Streets and Walkways Sub (Planning and Transportation) Committee

INFORMATION PACK

N.B: These matters are for information and have been marked * and circulated separately. They will be taken without discussion unless the Clerk has been informed that a Member has questions or comments prior to the start of the meeting.

Date: **TUESDAY, 24 FEBRUARY 2026**

Time: 1.45 pm

Venue: **COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL**

10. ***SHARED USE SPACE STUDY**

Report of the Executive Director, Environment.

For Information
(Pages 3 - 104)

11. ***OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information
(Pages 105 - 106)

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City of London Corporation Committee Report

Committee(s): Streets and Walkways sub-committee	**Dated:** 25 February 2026
Subject: Shared use space study	**Public report:** For Information
This proposal: • delivers Corporate Plan 2024-29 outcomes	• Vibrant Thriving Destination
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Executive Director Environment	
Report author: Justina Naravaite / Albert Cheung	

Summary

Shared use spaces (shared spaces) allow people walking, wheeling and cycling to mix within the same areas with no formal separation or demarcation of routes. There are over 100 shared spaces in the City. Many of these are long established and range from small, lightly used areas to larger areas with high usage, such as on Queen Street. The Highway Code places responsibility on people cycling to give priority to people walking in these spaces. Concerns about safety and comfort have been raised for some busier locations.

A review of four shared spaces (Little Britain, Moorfields, Queen Street north and south) and the Cannon Street crossing has been carried out utilising video surveys, AI analysis, and on-site observations. A summary of the survey findings for each site is provided in Appendix 1, with the full report in Appendix 2.

Overall, the study has shown that the shared spaces are operating appropriately. The number of interactions between users is low, particularly relative to the number of people walking, wheeling and cycling in these spaces. The overwhelming number of interactions are minor. Across all four sites, over the three survey days, eight

significant interactions were observed - five required sudden manoeuvres, two a sudden stop and one involved a very low speed collision with no injuries. Over the last five years there have been no recorded collisions at any of the locations.

The layouts are not considered to require major intervention or redesigns. However, minor improvements such as clearer signage, amendments to street furniture and educational campaigns could be useful, especially as the number of people walking, wheeling and cycling on the City's streets continue to grow.

Recommendation(s)

Members are asked to note the outcome of this shared use study.

Main Report

Background

1. Shared use spaces (shared spaces) are places on the public highway where people walking, wheeling and cycling are permitted to use the same space, with no formal separation or demarcation of routes. This allows the space to be used more flexibly, dynamically and efficiently.

2. The introduction of shared spaces is most commonly facilitated through a Traffic Management Order such as to exclude motor vehicles for street closures or to create pedestrian and cycle zones.

3. The ability for people to cycle in shared spaces is often necessary to provide a more direct and convenient route, reduce road danger by providing the ability to avoid busier streets and junctions, and encourage people to travel more sustainably.

4. In the City, there are over 100 shared spaces of varying extents. The majority of these are short lengths of highway with low levels of cycling/walking but there are also some larger spaces with high user volumes, such as on Queen Street, which has been in place for around 20 years.

5. The Highway Code – Rules 62 and 63 make clear that when sharing space people cycling should take care when passing people walking and wheeling, allow them plenty of room, and be prepared to slow down and stop if necessary.

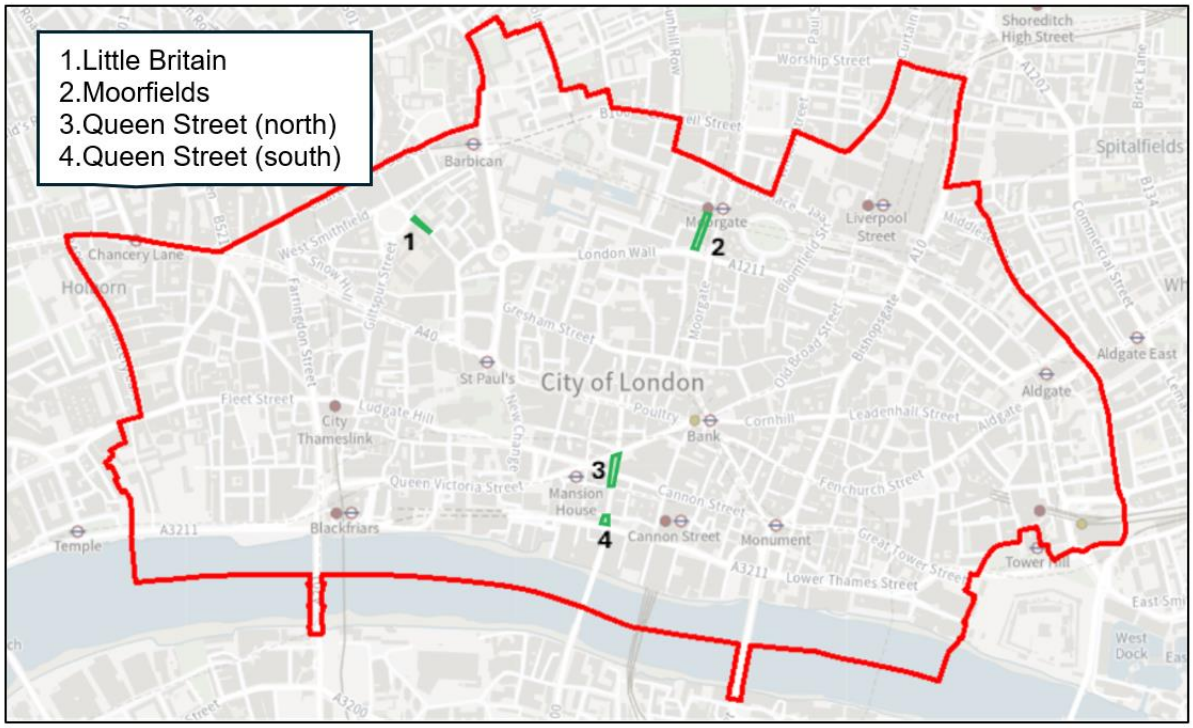
6. Although the Highway Code places the primary responsibility for safety on people cycling in shared spaces, concerns have been raised around certain locations, particularly relating to cycling speeds and the frequency and severity of interactions. In these areas, the presence of people cycling can create discomfort for some people and, at times, a perceived risk for people walking or wheeling.

7. The number of people cycling in the City has increased significantly over the last 20 years. The projected increase in City workers, residents and visitors will lead to more people using our streets, increasing pressure on shared spaces and demand for more space.

Current Position

8. Concerns for safety and comfort have been raised at some of the City's busiest shared space locations. These include Little Britain, Moorfields, Queen Street (north) and Queen Street (south), shown in Figure 1 below.

Figure 1: Study location map



9. There were no reported collisions at these locations during the five-year period from 30 September 2020 to 1 August 2025. Data for 2025 is currently unverified and could change. There may be near misses and none-injury or minor collisions between people walking, wheeling and cycling that go unreported.

10. To better understand interactions between people walking, wheeling and cycling, a specialist consultant was commissioned to survey these locations. The signalised toucan crossing at Cannon Street, which bisects the northern Queen Street shared space was also included.

11. Data was collected from video surveys over three consecutive days (Tuesday 9 – Thursday 11 September 2025) between 7am and midnight each day. The video footage was then analysed using Artificial Intelligence (AI) technology to provide:
    - The number and nature of interactions between people walking and wheeling and people cycling
    - Walking and cycling counts
    - Cycling speeds
    - Mapping of the routes taken by people walking, wheeling and cycling

12. To validate the video survey, on-site manual data collection and site observations of the four shared spaces were also carried out during peak periods.

4. Key data from the study is summarised in Table 1 which shows the number of people walking and cycling, the frequency and severity of interactions between users, and average cycling speeds across the shared spaces. A summary of the survey findings for each site is provided in Appendix 1, with the full report in Appendix 2.

