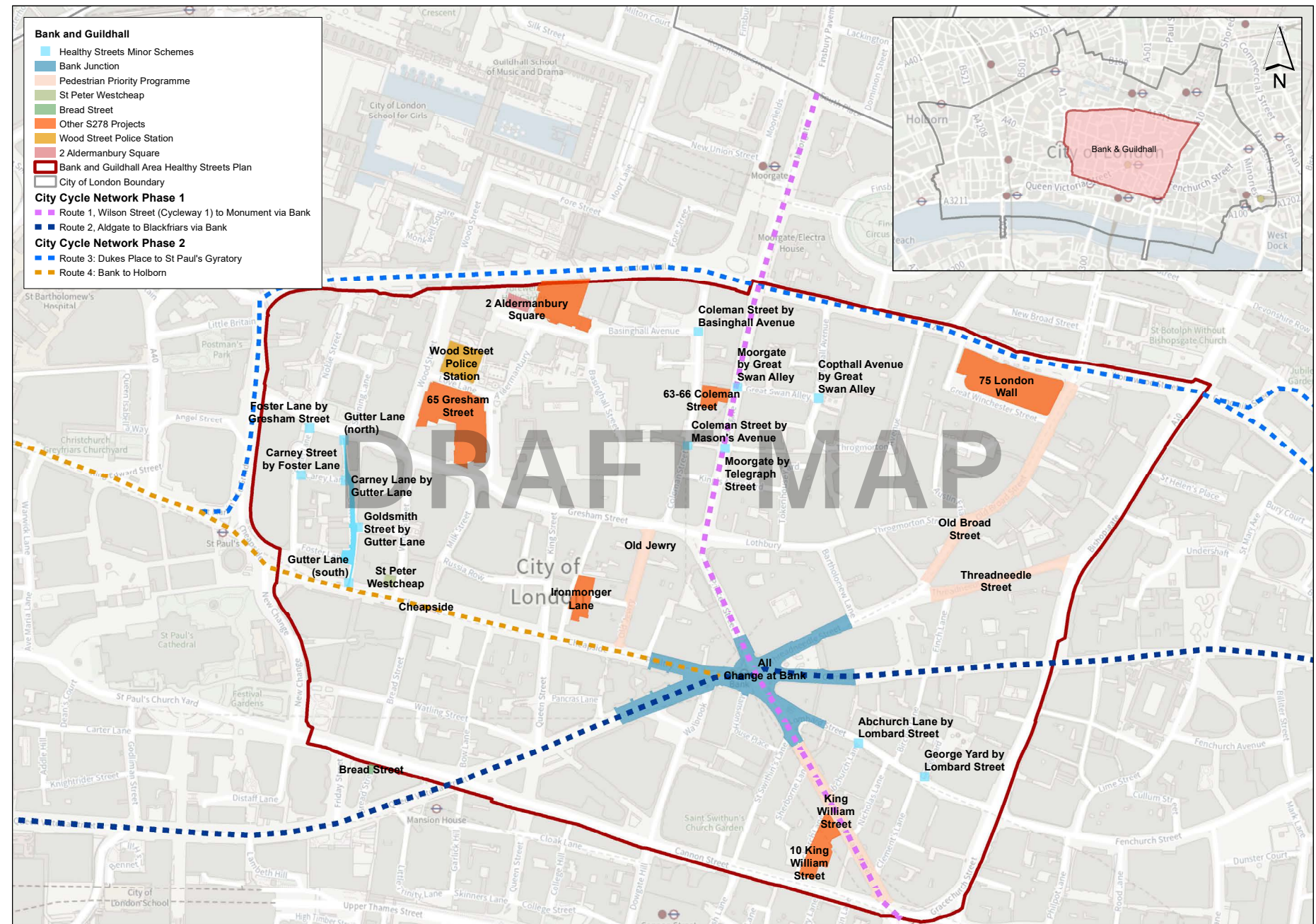
Start date: 2027/28

End date 2027/28

Funding source: TBC

Total cost: TBC

**Delivery of proposals 1, 2, 6, 7, 8, 12**





Bank Junction

The All Change at Bank project was substantially completed in 2024 with the exception of some small elements of public realm work such as additional seating which will be completed over 2025.

A review of the traffic restrictions at Bank concluded in May 2024. The Court of Common Council voted to allow taxis to access Bank Junction for a trial period. The change is expected to come into effect in summer 2025, subject to TfL approval.

Start date: 2023/24 (traffic restrictions review)

End date 2026/27

Funding source: OSPR

Total cost: £800,000

Delivery of proposal 12

Moorgate cycle lane

Installation of a northbound cycle lane between the junction with Lothbury/Gresham Street and Moorgate.

Start date: 2025/26

End date: 2025/26

Funding sources: TfL

Total cost: £35,000

Delivery of proposals 1, 18, 22

St Peter Westcheap and Bread Street

Relandscaping at St Peter Westcheap and the creation of a rain garden with seating on Bread Street. These projects are part of the City-wide Cool Streets and Greening programme aiming to embed nature-based adaptation to climate change.

Project start: 2023/24

Project end: 2027/28

Funding source: OSPR

Total budget: £300,000

Delivery of proposals 1, 7, 8, 9, 10

Pedestrian Priority Streets Programme

A series of street improvements to give more space and priority to people walking and wheeling. Schemes include traffic access restrictions, pavement widening and associated public realm improvements.

The programme is delivering four schemes:

- King William Street – significant enhancements to the public realm between Monument and Bank. Works include the widening of pavements, new raised tables to make it easier to cross the street and side roads, new trees, seating and a fully reconstructed carriageway. Under construction from July 2024 to the end of 2025. This includes S278 works as part of the 10 King William Street development.
- Cheapside – planting and new permanent seating to be delivered in 2025 near the junction with Bread Street and in Bow Churchyard.
- Old Jewry – improvements on hold while awaiting the outcome of a traffic experiment to allow motor traffic southbound with contra-flow cycling northbound. Experimental traffic order started in July 2024 and a decision will be made in September 2025.
- Old Broad Street and Threadneedle Street – pavement widening and accessibility improvements, including seating, reconfigured crossings and raised tables, to make it easier to cross the street following the change on Old Broad Street to one-way working for motorised traffic with contra-flow cycling. The scheme will be designed in 2025.

Start date: 2021/22

End date: 2026/27

Funding source: OSPR, S278

Total cost: £8,150,000

Delivery of proposals 1, 2, 7,8, 16, 18

Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. Over a three year programme, there will be eleven raised carriageways introduced on side streets in this area to reduce road danger, improve accessibility, and enhance the walking and cycling experience. The southern and northern sections of Gutter Lane will be closed, subject to consultation, and the carriageway raised to footway level at these sections.

2025/26

- Moorgate by Telegraph Street - raised carriageway, tactile paving
- Moorgate by Great Swan Alley - raised carriageway, tactile paving
- Coleman Street by Mason’s Avenue - raised carriageway, tactile paving
- Coleman Street by Basinghall Avenue - raised junction with pavement widening if possible
- Abchurch Lane by Lombard Street - raised carriageway, tactile paving
- George Yard by Lombard Street - raised carriageway with granite setts and new tactile paving
- Gutter Lane - consultation on proposed road closure

2026/27

- Gutter Lane (north) - road closure and raise to footway level
- Gutter Lane (south) - road closure and raise to footway level
- Foster Lane by Gresham Street - raised carriageway, tactile paving
- Carey Lane by Foster Lane - raised carriageway, tactile paving
- Carey Lane by Gutter Lane - raised carriageway, tactile paving
- Goldsmith Street by Gutter Lane - raised carriageway, tactile paving

2027/28

- Copthall Avenue by Great Swan Alley - raised carriageway, tactile paving

Start date: 2025/26

End date: 2027/28

Funding source: LIP

Total cost: £497,000

Delivery of proposals 1, 2, 16, 18



## 2 Aldermanbury Square

As part of S278 works for 2 Aldermanbury Square, there will be improvements for people walking, wheeling and cycling on London Wall, a reconfigured junction at Basinghall Street and Aldermanbury, and a new public route through the development with greening. The development will also lead to improvements on the Bassishaw Highwalk.

Start date: 2022/23

End date: 2026/2027

Funding source: S278

Total cost: £100,000

**Delivery of proposals 2, 4, 5, 6, 7, 8, 15**

## Wood Street Police Station

Creation of a new public space through removal of a traffic lane adjacent to the development on Wood Street, and other improvements on Wood Street and Love Lane.

Start date: 2023/24

End date: 2027/28

Funding source: S278

Total cost: TBC

**Delivery of proposals 2, 5, 7, 8, 15**

## Other S278 projects

Other improvements to transport and the public realm around developments in this area include:

- 65 Gresham Street – pedestrian priority improvements to Aldermanbury and other more minor changes around the development
- 63-66 Coleman Street – improvements to streets around the development, including new pedestrian priority measures in Great Swan Alley
- 75 London Wall – improvements to London Wall, Old Broad Street and Great Winchester Street in the vicinity of the development
- Ironmonger Lane – scope to be determined



King William Street visualisation



Riverside Area

Riverside Area Healthy Streets Plan

Development of a Healthy Streets Plan will begin in 2026/27. The plan will set out a framework for improvements to the public realm and traffic management to deliver the Transport Strategy. It will address links to the Thames path south of Upper and Lower Thames Street.

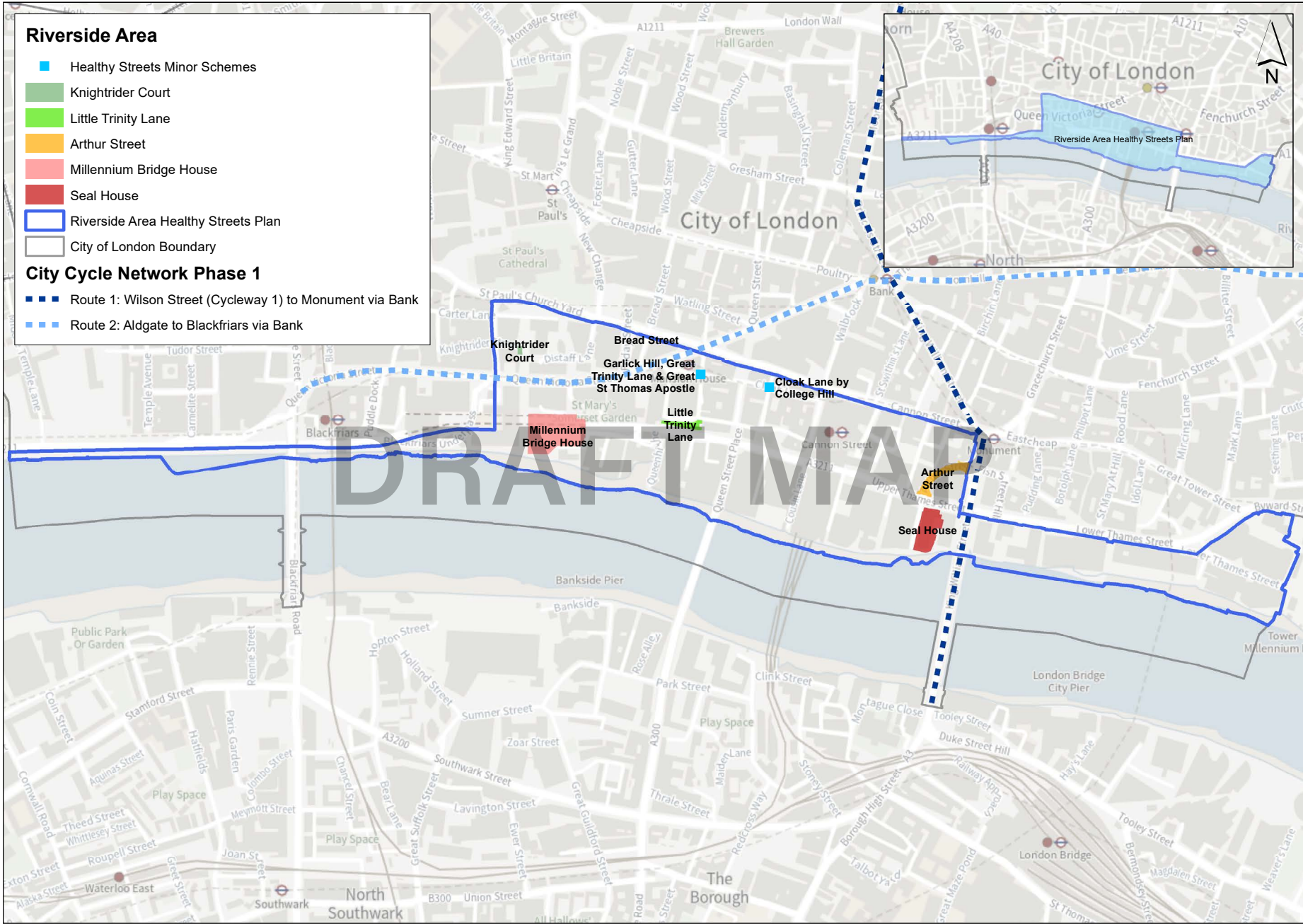
Start date: 2026/27

End date 2027/28

Funding source: TBC

Total cost: TBC

Delivery of proposals 1, 2, 3, 6, 7, 8, 12





Little Trinity Lane and Knightrider Court

Public realm enhancements at the southern end of Little Trinity Lane, which will introduce a raingarden, biodiverse planting, new trees, seating and repaving. This is due to completed in April 2025. There will also be improvements at Knightrider Court with a raingarden, seating and pavement widening, due to be delivered in autumn 2025.

These schemes are part of the City-wide Cool Streets and Greening programme aiming to embed nature-based adaptation to climate change.

Start date: 2020/21

End date: 2025/26

Funding source: CAS, S106

Total cost: £840,000

Delivery of proposals 1, 7, 8, 10

Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. In 2027/28 there will be raised carriageways introduced on two side streets in this area to reduce road danger, improve accessibility, and enhance the walking and cycling experience.

Current planned schemes in this area:

- Garlick Hill, Great Trinity Lane & Great St Thomas Apostle - raised junction (2027/28)
- Cloak Lane by College Hill - raised carriageway, tactile paving (2027/28)

Start date: 2025/26

End date: 2027/28

Funding source: LIP

Total cost: £87,000

Delivery of proposals 1, 2, 16, 18

Millenium Bridge House

This project will deliver changes to the public highway in the vicinity of the redevelopment at Millenium Bridge House through a Section 278 agreement. This project will include enhancements on Millennium Bridge Approach at Peter’s Hill, Lambeth Hill, Trig Lane and Paul’s Walk which forms part of the Thames Path.

Start date: 2021/22

End date: 2025/26

Funding source: S278

Total cost: £300,000

Delivery of proposals 1, 2, 7, 8, 9

Seal House

As part of a Section 278 agreement, this project will deliver changes to the public highway in the vicinity of the redevelopment at Seal House at 1 Swan Lane, which was granted planning permission in 2019. This project will include improvements to the Riverside Walk and Swan Lane, not including Swan Lane Pier.

Start date: 2027/28

End date: 2027/28

Funding source: S278

Total cost: TBC

Delivery of proposals 1, 2, 3, 7, 8

Arthur Street

Creation of a small public space and a new cycle filter at the junction of Arthur Street and London Bridge, and pavement improvements on Arthur Street.

Start date: 2022/23

End date: 2025/26

Funding source: S278

Total cost: TBC

Delivery of proposals 1, 2, 22





Little Trinity Lane visualisation



## Aldgate, Tower and Portsoken Area

### Aldgate, Tower and Portsoken Healthy Streets Plan

Development of a Healthy Streets Plan will begin in 2026. This area is bounded on the east by the City Boundary with Tower Hamlets, at Mansell Street and Middlesex Street. It includes the junction at Minories gyratory near Tower Hill and Aldgate Station in the north. The plan will set out a framework for improvements to the public realm and traffic management to deliver the Transport Strategy.

Start date: 2026/27

End date: 2027/28

Funding source: S106

Total cost: £250,000

Delivery of proposals 1, 2, 6, 7, 8, 12

### Aldgate High Street Vision Zero scheme

This project will make Aldgate High Street safer for people walking, wheeling and cycling through the area by incorporating junction improvements such as revised junction layouts, new signalised crossings and raised carriageways to improve accessibility for users.

Start date: 2025/26

End date: 2026/27

Funding source: OSPR

Total cost: £885,000

Delivery of proposals 1, 2, 6, 18, 22

### Middlesex Street Estate

Introduction of greening in Gravel Lane as part of S278 works for the City of London Police Eastern Base, which gained planning approval in 2024.

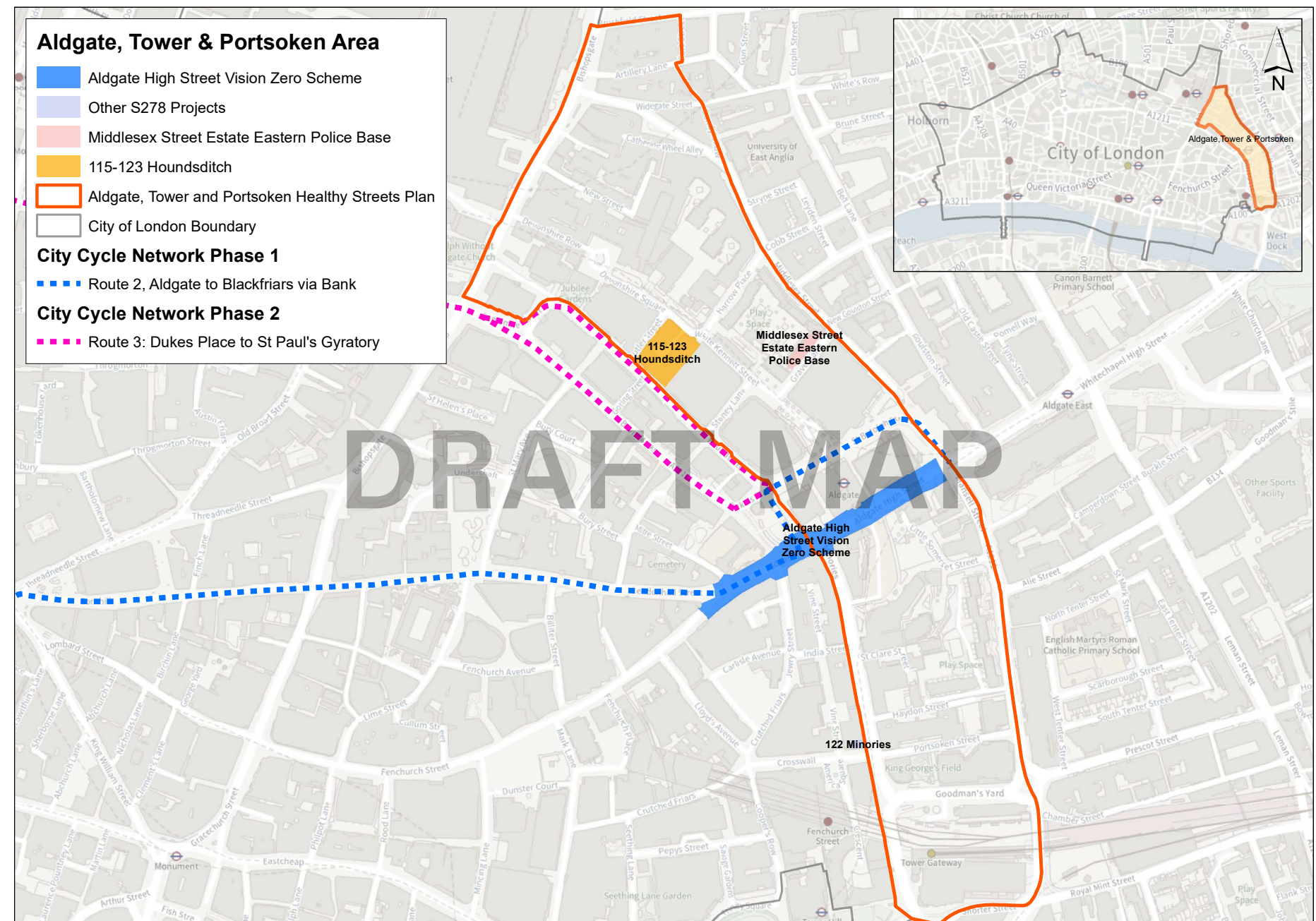
Start date: 2024/25

End date: 2026/27

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 7, 8





# Fenchurch Street Area

## Fenchurch Street Area Healthy Streets Plan

A Healthy Streets Plan is in progress for this area. The area includes the area around Fenchurch Street Station and proposed upgrade, extends to include area south to the Thames, and includes Eastcheap and Monument junction. The plan will set out a framework for improvements to the public realm and traffic management to deliver the Transport Strategy.