Table 1: Survey data summary

	Little Britain	Moorfields	Queen St (N)	Queen St (S)
Average daily user count*				
Walking	6,108	36,593	12,553	8,116
Cycling	563	583	5,544	4,325
Average peak hour user count				
Walking	664	6,763	675	800
Cycling	73	117	603	694
Average cycling speed				
Daily*	12.0mph	13.4mph	15.5mph	13.5mph
Peak Hour	12.3mph	13.6mph	15.3mph	13.8mph
Average daily interactions*				
Minor interactions	103	297	204	81
Moderate interactions	0	2**	2	0
Total interactions	103	299	206	81

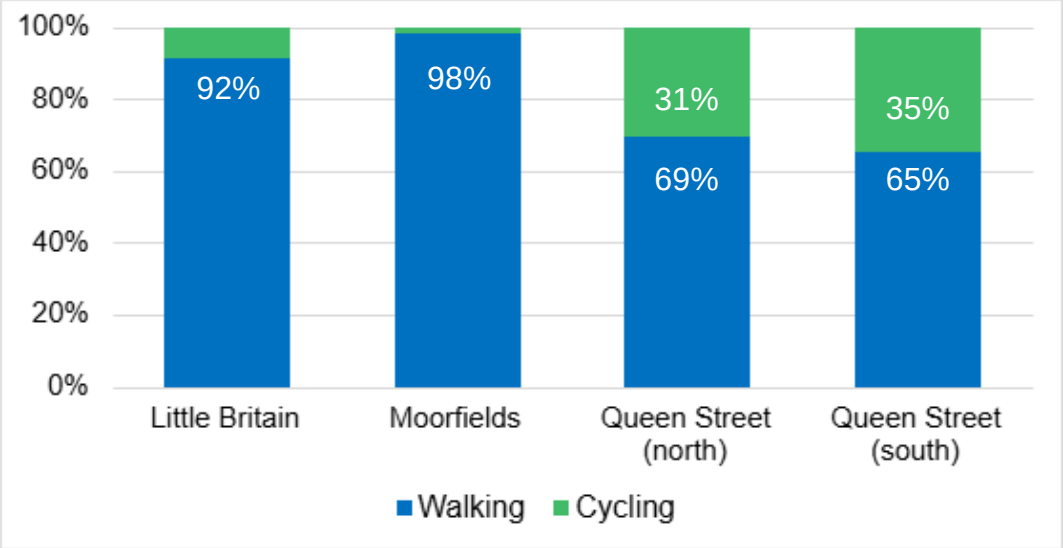
* Represents a three-day average based on data collected between 7am and midnight each day

**Two moderate interactions observed over the three-day survey period

User volumes

13. Figure 2 shows the user volumes all four sites. People walking and wheeling make up the majority of users at each site. On average, people walking make up over 90% of all users in Little Britain and Moorfields, and over 65% of users at both Queen Street sites.

Figure 2: Daily (7am-midnight) average user volume and proportion



14. The proportion of people cycling is low compared to people walking in Little Britain and Moorfields. During the peak hour people cycling slightly increase in Little Britain to make up 10% of users and slightly decrease in Moorfields to 1%. In contrast, during the peak hour in both Queen Street north and south people cycling make up almost half of all users at 47% and 46% respectively.

User Interactions

15. The number and severity of user interactions were recorded as part of the evaluation. Overall, the number of interactions between people walking and cycling is low at all locations, particularly relative to the volume of people using the shared spaces.

16. Interactions were graded on a scale ranging from the most minor (early slowing or changing direction of travel) to a collision (see Table 2). Most interactions between people walking and cycling fell within the most minor grading, involving early and minor adjustments to speed or direction to pass one another. Such interactions are also evident between people walking, albeit walking speeds are significantly lower than cycling. Table 3 details the interaction grading.

Table 2: Shared Space User Interaction Grading

Grade	Description
A	Smooth transition to early change of direction or slowing down
B	Mildly inconvenient speed or direction adjustment
C	Warning given to another user using bell or voice
D	Sudden or unanticipated action e.g. swerve
E	Sudden stop
F	Negative verbal exchange
G	Near miss, requiring sudden emergency action to avoid impact
H	A physical collision between users

Table 3: Graded daily average of user interactions

Grade	Little Britain	Moorfields	Queen Street (N)	Queen Street (S)
A	91	292	142	19
B	12	6	62	62
C	-	-	-	-
D	-	-	2	-
E	-	1*	-	-
F	-	-	-	-
G	-	-	-	-
H	-	1**	-	-
Total	103	299	206	81
Total interactions as percentage of daily users				
	3.2%	1.9%	3.4%	1.2%

*One sudden stop was observed over the three-day survey period
**One minor collision was observed over the three-day survey period

17. Little Britain had the second highest number of interactions relative to user volume, likely due to it being the narrowest of the four sites. All interactions were classified as a minor speed or direction change, and over two thirds (68% of 103) occurred during peak hours.

18. Moorfields had the second lowest number of interactions relative to user volume, likely due to having a much lower proportion of people cycling in a much wider space. During on-site observations, a very low speed collision was observed between a person walking southbound towards London Wall and a person cycling northbound from the crossing on London Wall. A key contributory factor for the collision was a lack of attentiveness by both people. However, neither person involved appeared to be injured, and both continued their journeys. A second instance involving a sudden stop by a person cycling to avoid colliding with a person walking was also observed.

19. Queen Street (north) had the highest number of interactions relative to user volume, likely due to a more even mix of people walking and cycling within the space, as well as the influence of the Cannon Street crossing. Vehicles queuing on Cannon Street often obstruct the crossing, requiring users to funnel through gaps. Across the three-day site observation period, five instances of moderate interactions were recorded, all of the same type: a person cycling abruptly changing direction in response to a person walking suddenly stopping in front of them. One additional instance at the Cannon Street crossing involved two people cycling stopping suddenly to avoid a collision.

20. Queen Street (south) had the lowest number of interactions, with no instances of moderate to severe interactions. This is likely due to the natural separation of people walking, wheeling and cycling due to the position of the crossings on Upper Thames Street.

21. The data indicates that the number of interactions is influenced by the user volumes and the size and layout of the space. Overall, the data suggests that people cycling generally give priority to people walking by manoeuvring or stopping to avoid disrupting the route of people walking.

Cycling speed

22. Average cycling speeds recorded were between 12mph and 15.5mph across all four shared spaces and increased by no more than 0.5mph during peak hours.

23. It is recognised that speeds at the higher end of this range are relatively fast for a shared space. However, they are likely to be reflective of the fact that, as outlined in paragraphs 26-27 below, high pedestrian comfort levels mean that there is space for people to choose the route they take. The interactions recorded also suggest that most people cycling are slowing down or making early changes to routes as required.

Additional shared space assessment

24. In addition to assessing safety/interactions the consultant also assessed the four shared spaces against the criteria below (Table 4), to understand how different factors impacted people's experiences of each area.

Table 4: Shared Space Assessment Criteria

Criteria	Description
Accessibility	Identifying how easily people, particularly those with mobility impairments, can use and move through the space.
Comfort	Impact on users' personal space and convenience
Layout	Street layout and influence of street furniture on users' behaviour
Useability	Identifying the predominant routes people choose and how they align with the intended design
User awareness	Is the function of the space apparent to users

25. Accessibility: The review of the shared spaces shows that all four locations provide good accessibility. Each site has smooth and level surfaces, the space is sufficiently wide, and seating is available either within the space or close by.

26. Comfort: Using survey data, a Pedestrian Comfort Level (PCL) assessment was carried out to evaluate user comfort levels at all sites, measuring the available space for walking without obstruction and overcrowding where the scale ranges from A+ (comfortable) to E- (very uncomfortable).

27. The results of the assessment show that all four shared spaces achieved at least an A- level of comfort, providing plenty of space for people to walk at the speed and the route of their choice. This provides enough space for normal walking

speed and some choice in routes taken and is above the recommended minimum comfort level of B+. A summary of the PCL assessment is shown in Table 5.

Table 5: Shared Space Pedestrian Comfort Level Assessment

Location	Avg. Volume/hr	Avg. PCL	Peak Volume/hr	Peak PCL
Little Britain	392	A+	736	A
Moorfields	2,153	A	5,111	A-
Queen Street (north)	1,065	A +	1,278	A+
Queen Street (south)	732	A+	1,494	A

28. Layout: The layout of the shared spaces provides a balance for movement and place function, with street furniture such as seating and planters located in appropriate places. Most of the spaces are free of street clutter such as unnecessary posts and furniture but have bollards to prevent motorised vehicle access.

29. Useability: All four shared space sites appear to operate effectively for most users and generally provide sufficient capacity during peak periods. In most instances, people walking, wheeling and cycling mix comfortably. On Queen Street (south) there is a tendency for natural separation, with people walking towards the pedestrian signal crossings at either side of the junction with Upper Thames Street and people cycling channelling through the centre of the space towards the cycle stop line.

30. Awareness: The site observations and video surveys showed the majority of users appearing to move confidently through the shared spaces. The mixing of people walking, wheeling and cycling was expected with people showing an awareness of and consideration towards other users. This awareness is likely because most users are familiar with the shared space and the surrounding area. By contrast, a small number of users were observed to appear surprised when people cycling passed through, which may indicate they were unaware of the shared space's function.

Cannon Street Signal Crossing

31. Data collected at the Cannon Street / Queen Street pedestrian crossing indicated that, during the "green person" phase, the crossing was frequently obstructed by vehicles queuing on Cannon Street, particularly at peak times. These obstructions significantly reduced the available space for people walking, wheeling and cycling, which can make the crossing uncomfortable and inconvenient to use.

Strategic Implications

32. Well-designed shared spaces support the delivery of Corporate Plan Outcome: Vibrant thriving destination by improving the experience of people walking, wheeling, and cycling and making the City's streets more accessible.

33. The City's Transport Strategy Outcomes seek to maximise the choice of safe and convenient routes for people cycling where it does not conflict with the need to prioritise people walking. Reviewing existing shared spaces formed part of this aim, supported by appropriate interventions to improve awareness and interactions between users.

34. Shared spaces also encourage and accommodate increasing levels of active travel contributing to a reduction in air pollution and increase in climate resilience of the Square Mile as set out in the Climate Action Strategy to champion sustainable growth.

Financial implications

35. The cost of this shared space review has been met from Environment's Traffic Management Local Risk Budget. Funding to deliver any further improvements will be considered as part of relevant projects or where appropriate, as part of ongoing maintenance or other local risk budgets.

Resource implications

36. None

Legal implications

37. None

Risk implications

38. None

Equalities implications

39. None

Climate implications

40. None

Security implications

41. None

Conclusion

42. Overall, this review has shown that the shared spaces are generally functioning well for people moving through and spending time in these spaces. Most interactions between users are classed as low (early change of direction or speed to mildly inconvenient speed or direction adjustment) and typical of busy city environments. The survey assessment shows that people cycling largely give priority to people walking, in line with the Highway Code.

43. The small number of moderate interactions required a sudden change of direction or stopping are proportionately very low in relation to the total number of users.

One very low speed collision, which did not result in an injury, was observed during on-site surveying. No collisions have been recorded at any locations over the last five years (noting that 2025 collision data is provisional).

44. Concerns about safety or being surprised by people cycling in shared spaces are likely to persist, as interactions between different users are inevitable and can occasionally lead to negative experiences. However, these concerns are not generally reflected in the recorded data. This review concludes that major design interventions are not required.

45. As demand for street space increases, it remains important that shared spaces are clear and comfortable for all users. Signage reminding users that people walking have priority and advising people cycling to slow down will be installed to encourage courteous behaviour and increase awareness of that spaces are shared. Adjustments to street furniture, and targeted awareness campaigns will be considered when opportunities allow, including within projects or routine programmes, to reinforce understanding, foster considerate behaviour, and enhance the overall user experience. The findings from the study will also be used to inform the design of future walking and cycling only streets and spaces.

46. The Cannon Street / Queen Street pedestrian crossing is frequently obstructed by queuing vehicles during the green person phase, particularly at peak times, reducing comfort and usability for people walking and cycling. To reduce the risk of vehicles obstructing the crossing, officers will explore options with Transport for London, including reviewing traffic signal timings at the adjacent Queen Victoria Street junction, with the aim of reducing queuing on Cannon Street.

Appendices

Appendix 1 – Site summaries
Appendix 2 – Shared Space Survey Data Report

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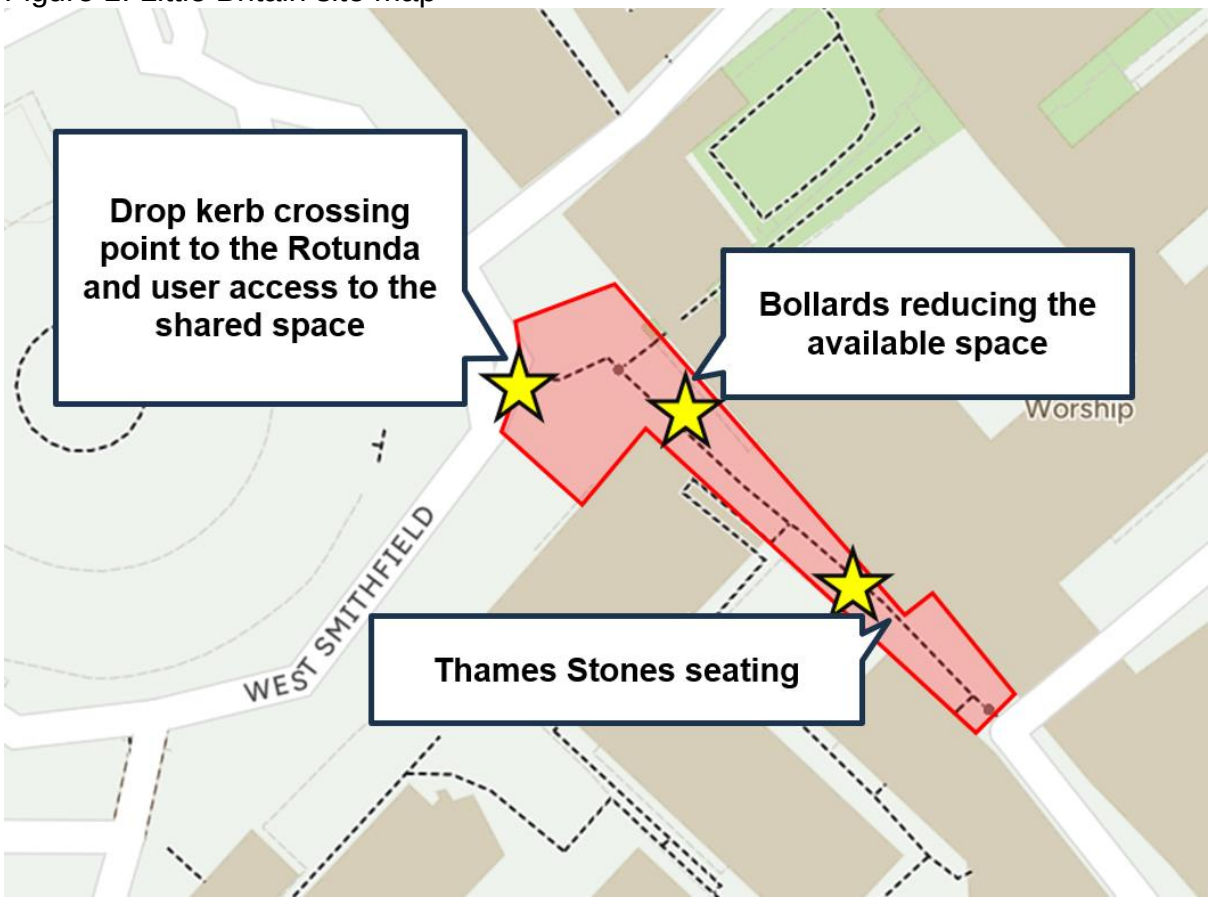
Site summaries

Quantitative and observational data collected from four shared spaces across Little Britain, Moorfields, and Queen Street (including Cannon Street crossing) was assessed against six criteria to inform how different factors impacted different user experiences.

1. Little Britain Assessment

Figure 1: Little Britain site map



Comfort

The average cycling speed through Little Britain is 12mph, increasing to 12.3mph during peak hours and is the lowest of the four shared spaces assessed. A likely contributing factor for the lower speed could be because it is narrower than the other sites and therefore riders' perception of their speed is greater.

The Little Britain shared space scored a PCL of 'A' during the peak periods which is above the minimum recommended comfort level of 'B+' and indicates the shared space provides plenty of room for people to walk, wheel and cycle at a speed and route of their choice.

Safety

Most interactions in the shared space between people walking and cycling fell within the minor categories of A or B, involving only slight adjustments to speed or direction to pass one another. These are generally to be expected when walking and wheeling on busy pavements. No interactions were recorded at grade D (taking sudden action) or above. Over two thirds (68% of 103 total interactions) occurred during peak hours, and overall are proportionately very low, involving just 3.2% of all users of the shared space – assuming all interactions occur between two users.

Layout

Through the central axis of the space there is a row of street lighting columns and temporary seating as part of the Thames Stones installation. The south-western side is fronted by St Barts Hospital buildings, while the north-eastern side features various active frontages. Most public realm elements, including seating, tree planting, and cycle racks, are concentrated at the northern end. A wine bar at 56 West Smithfield has licensed outdoor tables and chairs that take up space on the footway where the path narrows. From there, a row of bollards runs across the space to the corner of the hospital building, in addition to a primary row of bollards along the kerbside.

Awareness

Signs are affixed to bollards at entry points of the Little Britain shared space to communicate that people walking and cycling share the space. Overall, site survey observations recorded that users are generally aware of people walking and cycling within the space.

Accessibility

The Little Britain shared space provides an accessible walking and cycling route between West Smithfield and the central section of Little Britain by Bartholomew Close. The space provides a smooth and level surface which is fully accessible and is wide enough to accommodate mobility aids. However, at the northern end of Little Britain, a concentration of public realm features and the behaviour it encourages like congregating and cycle parking reduces the available space and may present accessibility challenges for some users.

Interactions were observed on West Smithfield between people walking, wheeling and cycling, as all users utilise the same standard width (2.4 metres) drop-kerb for accessing and exiting the shared space. The drop-kerb is also part of an informal crossing point to the Smithfield Rotunda Garden and forms part of a cycleway route.

Usability

Overall, the routes chosen by people walking and cycling through the shared space were evenly distributed across. However, during peak hours, people cycling tended to concentrate along the north-eastern side.