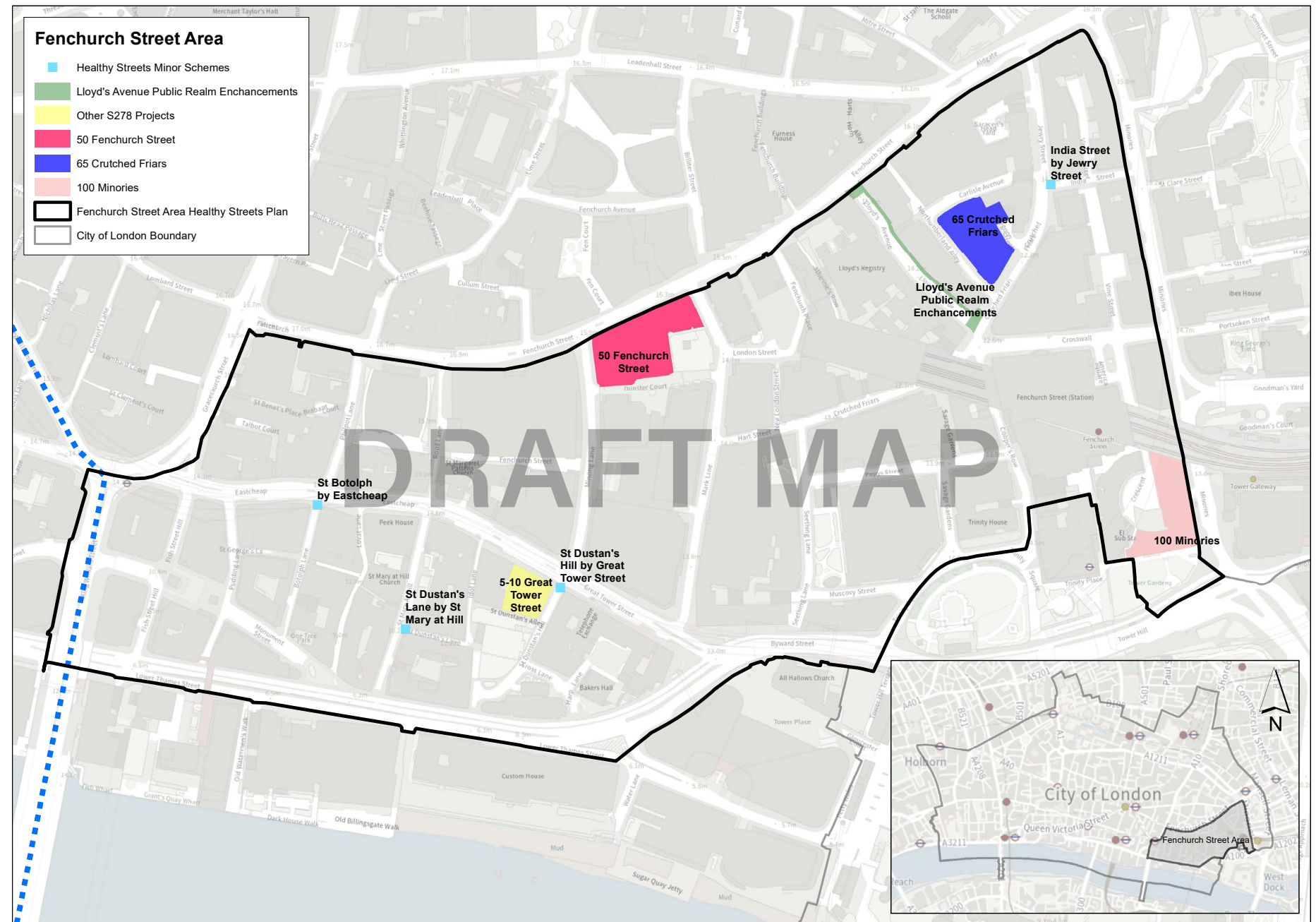
Start date: 2024/25

End date: 2025/26

Funding source: S106

Total cost: £240,000

Delivery of proposals 1, 2, 6, 7, 8, 11, 12





Lloyd’s Avenue

This scheme is part of the City-wide Cool Streets and Greening programme aiming to embed nature-based adaptation to climate change. It will include raingardens, trees and seating.

Start date: 2025/2026

End date: 2025/2026

Funding source: CAS, S106

Total cost: £550,000

Delivery of proposals 1, 2, 7, 8, 9, 10

Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. Over a three-year programme, there will be four raised carriageways introduced on side streets in this area to reduce road danger, improve accessibility, and enhance the walking and cycling experience. Further schemes will be planned and allocated funding as they are developed.

Current planned locations in this area:

- Botolph Lane by Eastcheap - raised carriageway, tactile paving (2026/27)
- St Dunstan’s Lane by St Mary at Hill (by Premier Inn Hotel) - raised carriageway with granite setts (2027/28)
- St Dunstan’s Hill by Great Tower Street - raised carriageway, tactile paving (2027/28)
- India Street by Jewry Street - raised carriageway, tactile paving (2027/28)

Start date: 2025/26

End date: 2027/28

Funding source: LIP

Total cost: £104,000

Delivery of proposals 1, 2, 16, 18

100 Minories

S278 funded repaving and highway improvements around 100 Minories and the creation of a new public space.

Start date: 2019/20

End date: TBC

Funding sources: S106, S278

Total cost: £650,000 - £850,000

Delivery of proposals 1, 2, 7, 8, 9

65 Crutched Friars

Potential creation of a new pocket park in Rangoon Street and other more minor changes around the development of 65 Crutched Friars, which was granted planning permission in 2023. The development will also create a new permanent home for the Migration Museum and a new public courtyard fronting Northumberland Alley.

Start date: 2024/25

End date: 2027/28

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 5, 7, 8, 15

50 Fenchurch Street

A Section 278 project which will deliver improvements to Fenchurch Street, Mark Lane, Mincing Lane and London Street.

Start date: 2024/25

End date: 2028/29

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 5, 7, 8

5-10 Great Tower Street

This Section 278 project will deliver minor improvements to accessibility on St Dunstan’s Hill. Total cost, start date and end date are to be confirmed.





Lloyd's Avenue visualisation



## City-wide projects

### City Cycle Network

The Transport Strategy includes proposals to further develop the network of safe and comfortable cycle routes across the City. These routes tie in with the London-wide cycle network and are delivered in partnership with TfL. More detail on the routes is provided on the following page.

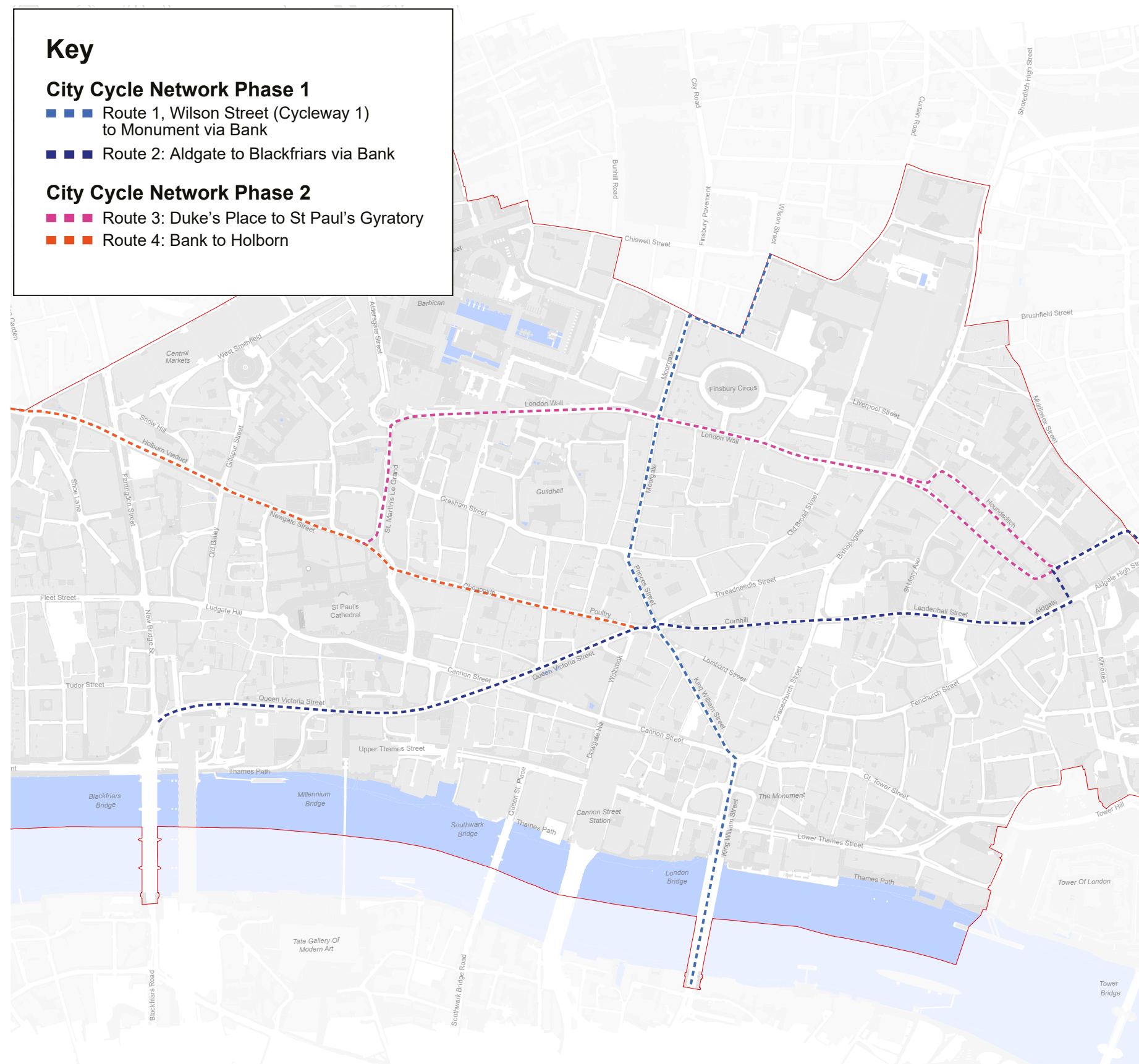
Start date: 2019/20 (Phase 1), 2023/24 (Phase 2)

End date: 2027/28 (Phase 1), 2034/35 (Route 3), 2029/30 (Route 4)

Funding sources: TfL

Total cost: £2,000,000 - £4,000,000 (Phase 1, allocation not confirmed), Phase 2 - TBC

**Delivery of proposals 1, 11, 12, 18, 22**



Phase 1

Development and delivery of improvements to Route 1 and Route 2.

Route 1: Wilson Street (Cycleway 1) to Monument via Bank

This route links Cycleway 1 (Wilson Street) to Cycleway 4 (Monument), creating a direct north-south cycling connection through the City via Bank Junction. It will be delivered primarily through separate but coordinated projects, including Moorgate area, All Change at Bank, the Pedestrian Priority Streets Programme, and other developments projects. The remaining minor street improvements will be funded by TfL and completed by 2027.

Route 2: Aldgate to Blackfriars via Bank (including improvements at Mansion House junction with TfL)

Consultation has been completed during 2024 and the results will be reported to committee in July 2025. The improvements proposed are described below.

At Aldgate proposed improvements include:

- An eastbound cycle lane protected with flexible posts on Aldgate
- New raised side street crossings for cycling, walking and wheeling on Duke's Place and Houndsditch
- Upgrading the eastbound cycle lane with traffic island separators on St Botolph Street
- A new eastbound bus stop by-pass for cycling incorporating a raised zebra crossing on St Botolph Street

Between Aldgate and Queen Street:

- Improvements to Leadenhall Street are being developed under a separate, reported here under Leadenhall Street transformation. They include measures to slow traffic, widen pavements and improve crossing points.

Queen Victoria Street between Queen Street and New Bridge Street measures include:

- Single lane cycle tracks protected by traffic island separators or flexible posts
- A two-way cycle track protected with traffic island separators;
- Bus stop by-passes at two locations.
- Dedicated traffic light stages or early 'green' traffic lights for cycling at junctions.

Further improvements on Aldgate and Aldgate High Street are also being delivered separately and this is set out in this report with the Aldgate, Tower and Portsoken Area schemes.

Phase 2

Development and delivery of improvements to:

Route 3: Duke's Place to St Paul's Gyratory

Route 4: Bank to Holborn

Cycle and micromobility parking programme

Rolling programme to provide new and improved parking for private cycles and dedicated parking bays for dockless cycles and e-scooters. Design focuses on improving cycle security and reducing the impact on other people using pavements.

A kerbside review identified over 75 potential new e-scooter & cycle hire locations. This was mapped against rental operators' high demand hotspots to create a prioritised parking delivery programme. This programme will provide an estimated 1,400 new spaces for e-scooters and dockless cycles and is expected to be completed by 2026.

In 2025/26, 40 sheffield stands for private cycles and 28 dockless bays will be delivered. The dockless bays will be subject to consultation.

Start date: 2020/21

End date: 2028/29

Funding sources: CoL, LIP, dockless operators

Total cost: £144,000

Delivery of proposals 6, 16, 22, 23, 24, 40

Legible London updates

Programme of updates to the 300+ Legible London map and directional signs across the City, most of which were installed more than five years ago. The signage will be updated in area-based phases.

Start date: 2024/25

End date: 2026/27

Funding sources: OSPR, CIL, S106

Total cost: £400,000

Delivery of proposal 6





Queen Victoria Street visualisation



## Strategic transport initiatives

Delivery of the Transport Strategy through strategic and policy initiatives or activities, including feasibility work, analysis and studies. The Strategic Transport team also initiate new areas of work before embedding them as business-as-usual. For example, the delivery of electric vehicle charging infrastructure was novel and is becoming standardised.

### Sustainable servicing programme

Working with TfL to develop policy and guidance for operators. We aim to promote a shift to cargo bikes for service operators, such as lift mechanics and electricians, and provide facilities such as secure storage. The overall aim is to reduce the amount of motor vehicles used for servicing.

Start date: 2024/25

End date: 2025/26

Funding sources: CoL

Total cost: Officer time

**Delivery of proposals 34, 35**

### Zero Emission Network (ZEN)

In partnership with the London Boroughs of Hackney, Newham and Tower Hamlets, and the City of Westminster, the City Corporation has joined the Zero Emissions Network (ZEN), funded by the Mayor's Air Quality Fund (MAQF4). Across the four boroughs and the City, the overall aim of the ZEN is to decarbonise local transport. Over three years the programme will deliver a network of cargo bike share hubs for public use by residents and businesses, grants to businesses for cargo bikes and e-bikes, and events that promote air quality improvements or active travel.

Start date: 2024/25

End date: 2026/27

Funding source: GLA - Mayors Air Quality Fund, CoL

Total budget: £884,000, officer time

**Delivery of proposals 6, 23, 34**

### Pedestrian zones timing review

A review of the timings of existing pedestrian zones. There are some differences in times of the restrictions for different streets. All these locations will be reviewed to ensure they still meet the requirements. People walking and wheeling will remain the priority. Any changes will be delivered by the usual process for changing traffic orders.

Start date: 2025/26

End date: 2026/27

Funding source: CoL

Total cost: Officer time, CoL

**Delivery of proposals 2, 13, 14**

### Deliveries and consolidation

Area based work to promote consolidation for freight deliveries to existing buildings in partnership with Business Improvement Districts (BIDs).

Start date: 2024/25

End date: 2025/26

Funding sources: CoL

Total cost: Officer time

**Delivery of proposals 2, 11, 34, 35**

### Kerbside review

Consideration of changes to parking charges and the Controlled Parking Zones will be considered in 2025/26. Further work will be undertaken on reviewing taxi provision and coach parking.

Start date: 2022/23

End date: 2025/26

Funding sources: LIP, CoL

Total cost: £15,000, officer time

**Delivery of proposals 11, 14**

### EV Infrastructure Action Plan

Following an assessment of demand for new charging infrastructure, up to five locations for new charging points will be put to market in 2025/26. We are progressing a partnership bid to the Office for Zero Emission Vehicles with neighbour boroughs. Delivery of the locations will be dependent on the market take up.

Start date: 2019/20

End date: 2026/27

Funding sources: DfT, CoL, private sector

Total cost: TBC

**Delivery of proposal 26**

### Access for disabled people travelling by taxi and private hire

Working with London Councils to develop and trial a system to allow access to otherwise restricted streets for disabled people using Taxicard to travel by taxi or private-hire vehicle.

Start date: 2023/24

End date: 2026/27

Funding sources: CoL

Total cost: £10,000

**Delivery of proposals 1, 15**



## Inclusivity Action Plan

We included a new overarching proposal in the refreshed Transport Strategy which sets out how we will be more inclusive in how we work, engage with people and develop and implement changes to public spaces and streets. We will develop a set of actions that identify where we need to make improvements, and track progress. We have started collating demographic information from our consultations and will track and report this information.