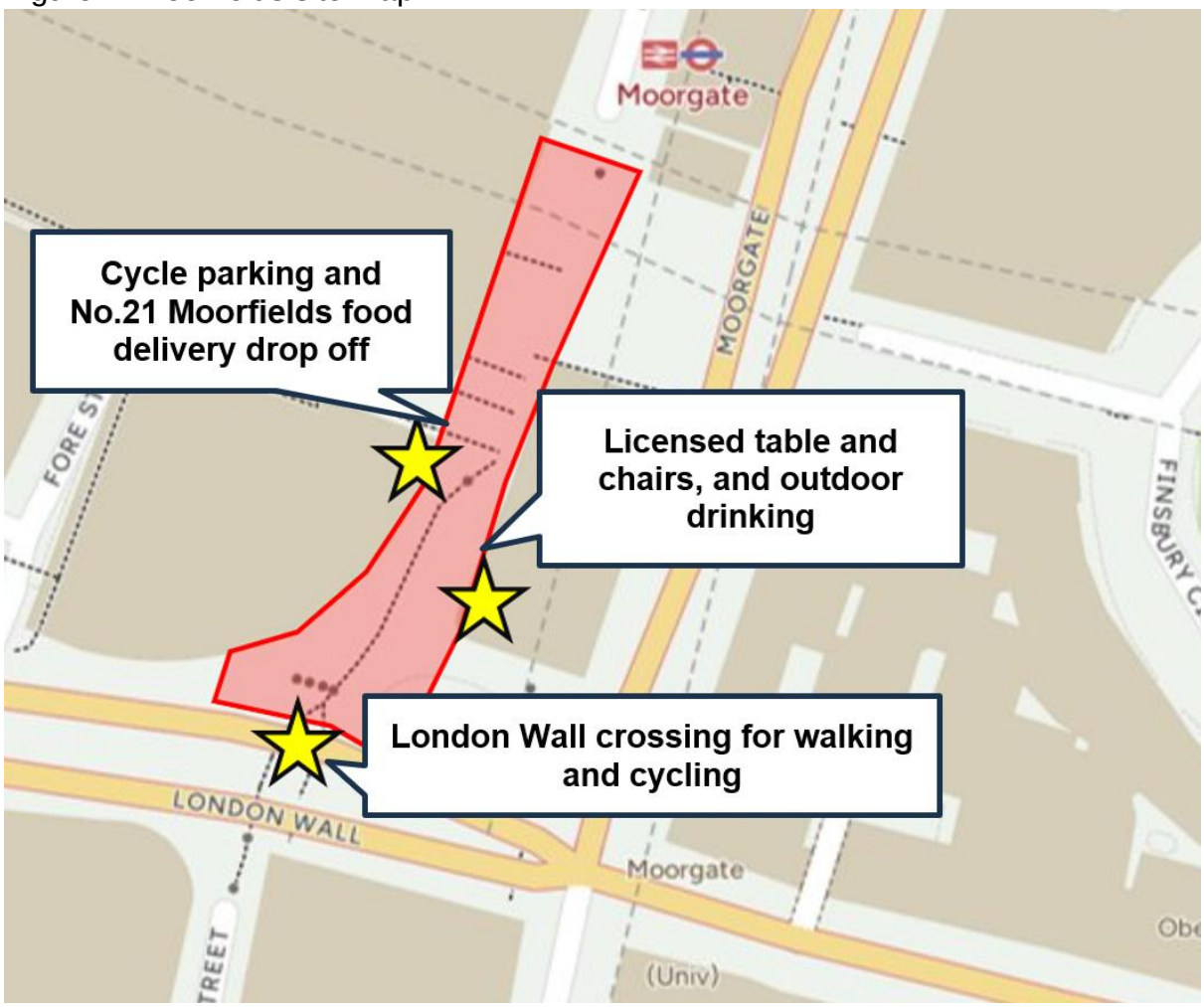
Opportunities for improvement

Overall, the review shows that the Little Britain shared space is functioning well, and no major interventions are required. However, minor measures could be considered to improve conditions for various users, such as enhancing accessibility at the drop kerb on West Smithfield. Rationalisation of street furniture could also be considered, including removing any bollards that may no longer be needed.

Additionally, the planned relocation of the Thames Stones seating to its permanent location in King Edward Square will create a more flexible space.

2. Moorfields Assessment

Figure 2: Moorfields site map



Comfort

Moorfields has the highest number of users of the four shared areas assessed where the number of people walking (99.2%) significantly outweigh the number of people cycling (0.8%). The average cycling speed through the shared space is 13.4mph and increases to 13.6mph during peak hours.

The Moorfields shared space scored a PCL of 'A-' during the peak period which is above the minimum recommended comfort level of 'B+' for a Transport Interchange. This indicates the shared space provides plenty of room for people to walk, wheel and cycle at the speed and the route of their choice.

Safety

Most interactions between people walking and cycling were within the minor categories of A or B, involving only slight adjustments in speed or direction to pass. The frequency and nature of these are generally to be expected between people walking and wheeling on busy pavements.

The presence of people drinking outside the public house and constraining available passing space is correlated with a notable increase in minor interactions during the evening peak (49 per hour, compared with an average of 17 per hour). In addition to the evening peak, almost two thirds of daily interactions (64% of 299) occurred during peak hours. There were two interactions recorded D or above during the three-day survey period. One was a grade E which required a user to suddenly stop, and the other was a grade H - a very low speed collision between a person walking southbound towards London Wall and a person cycling northbound from the crossing on London Wall. A key contributory factor for the collision was a lack of attentiveness. However, neither user involved appeared to be injured, and all continued with their journeys. Overall, the rate of interactions is proportionately very low, involving just 1.9% of all users of the shared space**.**

Layout
As mentioned in the accessibility section, the shared space is very wide and uncluttered. Moorgate Station has an entrance at No.21 Moorfields which opens onto the shared space and generates high volumes of people walking through it.

Awareness
Signage advising people that Moorfields is a shared space is provided on the bollards by the London Wall crossing and at the northern end by Moor Place. As a result, the signage is not visible from Moorgate Station for people entering in the middle of the shared space. Additionally, due to a low proportion of people cycling the shared space designation may not be fully recognised by the much higher volumes of people walking.

Accessibility
The Moorfields shared space provides an accessible route for walking and cycling between London Wall and Moor Place. It features a wide, smooth, and level surface that is fully accessible. Overall, the space is very wide and uncluttered despite the installation of public seating, licensed tables and chairs, bollards, and landscaping. As a result, the risk of accessibility issues for users is low. However, accessibility challenges may arise when the space becomes more constrained due to outdoor drinkers utilising the space fronting the cafés and public house.

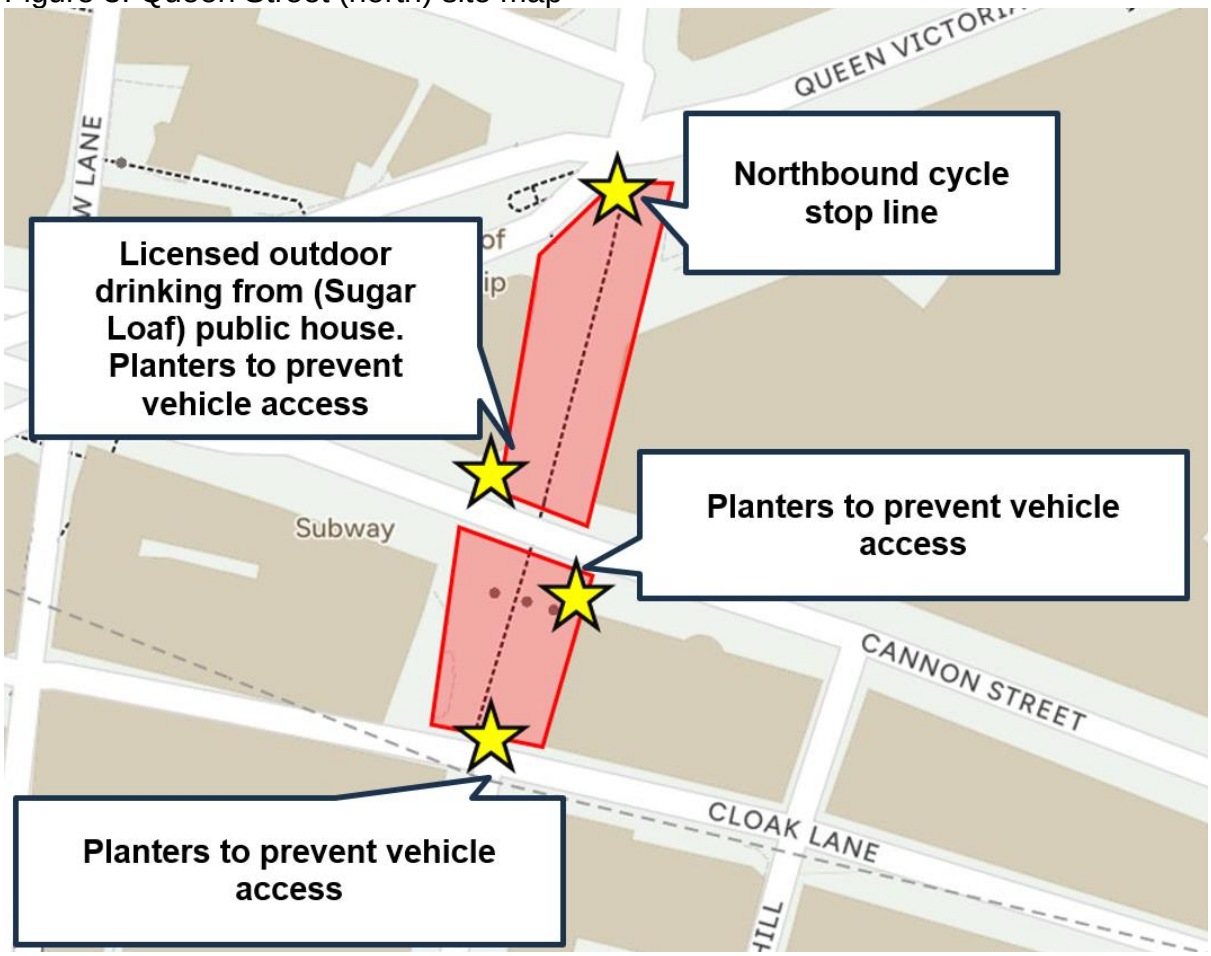
Usability
Overall, people walking make use of the entire available space during peak hours. The predominant movement is north-south or vice versa, but there is also a significant east-west movement through the space. This is a significantly lower proportion of people cycling in this shared space compared to other sites and the routes taken by people cycling is less defined. This is likely due to people cycling needing to navigate around people walking. The most defined route shown by people cycling is by the cycle parking racks and food delivery drop-off for No.21 Moorfields.

Opportunities for improvement
Overall, the review shows that the Moorfields shared space is functioning well, and no major interventions are required. However, minor measures could be considered to improve conditions for walking, wheeling, and cycling, such as clearer messaging on shared spaces and user priority. In addition, the impact of outdoor drinking may need

to be reviewed if accessibility issues emerge as demand for space increases for all users.

3. Queen Street (north) Assessment

Figure 3: Queen Street (north) site map



Comfort
Queen Street (north) has the second highest number of users of the four shared areas assessed behind Moorfields. During the peak hour there is approximately a 50/50 split between people walking and cycling. The average cycling speed through the shared space is 15.5mph, reducing to 15.3mph during peak hour.

The Queen Street (north) shared space scored a PCL of 'A+' during the peak period which is above the minimum recommended comfort level of 'B+'. This indicates the shared space provides plenty of space for people to walk, wheel and cycle at the speed and route of their choice.

Safety
The site survey found that the vast majority of interactions between users were very minor, involving only slight adjustments in speed or direction to pass. Most interactions occurred during peak hours, accounting for two thirds of daily interactions (67% of 206), only occurring between 3.4% of total users of the space.

Of the seven slightly more severe recorded interactions, five occurred along Queen Street between Cannon Street and Cloak Lane, all involving a person walking or cycling suddenly altering course to avoid a collision with another user stopping in front. Most of these interactions took place during the morning peak. On-street observations also noted that some users appeared to be using mobile phones while moving through the area, which would reduce attentiveness and may have contributed to the observed interactions.

Layout
The Queen Street (north) shared space is wide and largely uncluttered which is intersected by the Cannon Street toucan crossing. Bollards and planters have been installed to prevent motorised vehicle access into the space. At the northern end, there is a stop line for people cycling northbound to safely travel through the junction at Queen Victoria Street.

Awareness
At the section north of Cannon Street, signs affixed to bollards are provided at entry points to communicate that people walking and cycling share the space. In addition, repeated markings are engraved into the paving along the central path of the shared area. Overall, site survey observations recorded that users are generally aware people walking and cycling mix in the space, supported by both the signage and the consistent presence of both users.

The section south of Cannon Street has more discreet signage communicating the walking and cycling mix. Despite this, site observations showed that users are generally aware of how the space operates, largely due to the consistent volume of people cycling through.

Accessibility
The Queen Street (north) shared space provides an accessible walking and cycling route between Queen Victoria Street and Cloak Lane, intersected by the signalised toucan crossing on Cannon Street. It features a wide, smooth, and level surface that is fully accessible. Overall, the space is generous and generally uncluttered, despite the presence of bollards and licensed tables and chairs. However, accessibility challenges may occur near the planters by the toucan crossing and during the evening peak, when outdoor drinkers utilise the space fronting the public house (Sugar Loaf) which reduces the available space for users to pass each other.

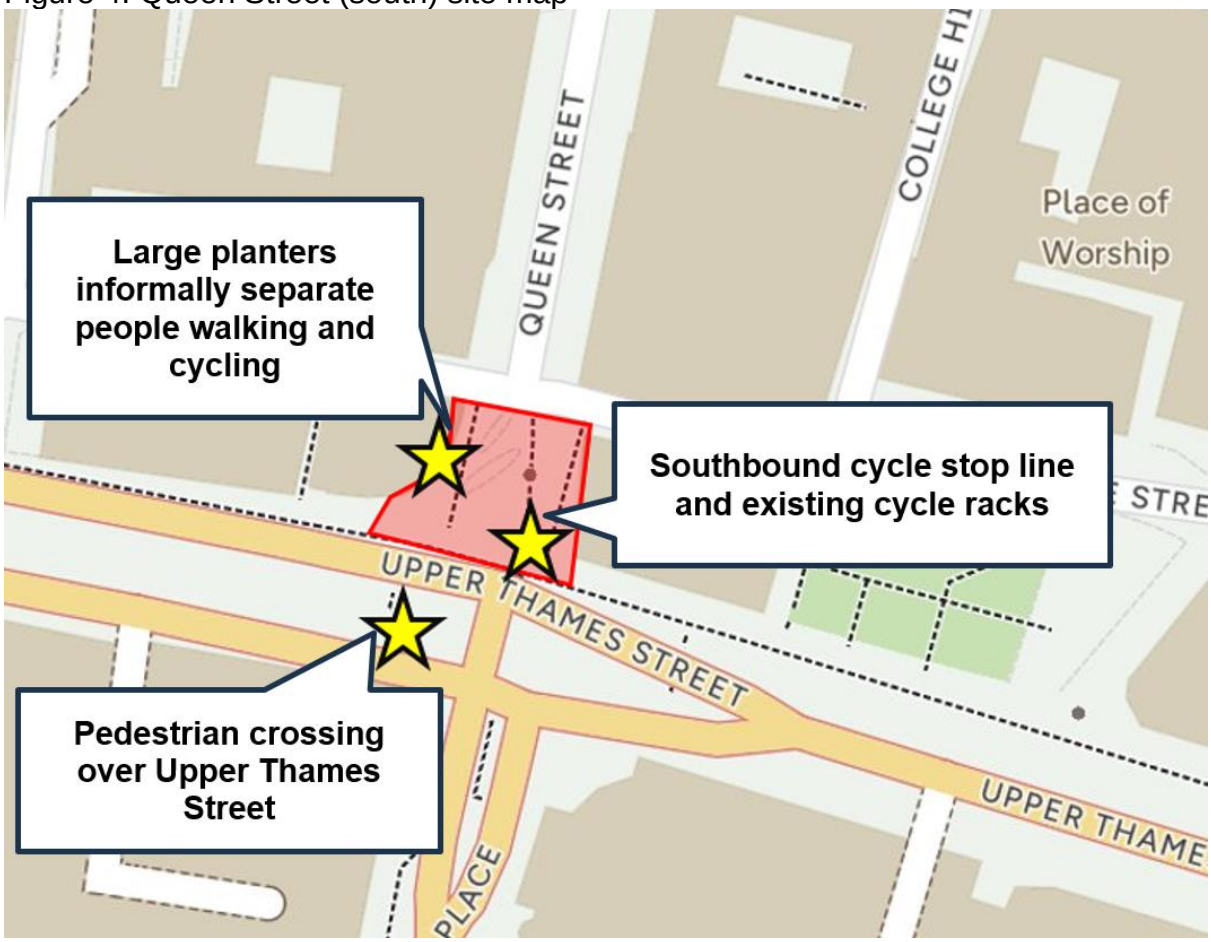
Usability
The mapping of walking and cycling movements showed activity from all directions. Most people walking tended to follow the most direct routes between the crossings on Cannon Street and Queen Victoria Street, and to and from the pavements south of Cloak Lane. As a result, people cycling generally travelled through the centre of the space, but due to the high volumes of all users, cycle movements were spread widely across the shared area to utilise the available space.