Start date: 2024/25

End date: 2025/26

Funding source: CoL

Total cost: Officer time

**Delivery of proposals 1, 15**

## London Wall corridor study

A programme of work to explore potential changes along the length of London Wall, including developer funded projects and (subject to funding) additional City Corporation funded improvements. This will include looking at the junctions of London Wall/Moorgate, and London Wall/Old Broad Street to address collisions, as they are in the top ten highest on City streets. Feasibility work is progressing in 2025 to provide options, which will be followed by a funding bid to commence design work.

Start date: 2024/25

End date: 2025/26

Funding source: S278, CIL, OSPR

Total cost: £249,000

**Delivery of proposals 1, 2, 7, 8, 11, 12**

## Collision analysis and mitigation review

Analysis of collision data has identified the ten locations with the highest collision and personal injury rates. An additional scheme at Ludgate Hill/Old Bailey has also been included in this programme, following a Healthy Streets Minor Scheme investigation which found that this site had a high collision record.

Initial feasibility work has been carried out to consider deliverability and priority for improvements. Three schemes have progressed to a design stage and are included separately in this report. The remaining eight are at a feasibility stage and are as follows:

- London Wall/Moorgate - being investigated as part of the London Wall Corridor study
- London Wall/Old Broad Street - being investigated as part of the London Wall Corridor Study
- Holborn Circus - feasibility work anticipated to commence later in 2025
- Aldersgate Street/Long Lane (Outside Barbican Station) - feasibility work anticipated to commence later in 2025
- Fleet Street/Bouverie Street - included in Fleet Street Healthy Streets Plan area, and currently being considered in detail by Fleet Street Quarter BID for design and funding
- Fenchurch Street/Lime Street - scheme developed, plan to incorporate as part of nearby S278 agreements
- Fetter Lane/New Fetter Lane - scheme delivered in 2024/25
- Fenchurch Street/Mincing Lane - interim scheme developed, delivery expected in 2025 with further measures covered by the Fenchurch Street Healthy Streets plan

Start date: 2023/24

End date: 2026/27

Funding sources: OSPR, LIP, S278, CoL

Total cost: £2,400,000 (including delivery)

**Delivery of proposals 2, 6, 11, 12, 18, 22**

## Cycle and micromobility parking action plan

To support the growing demand for cycle, dockless cycle and e-scooter hire and cargo cycle parking we will continue to monitor and identify suitable locations for new parking facilities. We will work with dockless cycle hire operators to improve parking management and customer behaviour.

We will also contribute to requirements and consultations for legislation being drafted at a national level through the English Devolution Bill. The expectation is that this will provide powers for local authorities to control how dockless cycles and scooters are allowed to operate. The new legislation is anticipated to be passed in 2026 at the earliest.

With planning colleagues we will work on the requirements and minimum standards for cycle hubs where these are being provided and subsidised by third parties.

Start date: 2024/25

End date: 2025/26

Funding source: CoL

Total cost: Officer time

**Delivery of proposals 2, 6, 14, 16, 22, 23, 24**

Events and campaigns

A range of events and campaigns are delivered through the year, often in partnership with other organisations such as the City of London Police and Business Improvement Districts.

Road danger reduction campaigns

Opportunities to align with national campaigns, along with locally targeted behaviour change and community engagement activities to promote safe behaviours. This will be delivered in partnership with the City of London Police.

Start date: 2019/20

End date: Ongoing

Funding sources: LIP

Total cost: £25,000 (for 2025/26)

Delivery of proposals 6, 18, 19, 24

Highway Code campaign

In 2025, TfL are starting campaigns to promote and encourage understanding and observation of new elements of the Highway Code which were adopted in 2019. Many people are not aware of the changes, which give more priority to people walking and wheeling when crossing side streets, and also allow people cycling a higher priority over turning traffic. TfL are preparing a large-scale campaign to improve awareness and observation. We will be supporting and adding to the campaign where appropriate in partnership with the City of London Police. This will include a focus on addressing illegal and risky behaviour by people cycling.

Start date: 2025/26

End date: TBC

Funding source: TfL, LIP, officer time

Total cost: TBC

Delivery of proposals 18, 19

Cities & Lighting Summit 2025

The Cities & Lighting Summit is a three-day gathering of the international urban lighting community, meeting around group presentations, open conference sessions, networking moments, and the discovery of the host city and its lighting policy. The 2025 edition is hosted by the City of London Corporation in collaboration with the LUCI Association over 23-25 April 2025 and will focus on three main themes at the heart of today’s concerns for the future of urban lighting: Sustainability, Health & Wellbeing, and Inclusion.

Start date: 2025/26

End date: 2025/26

Funding source: Self-funding, sponsorship

Delivery of proposals 1, 21

London Walking, Wheeling and Cycling Conference

The annual London Walking, Wheeling and Cycling Conference is hosted jointly by the City Corporation and the London Borough of Hackney. It showcases and celebrates the best experiences and opportunities in the UK and Europe for those working to deliver better environments for our towns and cities.

Start date: 2017/18

End date: 2030/31

Funding source: Self-funding, sponsorship, officer time

Delivery of proposals 1, 6, 24





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# City Streets 2025 Summary Report

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# Introduction

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Since 1999, the City of London Corporation has conducted a City-wide traffic survey roughly every two years during the autumn to understand the levels and patterns of traffic in the City. These surveys collect data on the volumes and types of vehicles using the City's streets. The survey was expanded in 2016 from 12 to 24 hours in length and in 2017 to include data collection on footfall as well as vehicle numbers. We have also recently expanded our surveys to include summer counts, conducted in the same way every two years.

Data is collected on a variety of different modes of travel. A detailed summary of mode classes can be found in Table 1 on page 4. All traffic data collected includes both local and through traffic.

This report details the results of the most recent autumn traffic survey, which was conducted on 9 October 2024, and compares these results to those from previous years.

The report also provides a summary of TfL data on how people travel to the City and the volumes and types of vehicle crossing London Bridge, Southwark Bridge and Blackfriars Bridge.

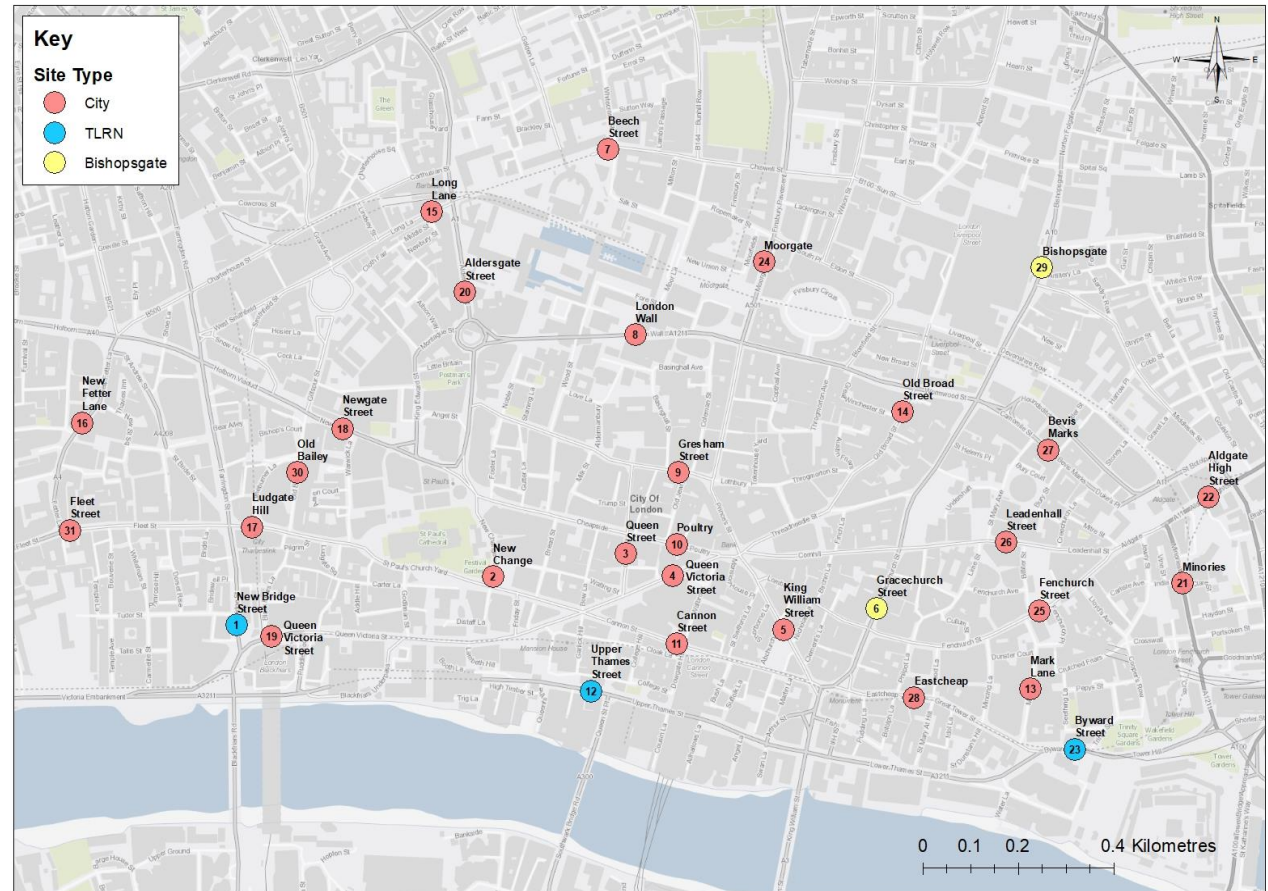


# Count sites

Since the first count in 1999, the number of sites has expanded from 12 to 31. 30 sites are used in reporting. When comparing trends since 1999, data from the 12 original sites over a 12-hour period is used. When comparing trends since 2019, data from 30 sites over a 24-hour period is used.

The distribution of sites has been selected to ensure a representative spread of types and locations in the city are sampled as part of the survey. This includes:

- 5 sites on the Transport for London Road Network, including 2 sites on Bishopsgate and Gracechurch Street
- 26 sites on Local and City Access streets



Page 76

<b>Private Cars and Private Hire Vehicles (PHV)</b>	Includes private hire and minicab vehicles such as Uber and Addison Lee
<b>Taxis</b>	Black Cabs/Hackney Carriages
<b>Motorcycles</b>	Includes motorcycles and mopeds
<b>Vans</b> (Light Goods Vehicles or LGV)	Includes all goods vehicles up to 3.5 tonnes gross vehicle weight and all car delivery vans
<b>Lorries</b> (Heavy Goods Vehicles or OGV1/2)	Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or more axels
<b>Buses and coaches</b>	Includes TfL buses, coaches, and tourist buses/open-top buses
<b>Cycles</b>	Includes all personal cycles, dockless cycle hire (such as Lime and Human Forest), TfL Cycle Hire (Santander), e-bikes, cargo cycles and adapted cycles such as tricycles and hand cycles
<b>Scooters</b>	Includes all personal and rental push and powered scooters
<b>Rollerblades and skateboards</b>	Includes electric skateboards and boards with one wheel
<b>Pedestrians</b>	Includes people walking, using wheelchairs, using assisted mobility scooters, those being pushed in prams, and other assisted mobility devices

## 1 Counted mode classifications



# Tables and figures

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1. [Counted mode classifications](#)
2. [Transport strategy key traffic targets progress summary](#)
3. [Daytime traffic mode share in 2024](#)
4. [Traffic volumes by mode and hour of day in 2024](#)
5. [Travel activity by mode and hour of day in 2024](#)
6. [People walking, wheeling and cycling by hour of day in 2024](#)
7. [Motor vehicle volumes by hour of day in 2024](#)
8. [Cars, lorries, taxis and vans by hour of day in 2024](#)
9. [Total cycling volumes in 2024 by type](#)
10. [Increase in cycling 2022-2024 by type](#)
11. [Type of cycles as proportion of total 2019, 2022 and 2024](#)
12. [Increase in cycling 2022-2024 by location](#)
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14. [Daytime traffic volumes by mode 2019-2024](#)
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16. [Total people walking over 24 hours 2019-2024](#)
17. [People walking by time of day 2019 and 2024](#)
18. [Motor vehicle and cycle volumes 1999-2024](#)
19. [Motor vehicle volumes by type 1999-2024](#)
20. [Traffic mode share on the bridges](#)
21. [Motor vehicle and cycle trends over time](#)
22. [Motor vehicle and cycle trends over time by bridge](#)
23. [London Travel Demand Survey](#)

# Summary

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## Motor traffic

- Motor traffic is decreasing in line with targets. Motor vehicle numbers are nearly a third of what they were in 1999.
- The greatest reduction has been seen in motorcycles, taxis, cars and private hire vehicles compared to freight vehicles. We have met both 24-hour targets (total traffic volumes and total freight volumes) but are not yet on track to meet our 2030 target for freight vehicle volumes during peak hours. However, peak freight vehicles volumes are decreasing (-8% since 2022) and are now 78% of what they were in 2017. Total 24-hour freight volumes are less than half of what they were in 1999 (-54%).
- Most of the decrease has been observed during or immediately after significant changes or events in the City of London or the global economy, including the introduction of the Congestion Charge in 2003, the Global Recession in 2008-09, the introduction of Cycle Superhighways in the City in 2015-16 and the COVID-19 Pandemic in 2020-22.
- Motor traffic in the City stays at a consistent level for most of the day with a peak at 6pm, but the makeup of the traffic changes during this time. From the early afternoon into the evening, the number of freight vehicles reduces, and the number of cars and private hire vehicles increases. 60% of cars were counted outside of the operational hours of the Congestion Charge, suggesting the Congestion Charge is effective at discouraging some car travel.

## Walking, wheeling and cycling

- There was a significant increase in the number of people cycling in the 2024 counts: 57% higher than in 2022.
- There have been significant increases in both dockless and personal cycles. There are four times as many dockless cycles in 2024 compared to 2022 and they now make up 17% of all cycles seen. Personal cycles have also increased by 36% and make up 60% of the increase since 2022. Cycles were not only counted more than any other vehicle, but between 7am and 7pm there are now almost twice as many cycles as cars and private hire vehicles. Between 7am and 7pm cycles make up 39% of on-street traffic (12% higher than in 2022) and this rises to 56% between 8-9am and 6-7pm. If motor vehicle and cycle trends continue as they are, cycle numbers will overtake motor vehicle numbers within the next two years.
  - Footfall is also increasing (8% higher than 2022) but is still 70% of pre-pandemic levels, suggesting that changes in working patterns following the pandemic are continuing to have an effect on the number of people in the City.
  - People walking, wheeling and cycling now make up three quarters of observed travel activity (up from two-thirds in 2022) and this rises to 85% during peak hours.



# Summary (continued)

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## **TfL Thames screenline and London Travel Demand Survey data**

- TfL data on the three City road bridges show similar trends in motor vehicle and cycle numbers as in our traffic counts. All three bridges have seen a significant increase in cycling since 2000 and since 2022.
- London Bridge has had the biggest reduction in traffic and the largest increase in cycling since 2000, and the biggest increase in cycling since 2022. Blackfriars Bridge has the most traffic but is the only one of the three bridges to have seen a reduction since 2022. Southwark Bridge has the least traffic and the lowest proportion of cycles.
- TfL's London Travel Demand Survey data shows that people are largely travelling in the same way as before the pandemic, although the bus mode share is up while the walking mode share is slightly down.

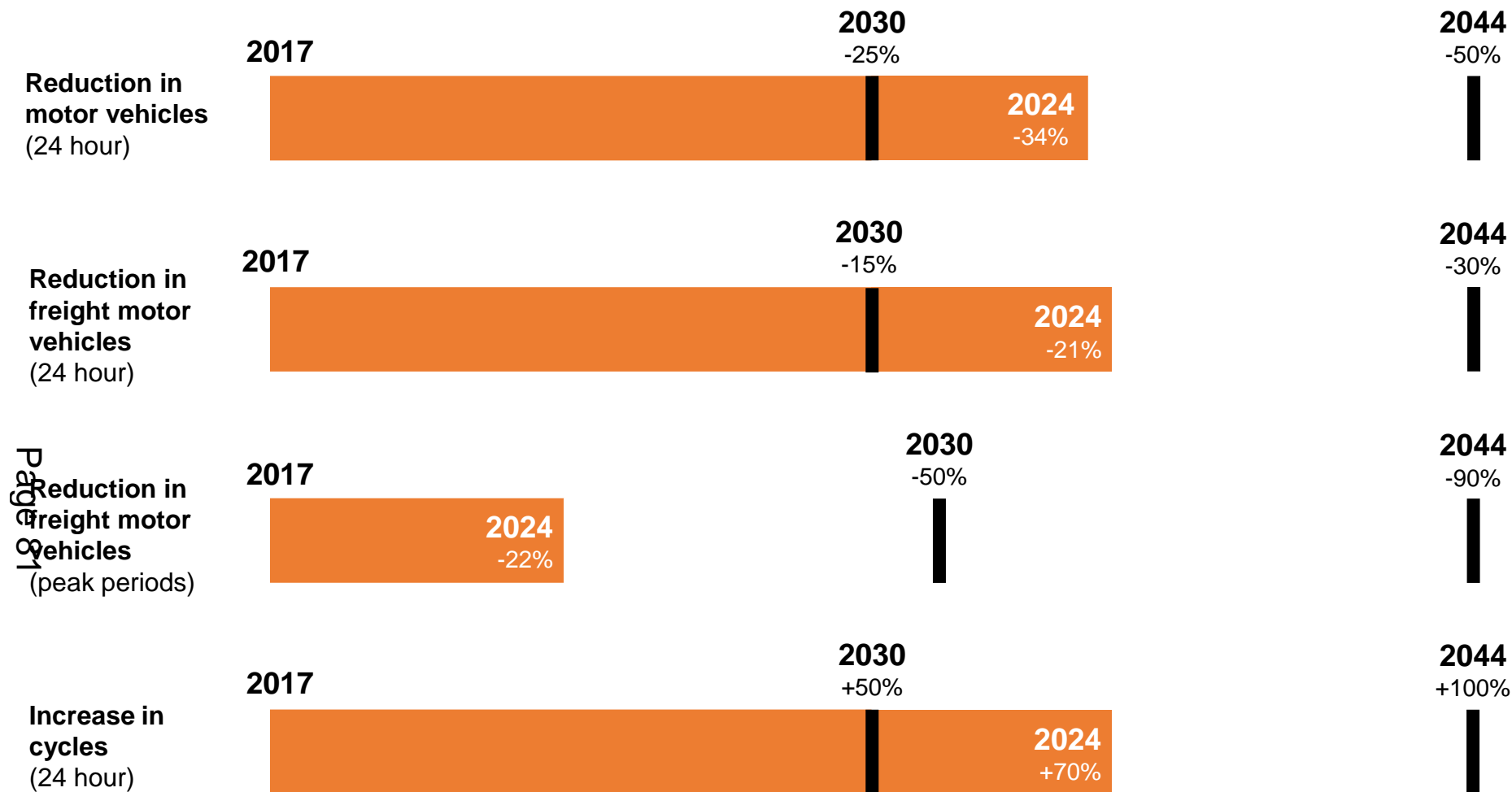
# Transport Strategy key targets

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The City of London has met its 24-hour targets for total volumes of motor vehicles and motorised freight vehicles, but a 36% reduction in motorised freight vehicles at peak times is required to reach the peak times target by 2030. Progress against the Transport Strategy's key traffic targets is summarised below and on the following page.

- The number of motor vehicles counted over a 24-hour period has decreased by 34% since 2017, exceeding our 2030 target of a 25% reduction.
- The number of freight vehicles counted over a 24-hour period has decreased by 21% since 2017, exceeding our 2030 target of a 15% reduction.
- The number of freight vehicles counted during the morning and evening peak periods has decreased by 22% since 2017, which is significant progress since 2022 (11% reduction compared to 2017 baseline), but not on-track for meeting our 2030 target of a 50% reduction.
- The number of cycles counted over a 24-hour period has increased by 70% since 2017, exceeding our 2030 target of a 50% increase.





# Autumn 2024 traffic counts results

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In 2024, over the 24-hour count period at 30 sites the following were counted:

- 285,172 motor vehicles
- 265,718 private motor vehicles (excluding buses and coaches)
- 70,736 freight vehicles (vans and lorries)
- 139,466 people cycling
- 720,948 people walking and wheeling

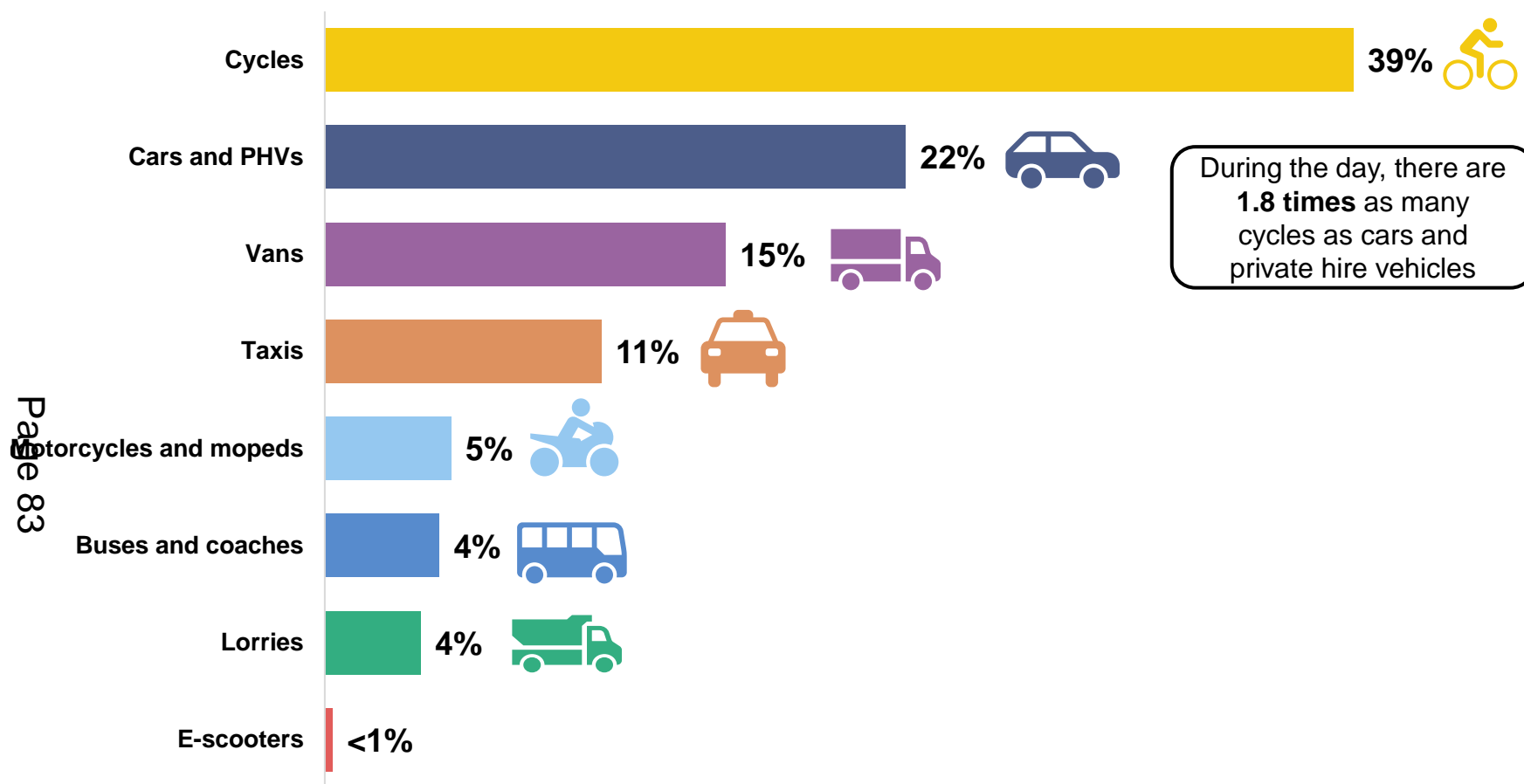
Change since Autumn 2022:

- 5% decrease in motor vehicles
- 8% decrease in private motor vehicles
- 5% decrease in freight vehicles
- 57% increase in people cycling
- 8% increase in people walking and wheeling

Figure 3 shows the makeup of daytime traffic (7am-7pm) on City streets. The most common vehicle seen was cycles, which made up 39% of vehicles, and there are now almost twice as many cycles as cars and private hire vehicles.

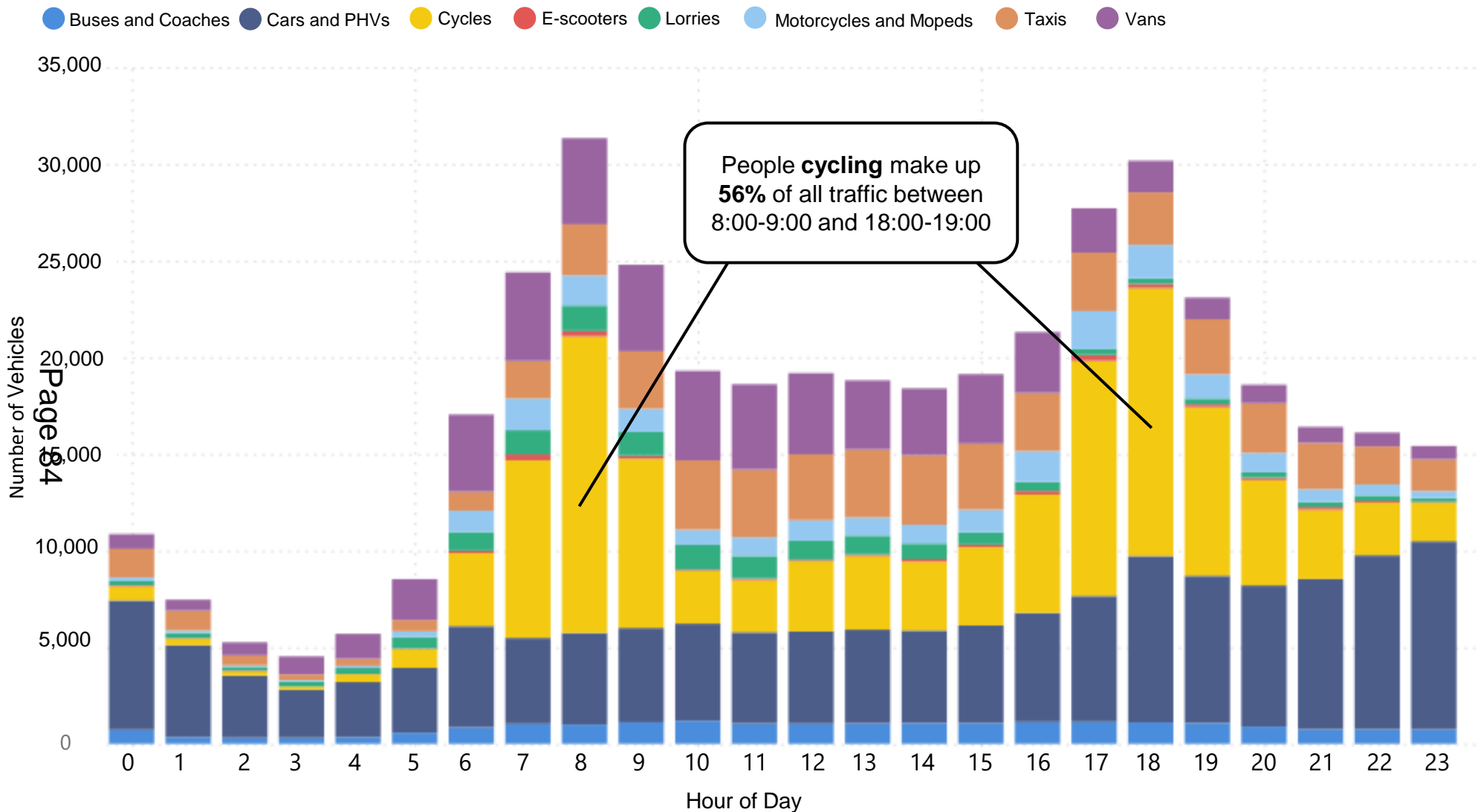
Figures 4-8 show how the volume and proportion of people walking and wheeling and different vehicle types change over 24 hours. More than a third (35%) of all movements (including people walking and wheeling) happen between the peak hours of 8-10am and 5-7pm. Across the day, people walking, wheeling and cycling make up three quarters of all observed travel activity (up from two-thirds in 2022) and this rises to 85% during morning and evening peak hours. There is also a significant peak in people walking and wheeling at lunchtime (between 12pm and 2pm). Motor traffic volumes increase rapidly from 4am-7am and then remain at a relatively consistent level throughout the day until 11pm, but the makeup of this traffic varies through the day. During the afternoon, as the number of vans and lorries begin dropping off, the number of cars and private hire vehicles increases and reaches a peak at 10pm. The highest total traffic levels are seen at 6pm and the lowest levels at 3am.





### 3 Daytime traffic mode share in 2024

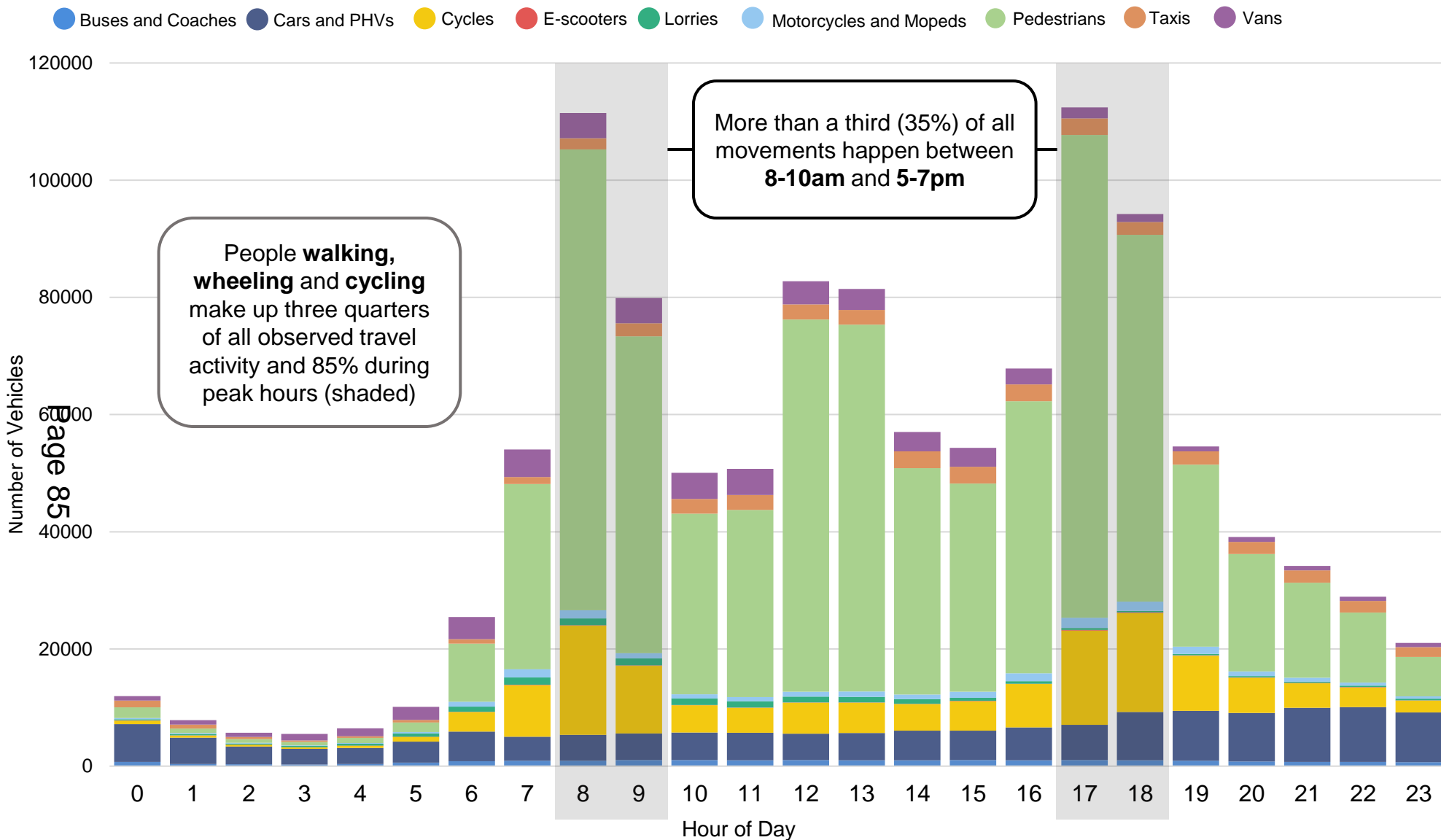
(30 locations, 07:00-19:00, excludes people walking, 2024 autumn counts) 11



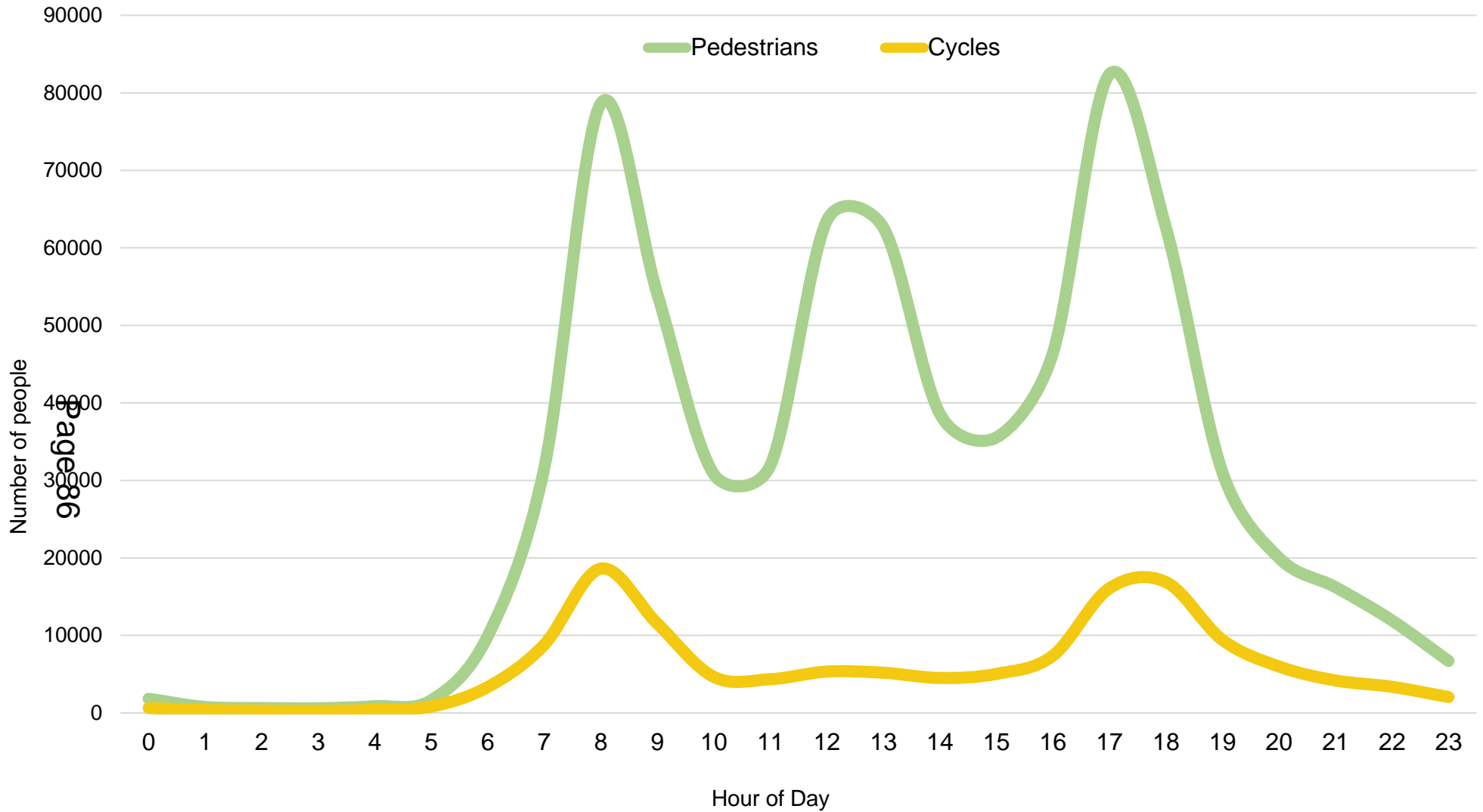
## 4 Traffic volumes by mode and hour of day in 2024