Opportunities for improvement
Overall, the review shows that the Queen Street (north) shared space functions reasonably well and does not require major intervention. However, a number of minor measures could be considered to further improve conditions for walking, wheeling, and

cycling, including clearer messaging about shared use and user priority. Alternatives to the planters used to restrict motorised vehicle access could also be explored to enhance accessibility and increased the available space. In addition, the impact of outdoor drinking may need to be monitored and reviewed should accessibility issues arise as demand for space increases for all users.

4. Queen Street (south) Assessment

Figure 4: Queen Street (south) site map



Comfort

Queen Street (south). During the peak hour there is approximately a 50/50 split between people walking and cycling. The average cycling speed through the shared space is 13.5mph, increasing to 13.8mph during peak hour.

The Queen Street (south) shared space scored a PCL of 'A' during the peak period which is above the minimum recommended comfort level of 'B+'. This indicates the shared space provides plenty of space for people to walk, wheel and cycle at the speed and route of their choice.

Safety

Queen Street (south) recorded the lowest number of interactions of the four areas assessed. An average of 81 interactions per day were observed during the site survey, all of which were very minor (graded A or B) and involved only slight adjustments in speed or direction to pass. The majority of interactions (85% of 81) occurred during peak hours and only occurring between 1.2% of total users of the space.

However, on-street observations also identified a significant proportion of people cycling southbound and joining Upper Thames Street (Cycleway 3) were jumping the red traffic signals at the cycle stop line on Queen Street or the adjacent pedestrian crossings on Upper Thames Street.

Layout
The Queen Street (south) shared space contains two large planters, bollards, and cycle racks. As a result, the space is more constrained than the northern section and creates a natural separation where people walking tend to keep to the sides of the shared space towards the Upper Thames Street pedestrian crossings, while people cycling channel through the centre of the shared space where the cycle stop line is located and the carriageway section of Queen Street is located further northbound.

Awareness

The space being shared use in Queen Street (south) is less obvious than the northern end due to user groups being more influenced by the layout and desire lines toward the crossing than the limited visible signage. Survey observations also recorded that some users appeared surprised by people cycling through the area, further suggesting that the designation of this space is unclear. More prominent messaging about the shared space operation could therefore help to improve user awareness.

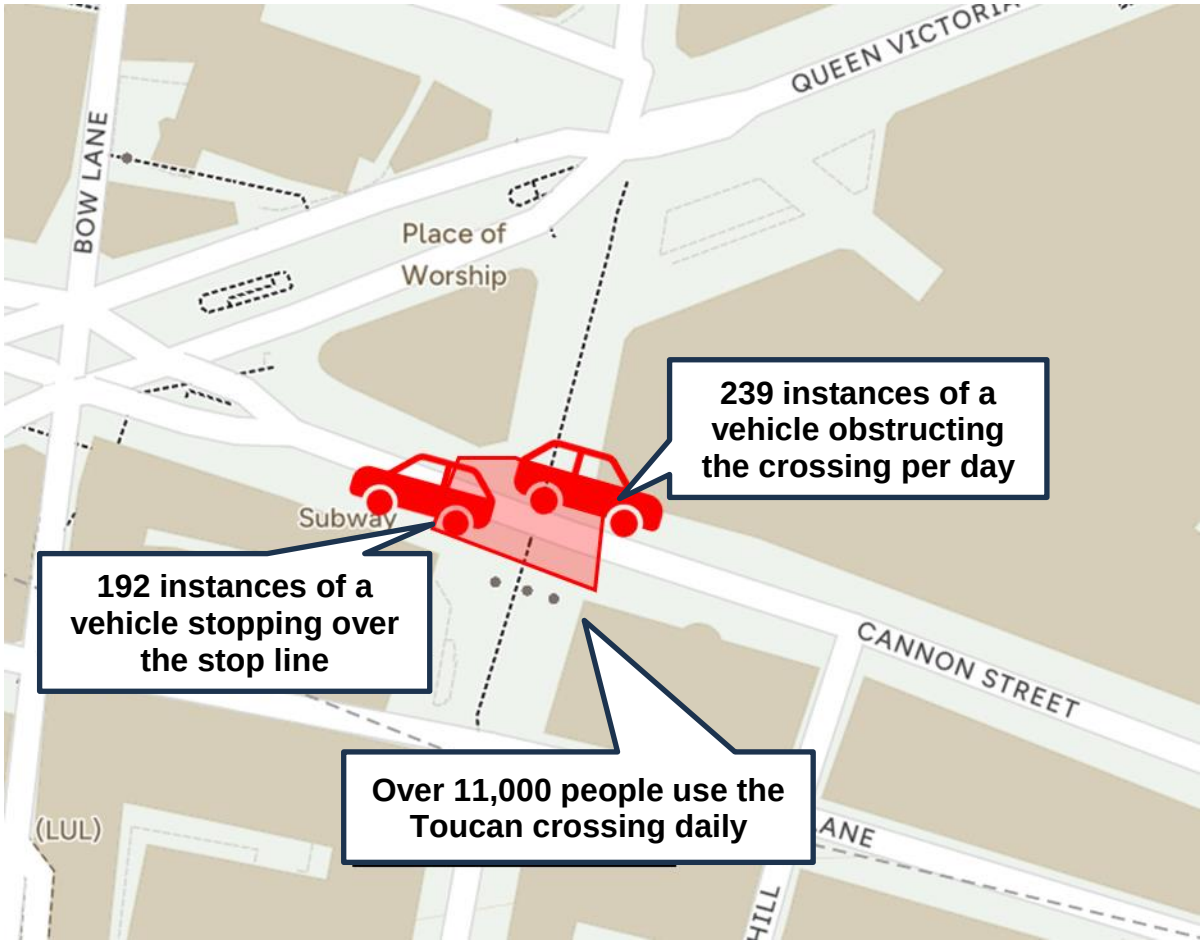
Accessibility
The Queen Street (south) shared space provides a smooth and level accessible walking and cycling route between Queen Street and Upper Thames Street.
However, at peak times, the combination of high volumes of people cycling through the centre and features such as the large planters, bollards, and cycle racks may make the space more challenging to navigate for some users.

Useability
The mapping of walking and cycling movements showed the large planters generally acts as a separation between people walking and cycling. People walking tend to follow the western edge of the shared space toward the western crossing on Upper Thames Street, while people cycling follow a central path through the space toward the stop line.

Opportunities for improvement
Overall, the review shows that the Queen Street (south) shared space functions well and does not require major intervention. However, a number of minor measures could be considered to further improve conditions for walking, wheeling, and cycling, including clearer messaging about shared use and user priority. In addition, rationalisation of street furniture such as bollards and cycle racks could be considered as demand for space increases for all users.

5. Cannon Street Crossing Assessment

Figure 5: Cannon Street crossing site map



An additional investigation was undertaken at the Cannon Street Toucan crossing on Queen Street. The crossing function was assessed, including the impact of queuing vehicles on Cannon Street obstructing the crossing which can lead to reduced comfort and usability for people walking and cycling.

The survey found that, on an average day (7am–midnight), there were over 11,000 users of the crossing. During this period, 192 instances were recorded of vehicles stopping over the white stop line and 239 instances of vehicles obstructing the crossing during the green person phase.

Vehicle obstruction at the crossing reduces the effective width available for users to cross safely. This can lead to overcrowding during the green person phase, making it more difficult for users to anticipate each other's movements, making conflict more likely. As a result, levels of comfort and confidence may be reduced, and accessibility challenges may arise for some users.

The survey showed that 41% of people walking crossed informally during the red person phase. This suggests that some users feel comfortable crossing outside the green person phase, likely influenced by the observed low vehicle speeds on Cannon Street.

An average of three interactions per day were recorded at the crossing during the survey. All but one were very minor (graded A or B), involving only slight adjustments in speed or direction. One interaction was graded E and required a sudden stop.

A separate review of TfL's collision database identified one injury collision involving users of the Toucan crossing in the most recent three-year period (September 2022 to August 2025). This collision occurred in 2025, involving two people cycling. However, note that data for 2025 is provisional and subject to verification.

To reduce the likelihood of queuing vehicles obstructing the crossing, a review of traffic signal timings at the adjacent Queen Victoria Street junction could be considered. This could help improve vehicle progression along Cannon Street and may reduce the frequency of vehicle queuing across the crossing to improve safety.

City of London Shared Use Study October 2025

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INTRODUCTION

PROJECT CONTEXT

The streets of the City of London serve as a vital network supporting commerce, culture, and daily life, accommodating a diverse mix of pedestrians, cyclists, vehicles, and public transport. As the City continues to evolve, pressures on street space are increasing, with shared-use areas playing an essential role in balancing multiple modes of movement while supporting public life.

Managing the interactions between different street users within these spaces is a growing challenge. Conflicts or negative perceptions can arise when pedestrians, cyclists, and other users compete for limited space, potentially impacting safety, comfort, and the overall user experience. Understanding how these interactions occur is critical to ensuring streets are safe, efficient, and welcoming, while maintaining the high-quality public realm expected in a leading global city.