(30 locations, 2024, 24 hours, excludes people walking, 2024 autumn counts) 12





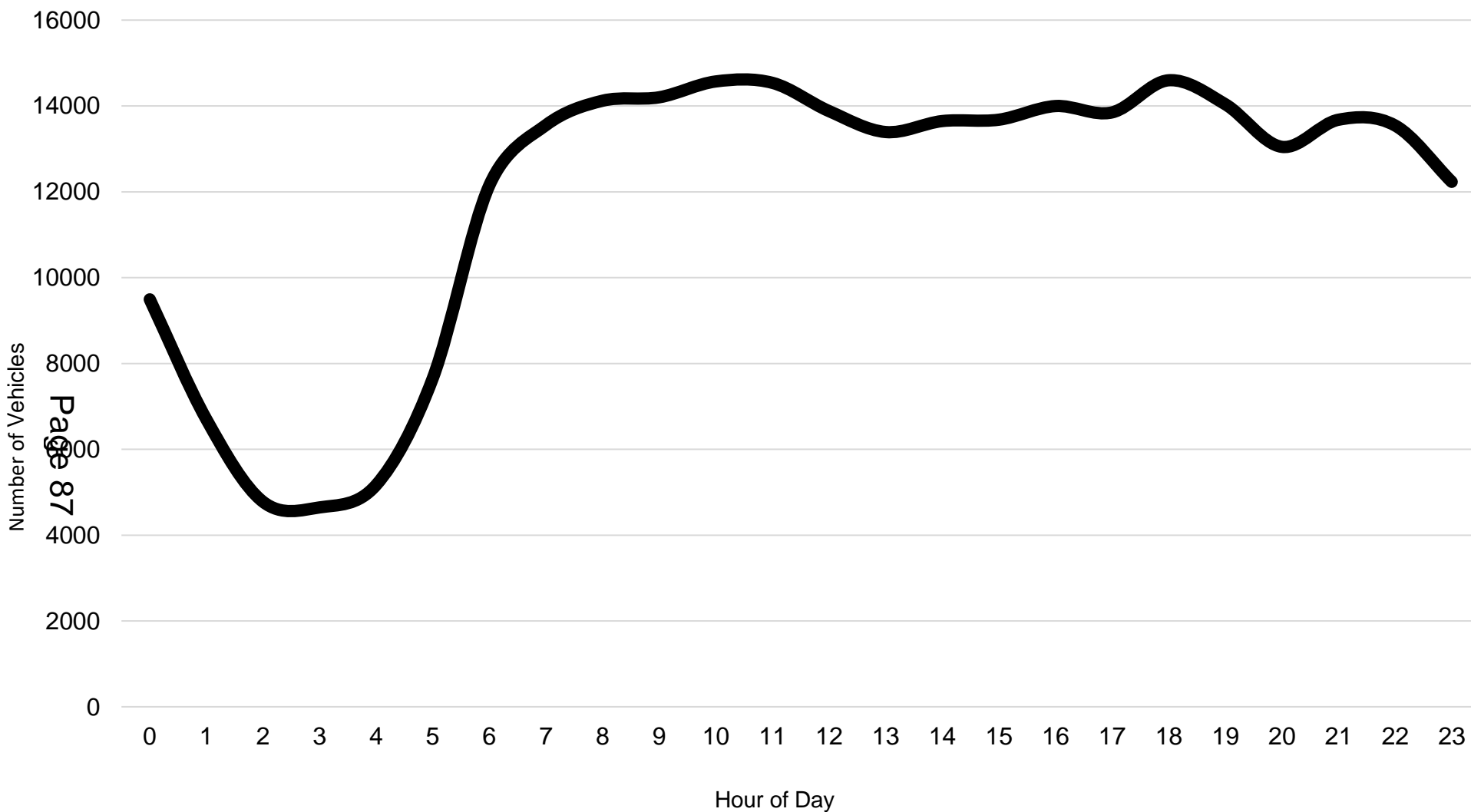
## 5 Travel activity by mode and hour of day in 2024



## 6 People walking, wheeling and cycling by hour of day in 2024

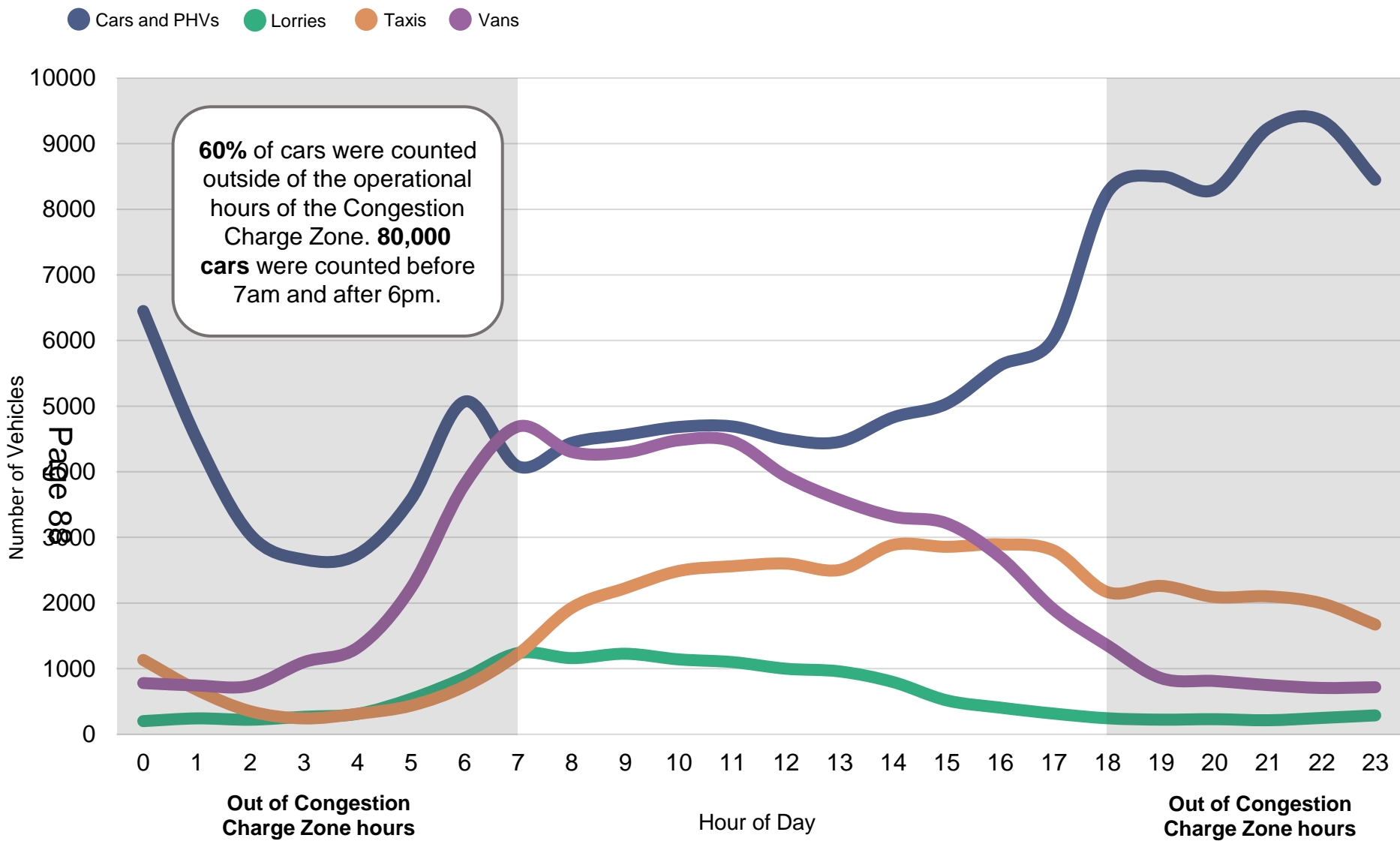
(30 locations, 24 hours, 2024 autumn counts)





## 7 Motor vehicle volumes by hour of day in 2024

(30 locations, 24 hours, includes buses and coaches, 2024 autumn counts) 15



## 8 Cars, lorries, taxis and vans by hour of day in 2024



# Cycling increase

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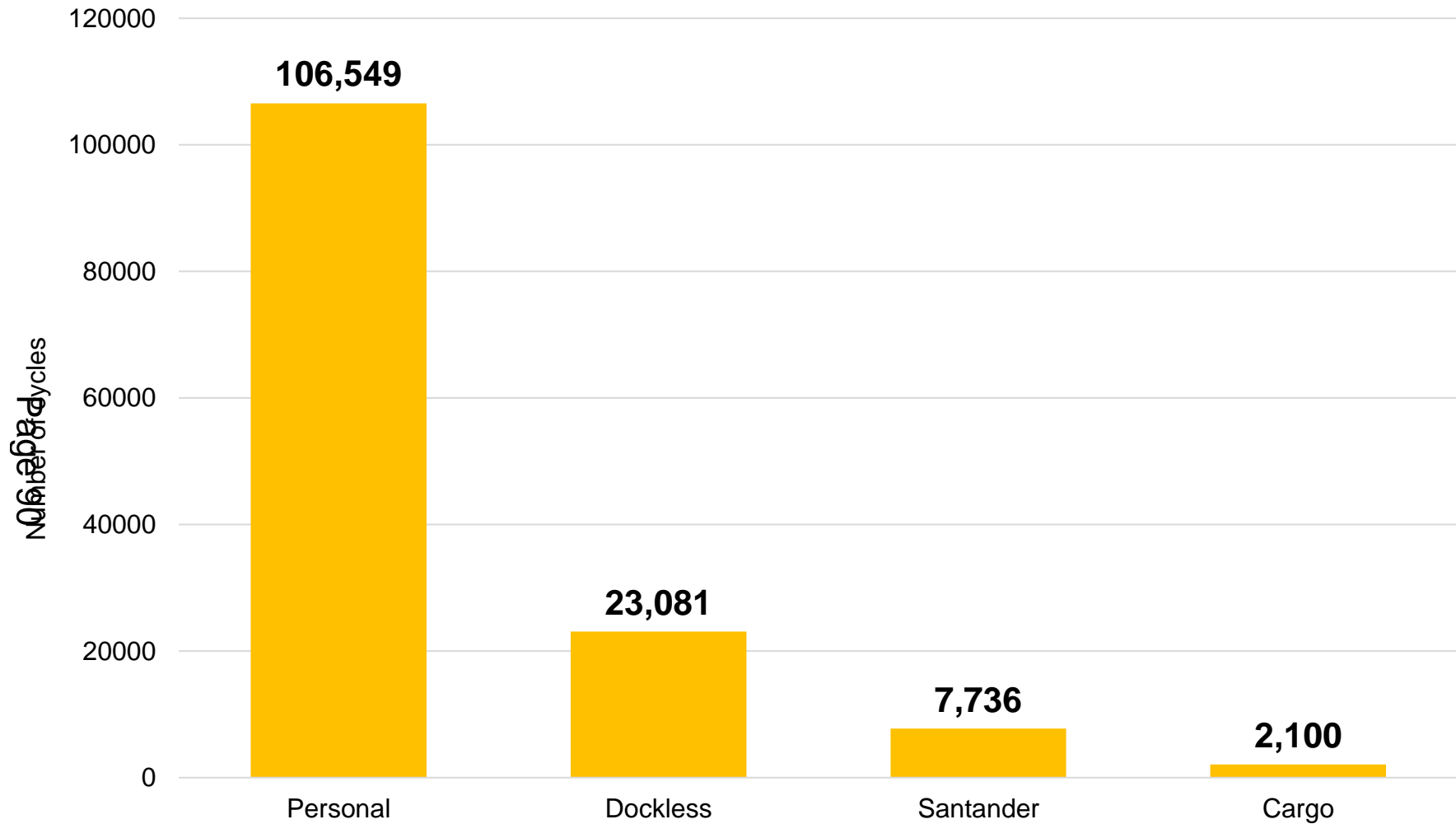
In the 2024 count, there was a significant increase in cycling levels in the City of London. Since the last autumn count in 2022, there are 57% more people cycling. Figure 9 shows the total number of cycles by type in 2024.

This increase means that since 2022, the proportion of observed travel activity made up by people walking, wheeling and cycling has risen from two-thirds to three quarters. During the peak hours of 8-10am and 5-7pm, 85% of all on street travel activity is active travel.

It should be noted that some of this increase from 2022 may be due to the dates the 2022 and 2024 autumn surveys were conducted on. The date for the 2022 count was 23 November and the 2024 count was carried out on 9 October, between these dates there tends to be a drop off in cycling rates. TfL data suggests the reduction in cycling levels between October and November is around 8%. However, as the autumn counts are typically conducted in October rather than November, this does not affect the long-term trend. We have also started conducting summer counts every two years and compared to the most recent count in July 2023, the number of people cycling was 18% higher in October 2024.

Figure 10 shows the percentage increase for different types of cycle between 2022 and 2024. Figure 11 shows how the proportion of different cycle types has changed since 2019. The increased popularity of dockless cycling may explain some of the increase in cycling rates. The number of dockless cycles counted on City streets is four times higher than 2022 and two times higher than summer 2023, and dockless e-bikes now make up 17% of cycles in the City. Although dockless cycling makes up 60% of the cycling increase since last summer, it only accounts for 40% of the increase in cycling since 2022, as there has also been significant growth in use of personal cycles, which have increased by more than third (36%) since 2022.

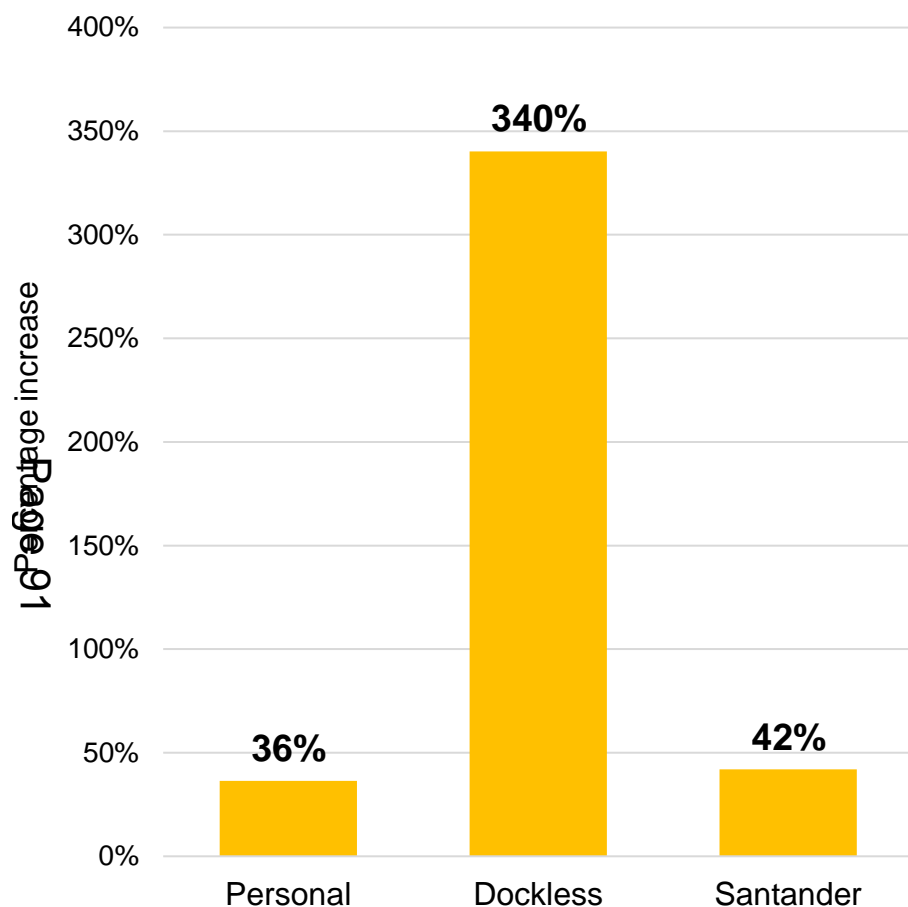
Figures 12 and 13 show the increase in cycling by street. There has not been a significant change in the streets used as cycle routes. Just over a third of the increase in cycling was seen on the TfL Road Network (34%), but this is slightly lower than the proportion of people cycling already using that network (36%). Local cycling routes such as Moorgate, Queen Street, Gresham Street, Cannon Street and Bevis Marks have all seen a slight proportional increase since 2022. Four streets (Queen Street, Mark Lane, Gresham Street, Bevis Marks) have more than twice as many people cycling on them compared to 2022.



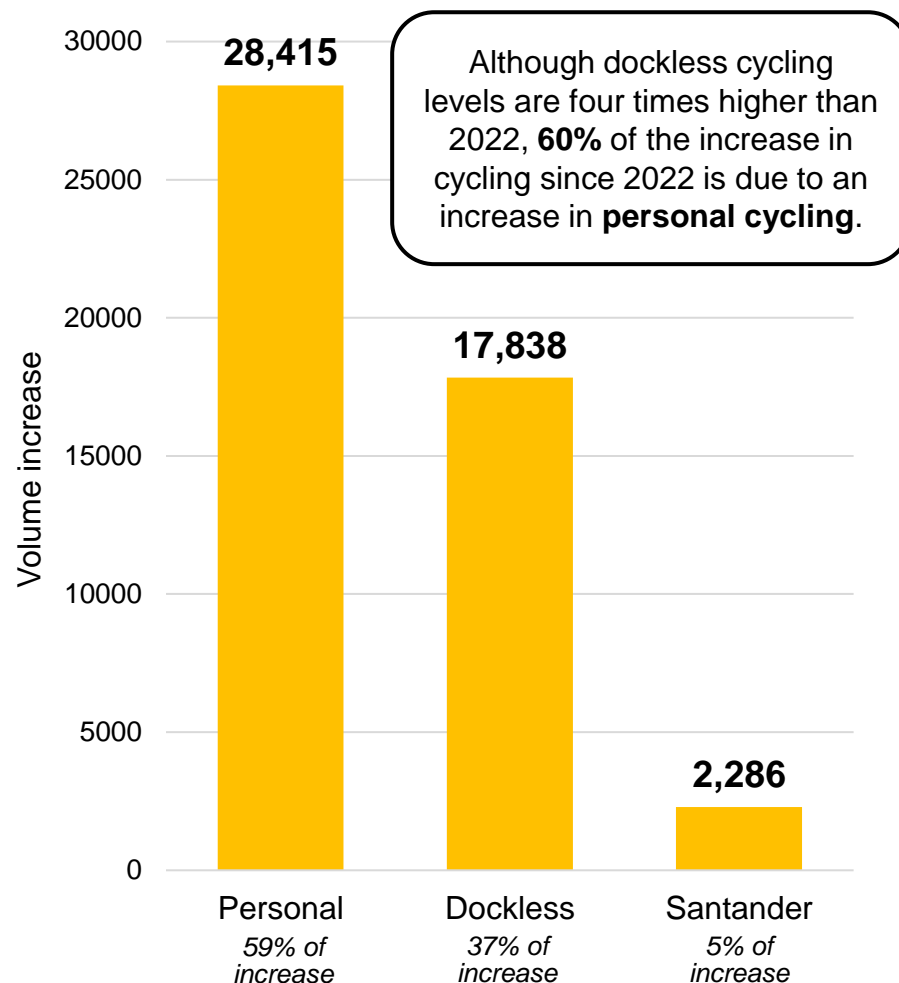
## 9 Total cycling volumes in 2024 by type



Percentage increase since 2022

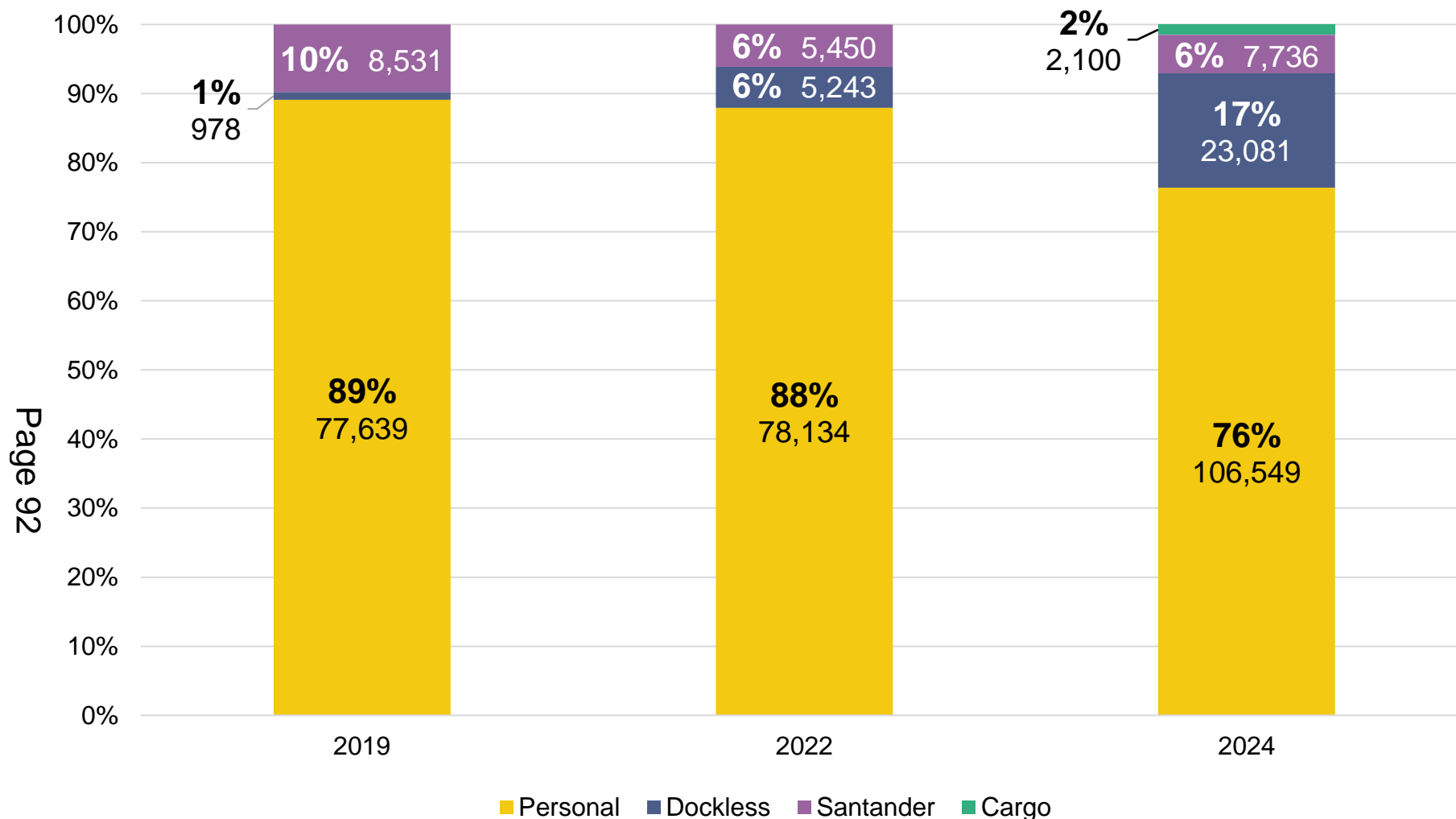


Volume increase since 2022



## 10 Increase in cycling 2022-2024 by type

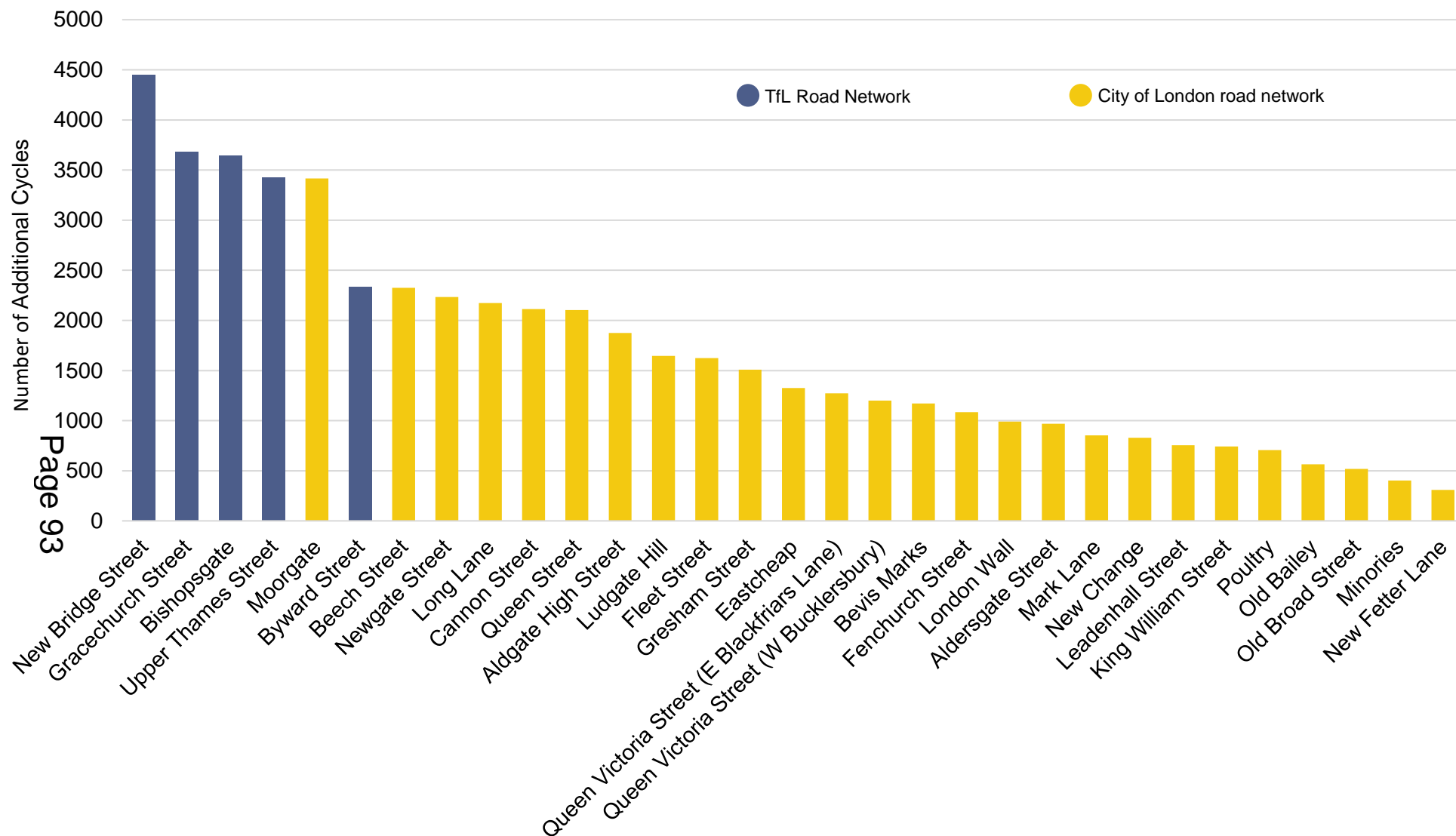
(30 locations, 24 hours, 2022 and 2024 autumn counts, cargo bikes not recorded before 2024)



## 11 Type of cycles as proportion of total 2019, 2022 and 2024

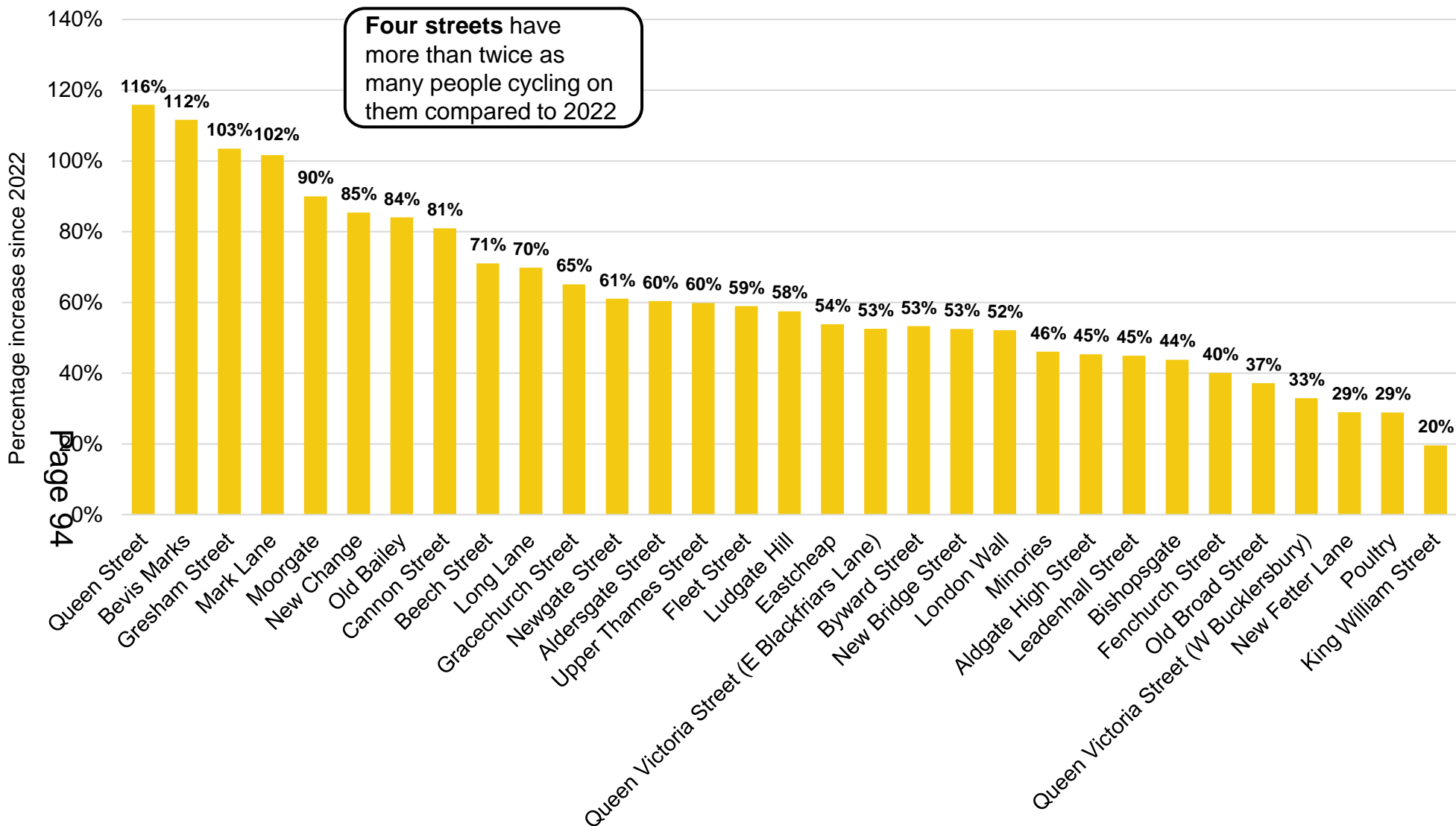
(30 locations, 24 hours, 2019, 2022 and 2024 autumn counts, cargo bikes not recorded before 2024)





## 12 Increase in cycling 2022-2024 by location

(31 locations, increase from autumn 2022 to autumn 2024, 24 hours, King William Street southbound closed at time of 2024 count)



## 13 Percentage increase in cycling 2022-2024 by location

(31 locations, increase from autumn 2022 to autumn 2024, 24 hours, King William Street southbound closed at time of 2024 count)



# Change since 2019

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There has been significant change to traffic on the City's streets in the last five years, partly due to the impact of the COVID-19 pandemic on travel activity from spring 2020.

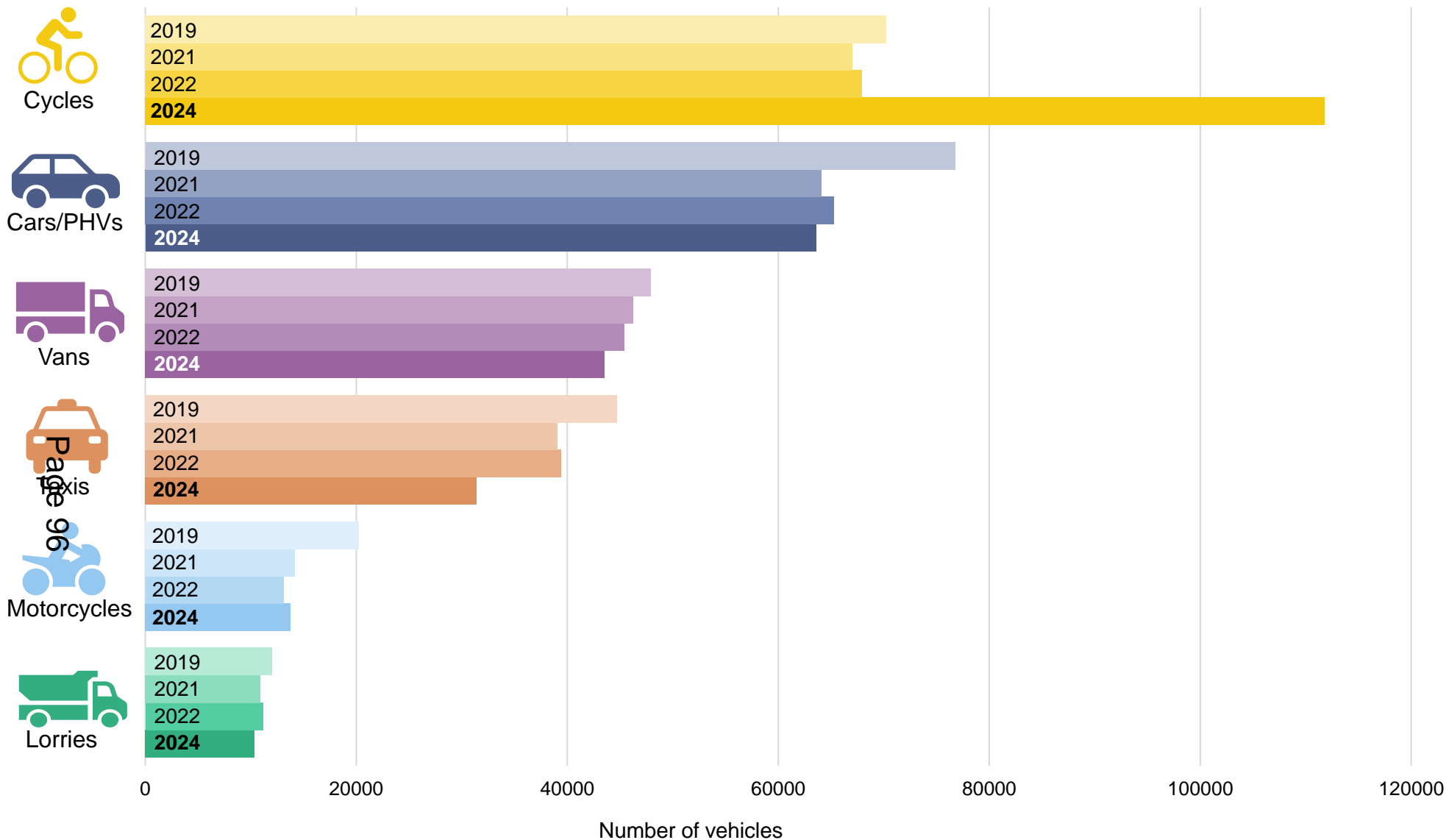
Since 2019 pre-pandemic levels, we have seen:

- 24% decrease in motor vehicles
- 24% decrease in private motor vehicles (excluding buses and coaches)
- 15% decrease in freight vehicles
- 60% increase in people cycling
- 30% decrease in people walking and wheeling

Figure 14 shows the change in the numbers of daytime motor vehicles and cycles counted in our 2019, 2021, and 2022 surveys. Since 2019, motor vehicle volumes have reduced by almost a quarter. The biggest reduction in motor vehicle traffic has been seen in motorcycles, taxis, cars and private hire vehicles. Numbers of lorries and vans have also reduced but to a lesser extent. There has been a decline in the number of licensed taxis and an increase in the number of private hire vehicles, in Greater London and nationally. The number of licensed taxis and private hire vehicles in Greater London are 74% and 105% of pre-pandemic levels respectively. More in-depth stats are available from [data.gov.uk](https://data.gov.uk).

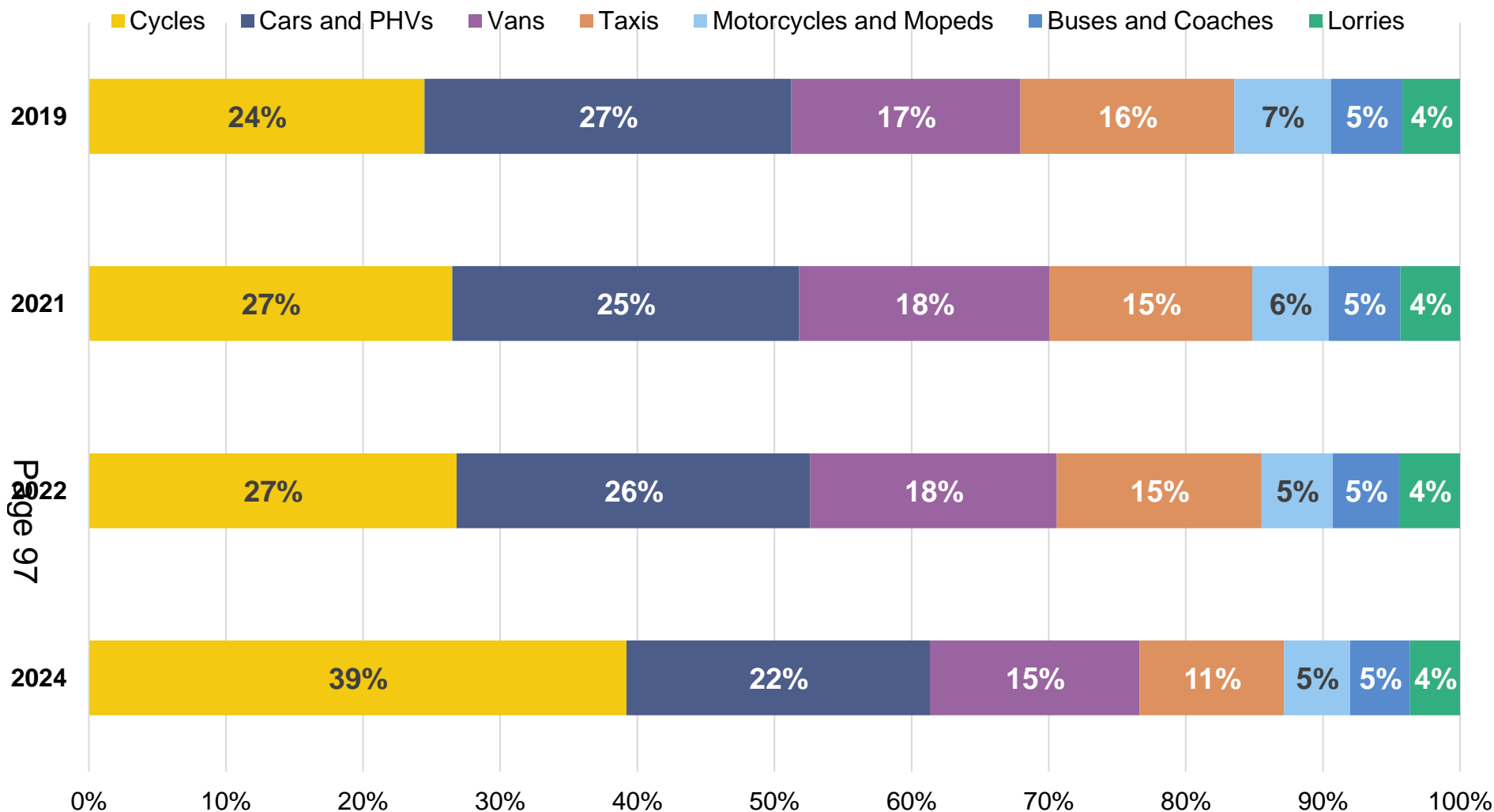
Figures 16 and 17 show the change in total people walking across 24 hours from 2017 to 2024. Footfall was significantly impacted by the pandemic, dropping by 54% between 2019 and 2021. Footfall increased in 2022 and again in 2024 and is now at 70% of pre-pandemic levels.