This project focuses on four shared-use spaces, including a detailed crossing assessment at Cannon Street, to provide evidence-based insights that can guide interventions and improvements. By capturing both qualitative and quantitative data, the study will help inform strategies to enhance street safety, functionality, and user satisfaction across the City.

METHODOLOGY

SITE SELECTION

A total of 5 sites were pre-selected by the City of London based on advice from transport officers on concerns reported by members of the public. These sites were:

- **Little Britain**
- **Moorfields**
- **Queen Street Site 1** - between Queen Victoria Street and Cloak Lane, including the toucan crossing on Cannon Street
- **Queen Street Site 2** - between College Street and Upper Thames Street
- **Cannon Street Toucan Crossing**

Each site presented different characteristics that influenced observations. Little Britain is a wide pedestrianised space framed by restaurants and outdoor seating but with limited infrastructure for camera mounting; Moorfields, outside Moorgate Tube Station, is another pedestrianised zone with heavy footfall and hospitality uses, requiring temporary posts to support effective data collection; Queen Street (Central and South) is a busier commercial corridor with higher levels of through-traffic, a public house with external seating, permanent planters, and office frontages.

OVERVIEW MAP OF ALL SITES

RESEARCH METHODS

As there is limited existing information on pedestrian conflict with cyclists, we identified the need to collect primary data across the four sites. Our data collection methods will therefore focus on assessing key themes including safety, layout, comfort, user awareness, accessibility, and overall usability.

THEMES

Safety

- Instances and severity of pedestrian/cyclist/scooter interactions (including near misses, verbal exchanges, etc.).
- Anti-social behaviour instances could also be analysed if the data shows these.

Layout

- Influence of the current layout of the area on user behaviours, focusing on public space, street furniture, and greening.
- Capacity of the space.
- In-depth analysis of specific locations within the space that attract most users and positive and negative factors which contribute to it.

Comfort

- Volumes of user traffic including, during peak times, supported by national and/or regional guidance if applicable.
- Analysis of the connection between increasing volumes and increased negative user interactions.

User awareness

- Observing user behaviour and street layout in terms of the function of the space, its effectiveness and its influence on user behaviour.
- Identifying spaces which are rarely used and causes of this.

Accessibility

- Street layouts and user behaviour' influence on the accessibility of the spaces.
- Accessibility audit of each space, identify impassable sections of spaces and/or obstacles for each group.

Useability

- Desire lines for different user groups.
- Impact of desire lines on causing/preventing possible conflict.

Our primary data collection relied on static cameras, which captured and recorded **Tuesday 2nd, Wednesday 3rd and Thursday 4th September** from **7am to midnight**. This was supplemented by direct site observations to document user behaviour and interactions, including informal movement patterns. Observations focused on identifying conflicts or difficulties related to layout or infrastructure, as well as interactions with crossings, street furniture, seating, and pinch points. The methodologies for each data collection approach are outlined below.

QUANTITATIVE DATA COLLECTION

We used 13 cameras to cover all sites effectively, this was split by three at Little Britain, five at Moorfields and five spread across Queen Street. Using this footage we gathered the following information:

- Volume of users at each of the sites.
- Categorising users that are passing through, congregating, or dwelling.
- Capturing cyclist speeds using AI.
- Trace lines using AI to review paths taken by cyclists.
- Grading conflict between pedestrians and cyclists (see Table 1).

The Cannon Street toucan crossing site required a separate analysis which included:

- Waiting counts
- Pedestrian and cyclist counts of;
    - Users crossing in each direction,
    - Users crossing during the green and red lights,
    - Cyclist counts of all turning movements at the crossing;
        - During green and red lights
- Routes and desire lines of different user groups
- Conflict between users of the crossing and people moving along.
- Frequency and severity of queuing vehicles obstructing the crossing during the green man stage.

QUALITATIVE DATA COLLECTION

Though static cameras were positioned to capture the widest possible view of each area to accompany the primary data collection we conducted direct site observations from two person teams at each of the five site locations. These were conducted over three days to coincide with the duration of the site cameras recording footage.

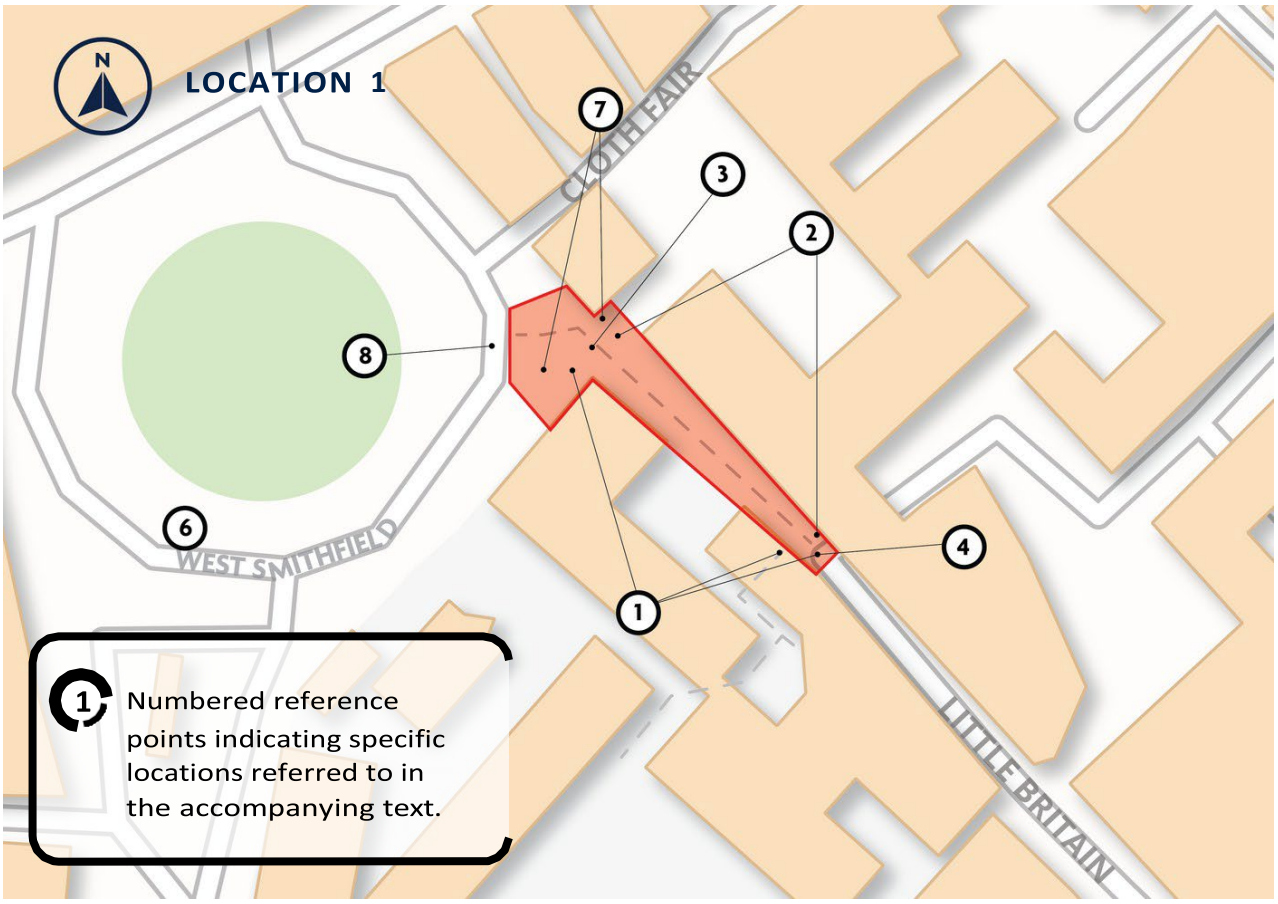
Site observations:

- Site observations took place on **Tuesday 2nd**, **Wednesday 3rd** and **Thursday 4th September**, from **12 - 6:30pm**. Particular focus was given to the heaviest periods of pedestrian activity: during lunchtime (**12 - 2pm**) and the evening rush hour (**4:30 - 6:30pm**) where conflict is more likely to occur and issues are more likely to be highlighted.
- Observation points were chosen where the largest number of pedestrians and cyclists passed each other, together with frequent opposing or perpendicular movements. The observer had to have an unobstructed view, but not interfere with path user's usual behaviour.
- Interactions were recorded under each of the previously outlined themes and then synthesised to build a more comprehensive understanding of the interactions and impacts occurring within the site area.
- Conflicts between cyclists and pedestrians were recorded and ranked according to severity – ranging from "A" the mildest (e.g. an early change of direction) to "H" the most severe (a physical collision between users). The following table outlines the categories used when observing interactions.