Cycling levels were also impacted by the pandemic, but less so, dropping by 5% between 2019 and 2021. There has since been a large net increase. From 2019 to 2024, the number of people cycling increased by 60%. Between 7am and 7pm, cycles now make up 39% of traffic on City streets, compared to 24% in 2019.



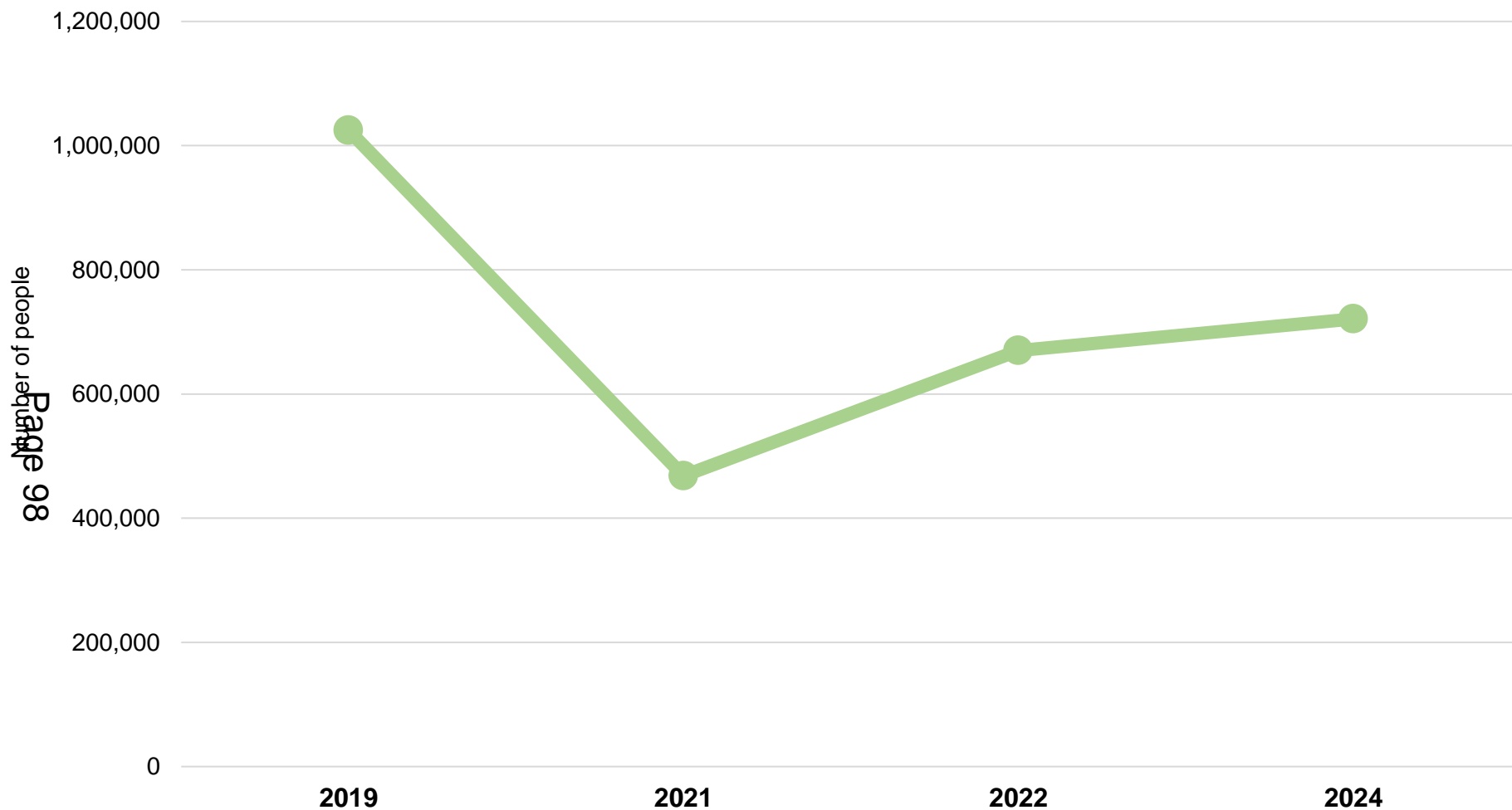
# 14 Daytime traffic volumes by mode 2019-2024





## 15 Daytime traffic mode share 2019-2024

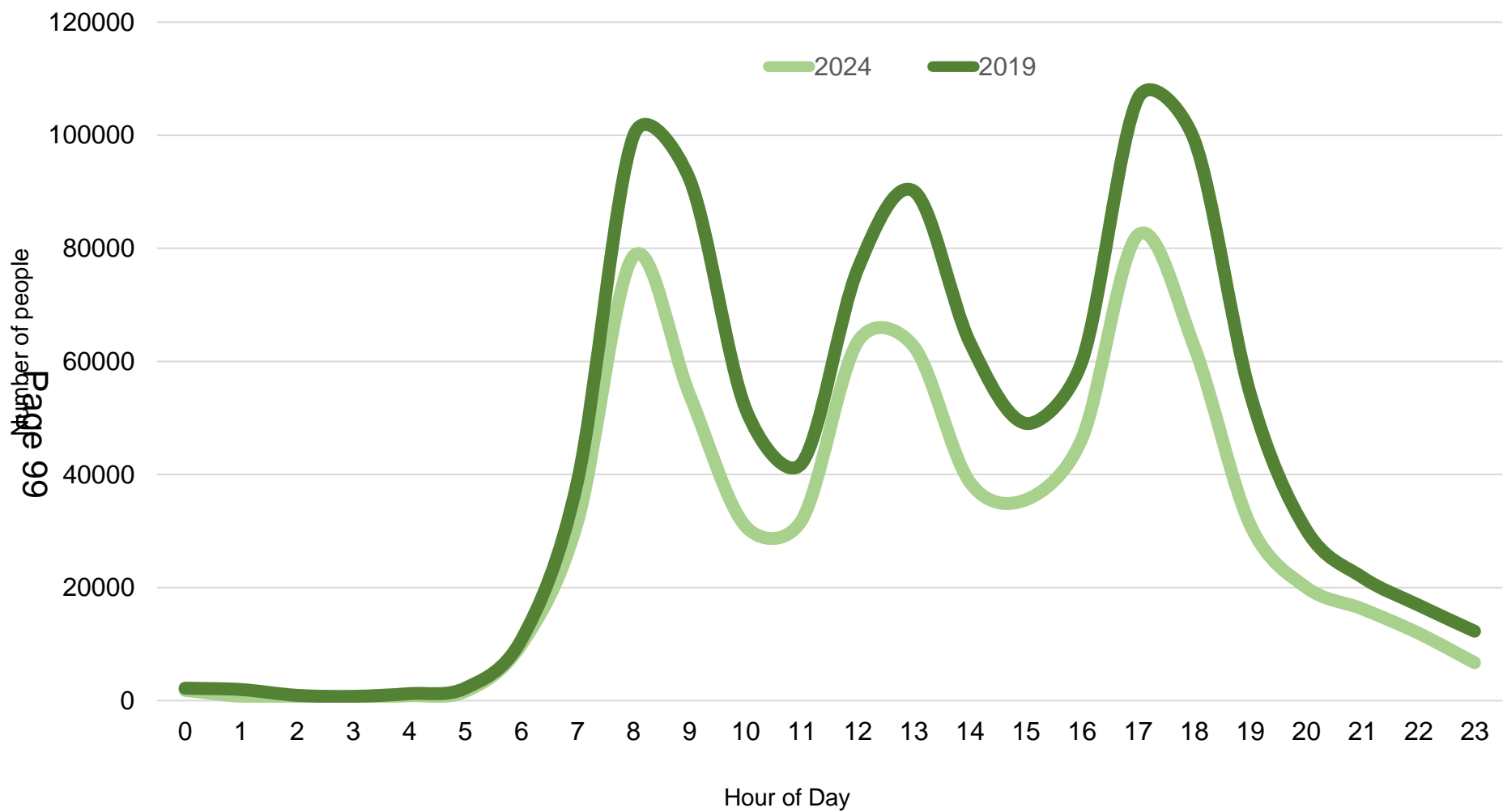
(30 locations, 7:00-19:00, 2019-2024 autumn counts) 25



## 16 Total people walking over 24 hours 2019-2024

(30 locations, 24 hours, 2019-2024 autumn counts) 26





## 17 People walking by time of day 2019 and 2024

(30 locations, 24 hours, 2019 and 2024 autumn counts) 27

# Long-term trends, 1999-2024

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Figure 18 shows the long-term trends in the numbers of motor vehicles and people cycling during a 12-hour (7am – 7pm) period at a subset of 12 sites across the City from 1999-2024.

The number of motor vehicles counted has decreased nearly two-thirds since 1999. In contrast the number of cycles counted has increased nearly four-fold since 1999.

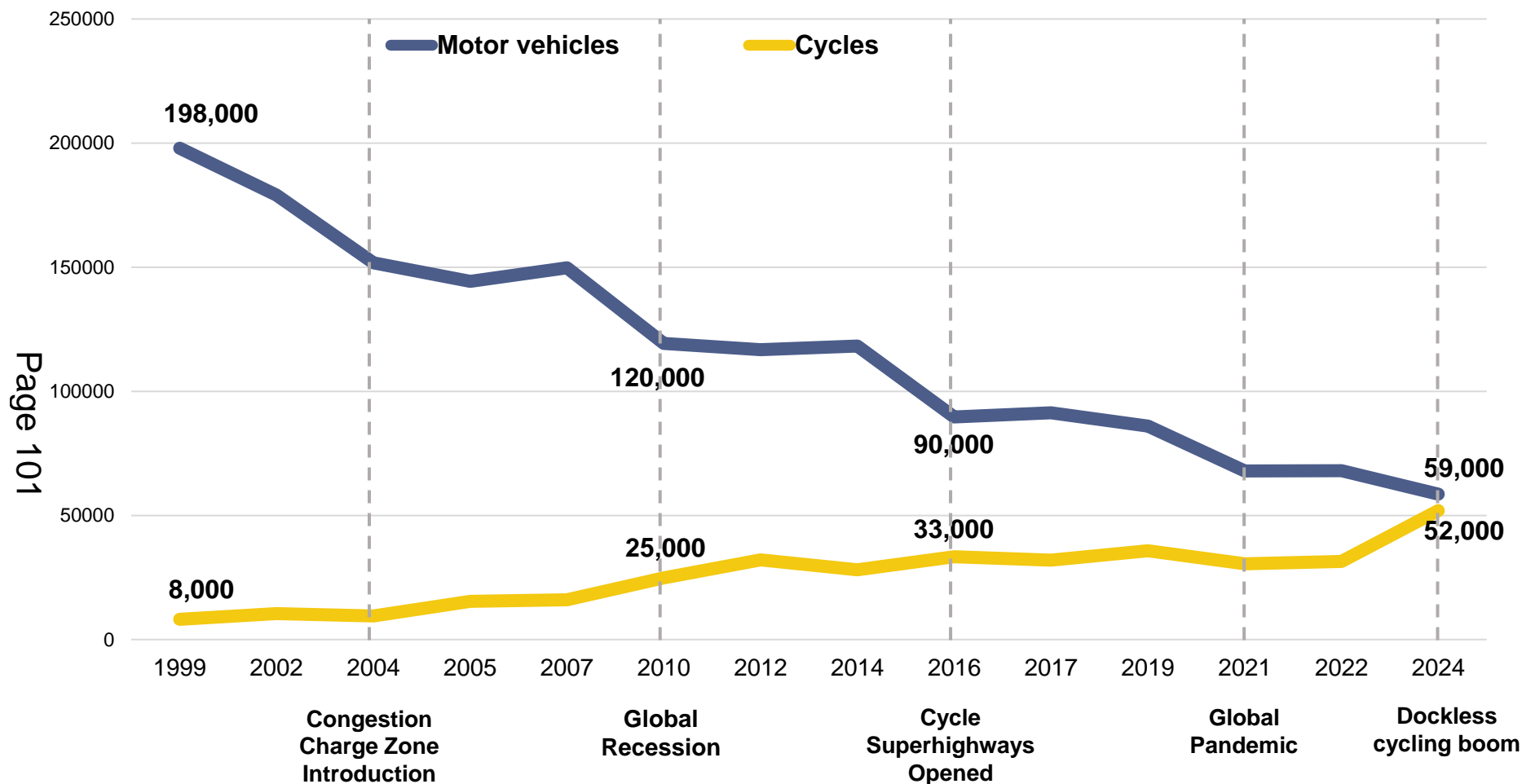
Most of the decrease has been observed during or immediately after significant changes or events in the City of London or the global economy, including the introduction of the Congestion Charge in 2003, the Global Recession in 2008-09, the introduction of Transport for London's Cycle Superhighways in the City in 2015-16, the COVID-19 Pandemic in 2020-22, and most recently the boost in popularity of dockless hire bikes.

These trends are in alignment with City of London Transport Strategy policies and targets to reduce the number of motor vehicles and increase the number of people cycling. Data collected for 2024 continues this trend, showing a significant increase in cycling volumes and a decrease in motor vehicle volumes.

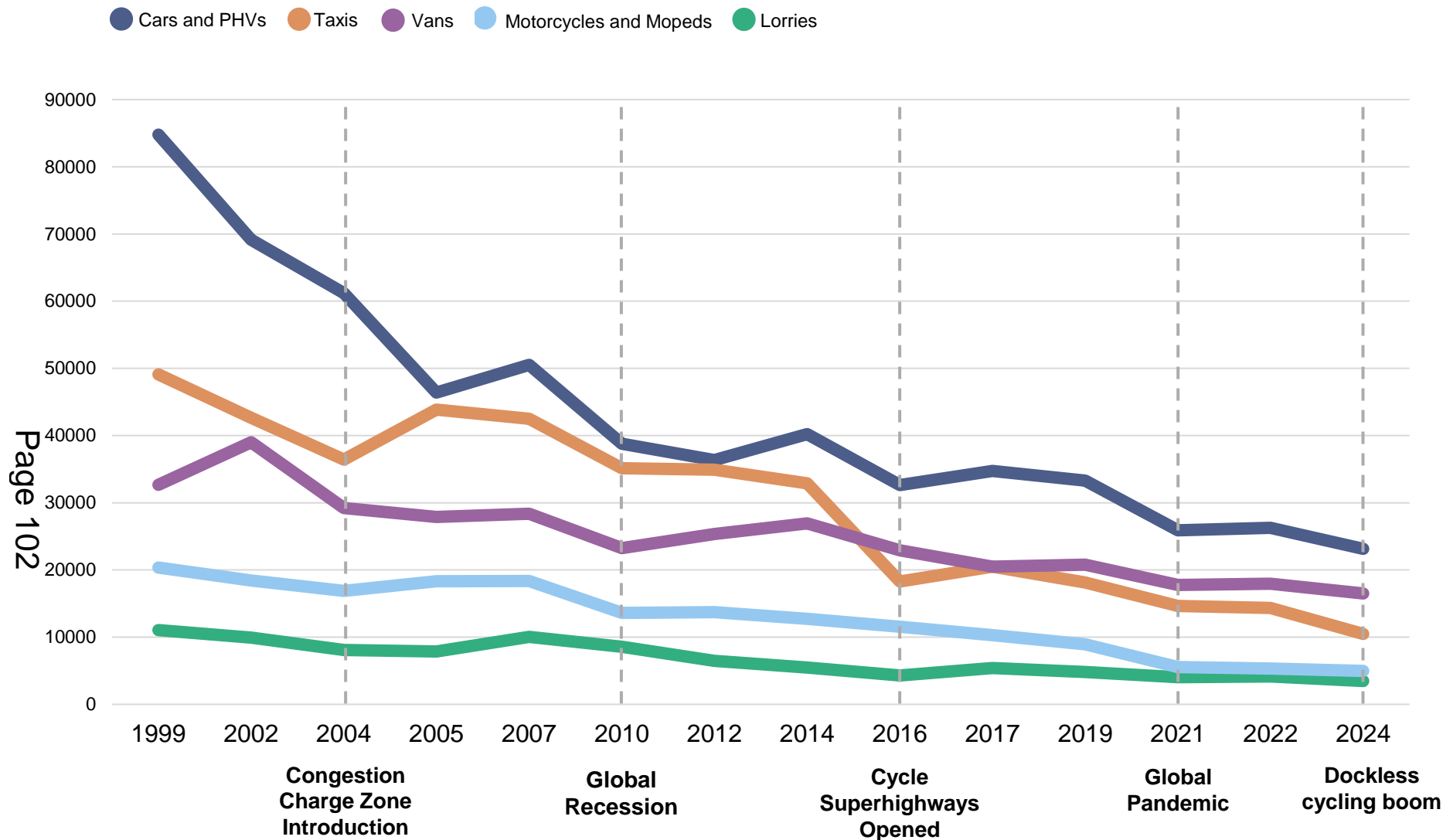
Figure 19 shows how different types of motor vehicle have reduced over time. There has been a greater reduction in the number of cars, private hire vehicles and taxis (-73%) than in freight vehicles (-54%). 70% of the reduction in motor vehicles has been cars, private hire vehicles and taxis, and 17% has been freight vehicles.



The number of people cycling in the City is six times higher than in 1999 while the number of motor vehicles has declined by 70% over the same period.



## 18 Motor vehicle and cycle volumes 1999-2024



## 19 Motor vehicle volumes by type 1999-2024

(12 locations, 7:00-19:00, 1999-2024 autumn counts, excluding buses and coaches) 30



# TfL Thames Screenline Counts summary

TfL have conducted Thames screenline counts on river crossings roughly every two years since 1999. The most recent count was conducted over 24 hours in June 2024. The count included Blackfriars Bridge, Southwark Bridge and London Bridge, the three City road bridges.

Key points from the data:

- Southwark Bridge has the least traffic and movements, with less than half of the traffic levels seen on Blackfriars Bridge, and the lowest proportion of cycles.
- London Bridge has the most movements, with 34,500 travel movements a day, and the largest proportion and number of cycles, taxis and buses. Almost 20,000 cycles were counted in one day.
- Blackfriars Bridge has the most traffic and the second highest number of daily movements.
- London Bridge has seen the biggest reduction in traffic since 2000 (-66%).

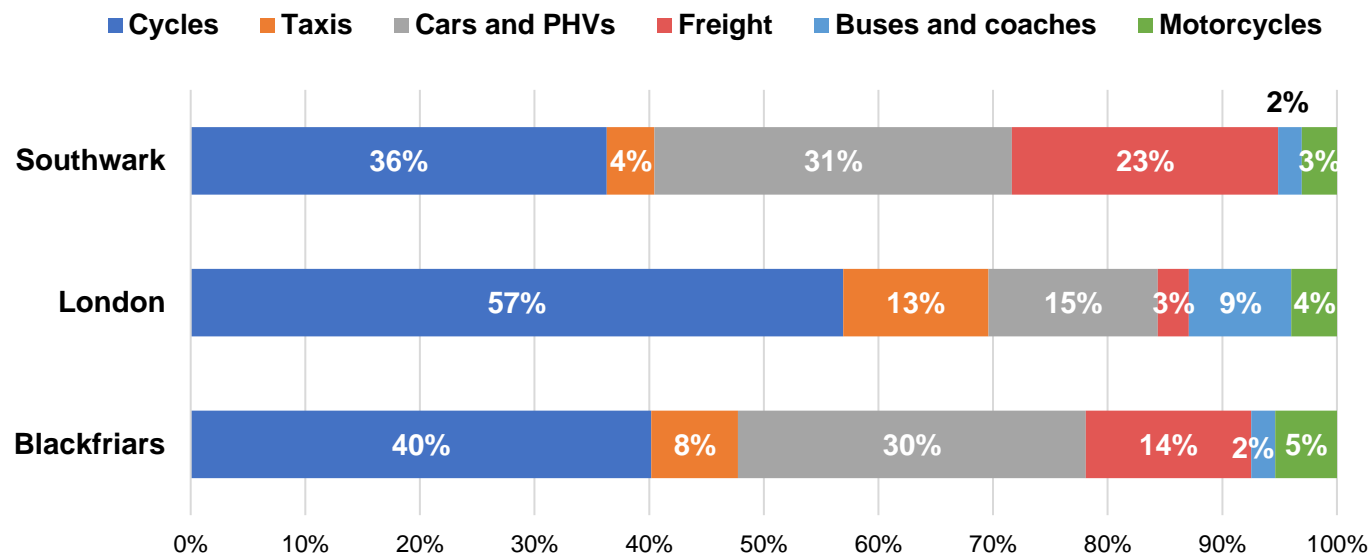
• Blackfriars is the only one of the three bridges with a reduction in traffic since 2022

• All three bridges have seen a significant increase in cycling since 2000 and since 2022. London Bridge has seen the biggest increase (+30% since 2022 and +526% since 2000).

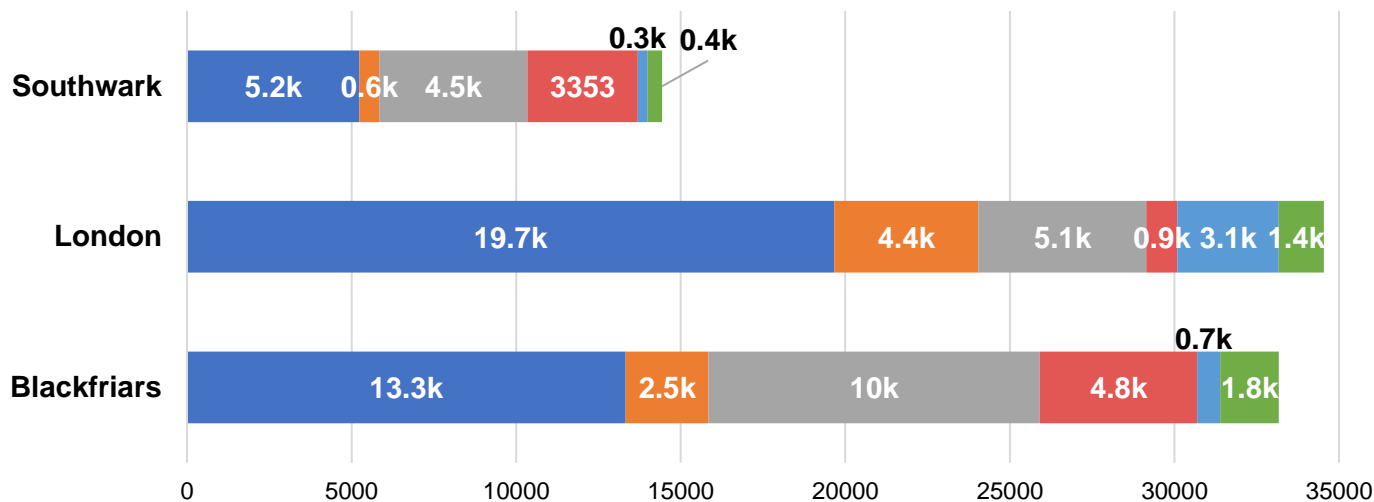
• Bridge counts trends for motor traffic and cycle volumes since 1999 align with those seen in the City traffic counts (-70% motor traffic and +500% cycling).

• Bridge counts trends for motor traffic and cycle volumes since 2022 are less strong than those seen in the City traffic counts.

Mode share by bridge over 24 hours



Mode totals by bridge over 24 hours

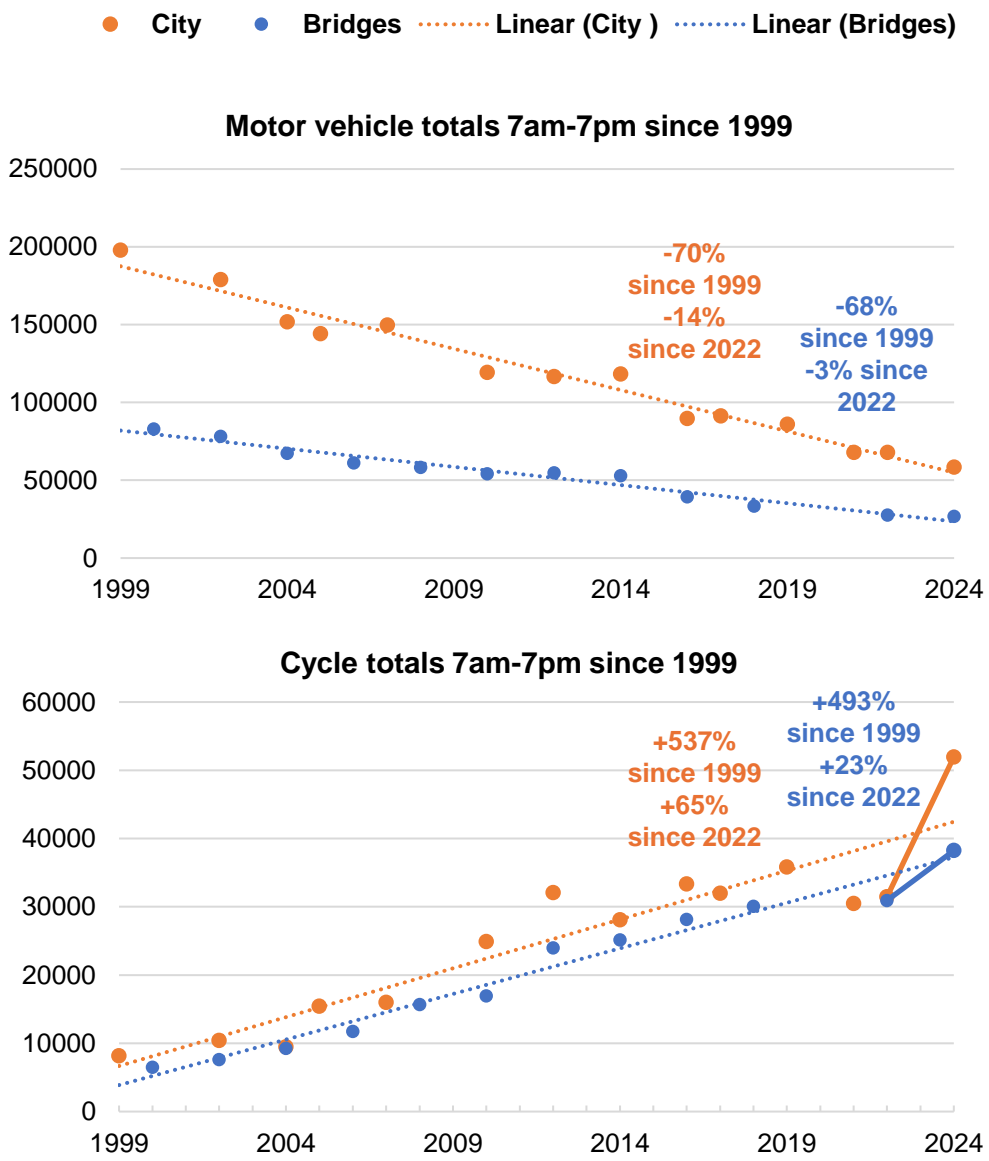


## 20 Traffic mode share on the bridges 2024

These graphs show data points from City traffic counts and bridge counts since 1999. The bridges data includes total inbound and outbound movements of motor vehicles and cycles across Blackfriars, London and Southwark Bridges between 7am and 7pm. The City data includes total movements of motor vehicles and cycles at 12 sites between 7am and 7pm. Linear trendlines have been included to indicate the trends for each dataset.

The trends since 1999 are very similar. Both counts show around a 70% decrease in motor traffic and 500% increase in cycling since 1999.

Since 2022, the City counts show stronger trends. The City counts show a decrease in motor traffic of 14% and an increase in cycling of 65%. The bridge counts show a decrease of 3% in motor traffic and a 23% increase in cycling.



# 21 Motor vehicle and cycle trends over time



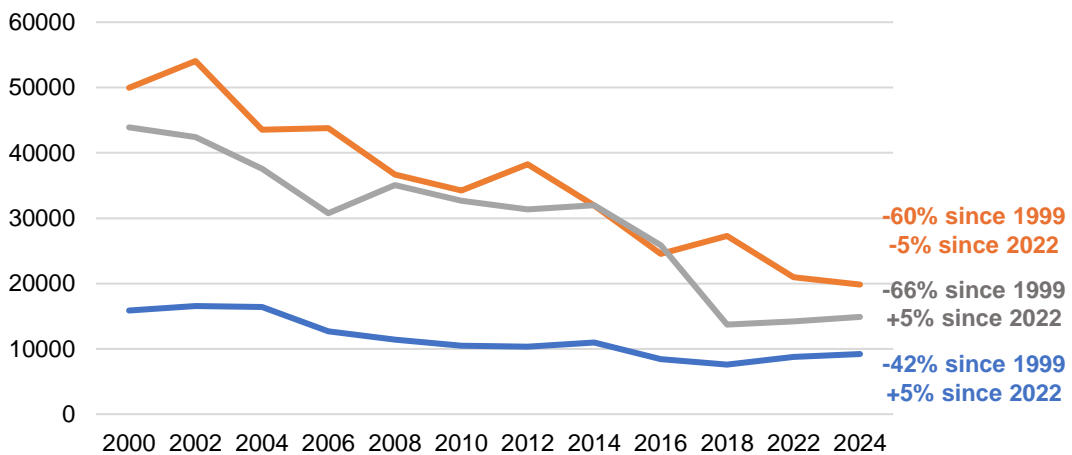
These graphs show daily inbound and outbound motor vehicle and cycles totals on each bridge over time.

The biggest traffic reduction since 2000 has been seen on London Bridge (-66%), but Blackfriars is the only bridge which saw a reduction since 2022. London Bridge and Southwark bridge both saw a 5% increase in motor traffic.

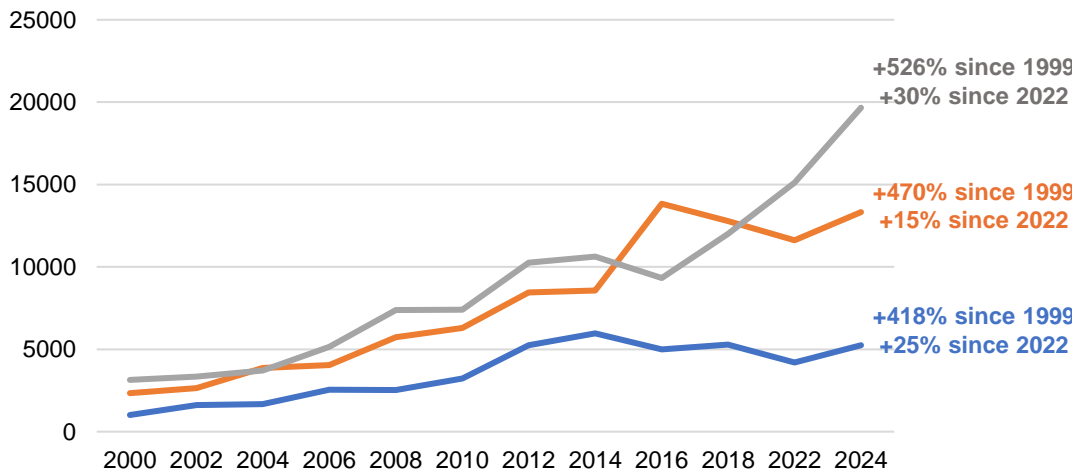
All three bridges have seen a big increase in cycling since 2022, with London Bridge seeing the highest jump at 30%, followed by Southwark (25%) and Blackfriars (15%). London bridge has also seen the biggest increase in cycling since 2000 (+526%), followed by Blackfriars (+470%) and Southwark (+418%).

Southwark Blackfriars London

Motor vehicle totals over 24 hours since 1999 by bridge



Cycle totals over 24 hours since 1999 by bridge



## 22 Motor vehicle and cycle trends over time by bridge

# TfL London Travel Demand Survey (LTDS) summary

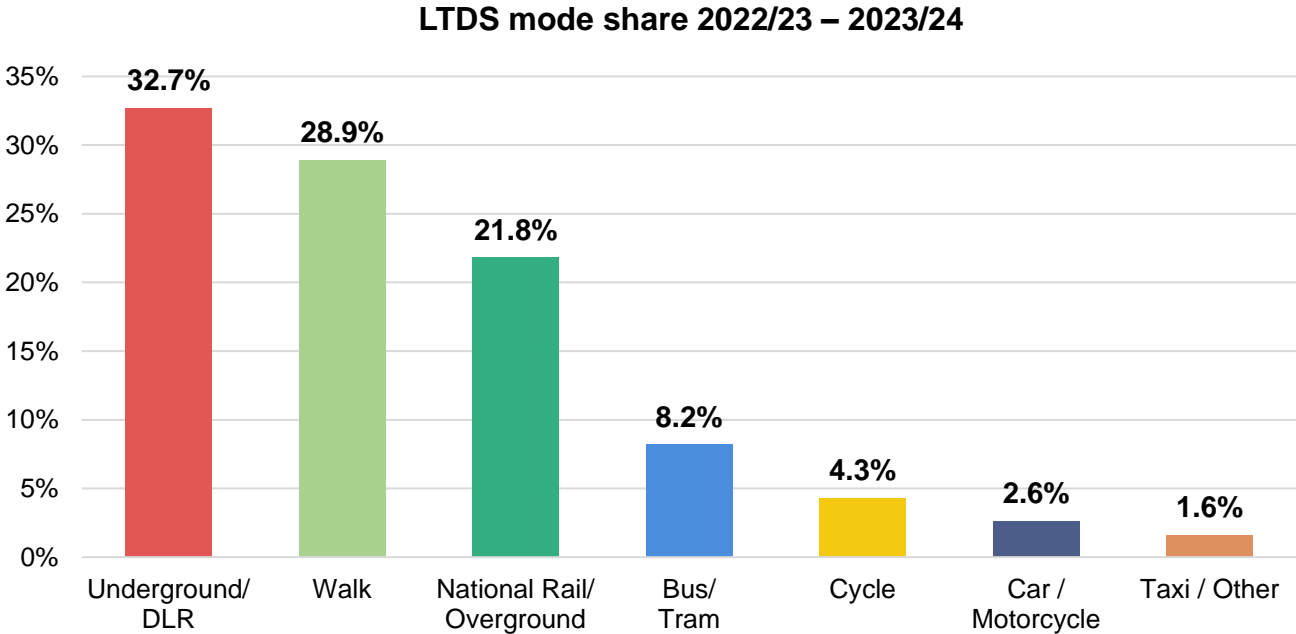
TfL conduct a travel survey every year with 8,000 households across Greater London to understand travel patterns in London. The LTDS covers London residents only so does not give a full picture of all travel in the City of London but is a good guide for mode share. The data includes all daily trips originating in the City of London based on the survey sample, so across 24 hour provides a picture for people coming in and out of the City for all purposes.

A trip represents the main mode of travel used for a journey. Many trips in the City, especially those made by public transport, will involve some travel by another mode, mainly walking.

Key points from the data:

- Average daily trip rates in the City of London are 31% lower than before the pandemic, compared to 11% lower across Greater London. This matches what we have seen in our 2024 traffic counts, with pedestrian numbers 70% of pre-pandemic levels.
- Travel by Underground and DLR makes up the biggest proportion at 33%
- Travel by National Rail and Overground is 22% of all trips
- Walking is just under a third of all trips although down by 2.4% against pre-pandemic levels
- Travel by cycles and cars have remained about the same proportion at 4.3% and 2.6% respectively
- Bus mode share has increased by 3.7% which is the biggest change, up to 8% of all trips

	National Rail/ Overground	Underground/ DLR	Bus	Taxi / Other*	Car / Motorcycle	Cycle	Walk
Post-pandemic (2022/23-2023/24)	21.80%	32.70%	8.20%	1.60%	2.60%	4.30%	28.90%
Pre-pandemic (2017/18-2019/20)	22.70%	32.30%	4.50%	2.10%	2.60%	4.40%	31.30%



## 23 London Travel Demand Survey mode share

\*TfL include private hire vehicles in taxi numbers