Interaction type	Description
A - Early change of direction or slowing down	A cyclist or pedestrian noticed the presence of another user and adjusted smoothly (e.g., changed position or slowed down).
B - Negotiation or inconvenience	A cyclist or pedestrian adjusted their position or speed in response to another user in a way that caused mild inconvenience.
C - Warning	A vocal warning or alert (e.g., bell, shout) was given to another path user to announce presence (courtesy or frustration).
D - Late swerve/change of direction	An uncontrolled, sudden, or uncomfortable last-minute movement not anticipated earlier.
E - Sudden stop	A late or uncontrolled braking/stop.
F - Verbal (or physical) exchange	Argument, shouting, swearing, or rare physical altercation.
G - Near miss	A near collision requiring emergency action to avoid impact.
H - Collision	A physical collision between users.

LOCATION 1 - LITTLE BRITAIN

SITE OVERVIEW MAP



OBSERVATIONS AND DATA REVIEW

The Little Britain site is a pedestrianised thoroughfare connecting Smithfield Rotunda Gardens to St Bartholomews Hospital. The space has many shop frontages and an entrance to the hospital. It is a key north to south route connecting people from Smithfields Market to the St Paul's area.

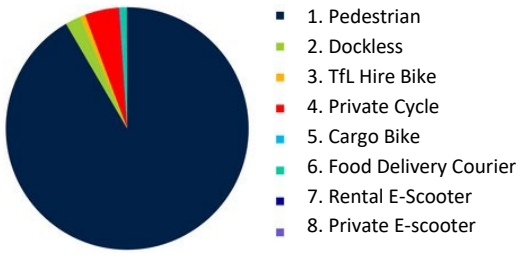
Site observations were carried out during a period of frequent heavy rainfall.

COMFORT

During peak periods, particularly when high pedestrian volumes arrived from the east at point 8, the space reached levels of congestion that reduced pedestrian comfort. Crowd density increased at known pinch points where pedestrian and cyclist movements intersected, and cyclists were required to travel through dense pedestrian flows. At points 8 and 7, pedestrian comfort levels were low, as cyclists frequently adjusted their paths around pedestrians and street furniture, resulting in reduced available space and more complex navigation for those on foot. The combination of high user volumes and constrained spatial width generated recurrent localised crowding, especially at building corners, bollards, and the carriageway connections where pedestrian and cyclist routes converged.

Pedestrians were the highest users of this space at **91.6%** (18,333) with private cycles next at **4.6%** (917). Altogether users accounted for **20,015** on average daily.

Composition of All User Classes:



Proportion of Pedestrians to Cyclists/Scooters:

91.6% Pedestrians

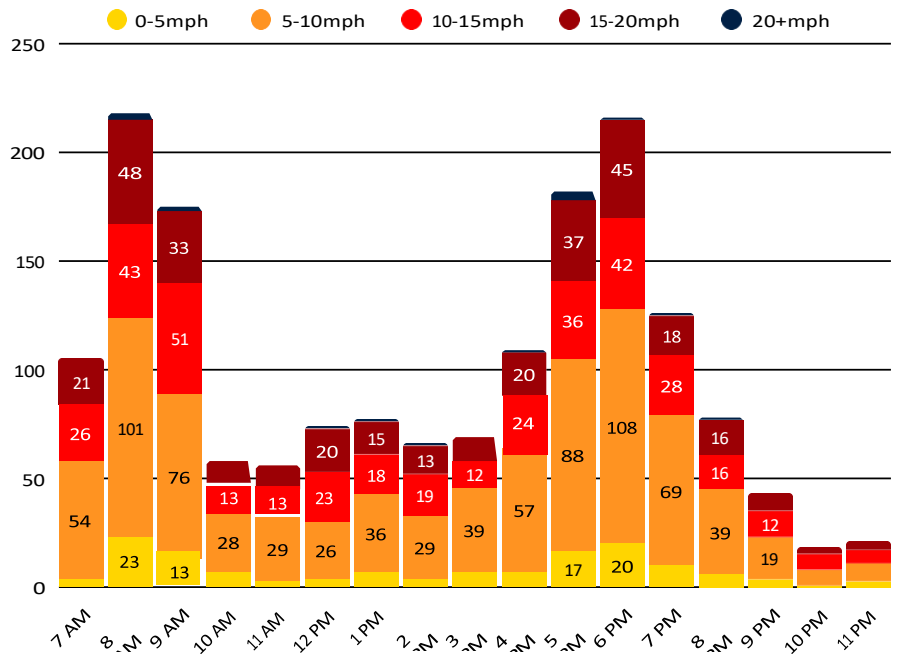
8.4% Cyclists and Scooters

Class		

SAFETY

Majority of users (**56%**) were cycling at or below **10mph**. The noticeable peaks in cycle volumes were between **8am-9am** and **6pm-7pm.**

Daily average counts of cyclists by speed ranges



Percentages of cyclists by speed ranges

Speed	Percentage
0-5 mph	8%
5-10 mph	48%
10-15 mph	23%
15-20 mph	20%
20 mph +	1%

SAFETY

Interactions between people walking and cycling were generally low in severity. We used two complementary methods to assess them: **on-site** observations recorded **45 interactions** during a one-day visit, and a three-day **camera** survey recorded **311 interactions**. The camera data provides overall context, while the on-site observations validate these findings and add qualitative insight; both are summarised in the following sections.

Camera Survey Findings (3 Days)

Throughout the three-day camera survey, a total of **311** interactions were recorded, resulting in an average of **104*** interactions per day.

All interactions were within the **A** and **B** grading, with **91** daily instances falling in early change of direction or slowing down and **12** in negotiation or inconvenience. The interactions mainly occurred between pedestrians and cyclists (**97.7 %**).

Average daily counts of interactions:

91

A - Early change of direction or slowing down

12

B - Negotiation or inconvenience

Classes involved in interactions:

Pedestrian - Cyclist
97.7%

Cyclist - Cyclist
2.3 %

*the three-day total counts of conflict is as below:

Total - 311 (average ≈ 103.6 per day):

- A - Early change of direction or slowing down: 274 (Average ≈ 91.3 per day)
- B - Negotiation or inconvenience: 37 (Average ≈ 12.3 per day)

On-Site Observations (1 Day)

A total of **45** interactions were documented during the site visit. Most fell within **A** and **B** grading, with a smaller number of grade D late swerves and a few near-misses observed. These on-site observations helped identify spatial conditions where interactions tended to occur, particularly at corners where pedestrian and cyclist routes converge and in areas where pedestrians naturally congregate but the current design does not fully accommodate this movement. These areas are located at point 1 on the plan at either end of Little Britain.

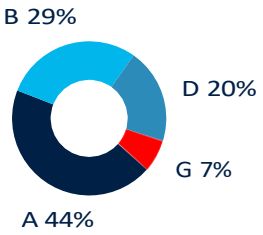
Daily counts of interactions:

20
A - Early change of direction or slowing down

13
B - Negotiation or inconvenience

9
D - Late swerve / change of direction

3
G - Near miss

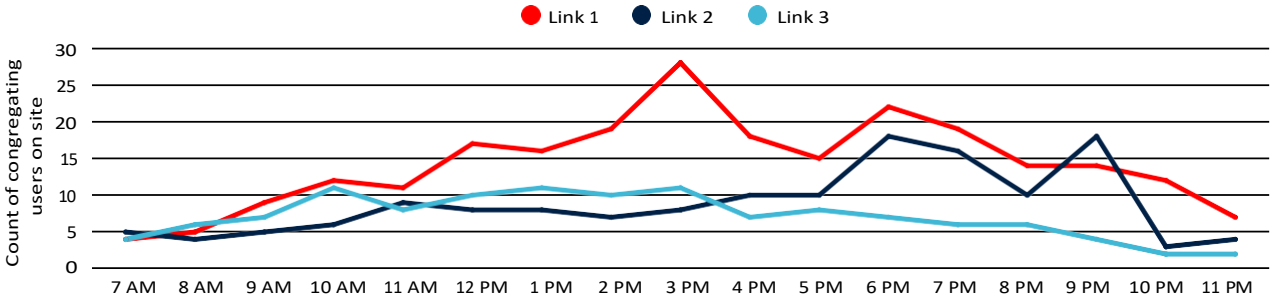


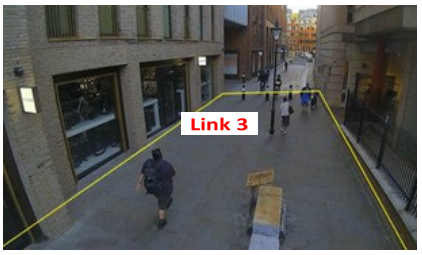
SAFETY OBSERVATIONS

On-site observations validated the interaction patterns recorded by the camera survey, with both methods showing the same overall trends. The number and severity of interactions between people walking and cycling were generally low, particularly given the volume of users. However, several safety concerns were identified, mainly related to pedestrian–cyclist interactions and unclear spatial hierarchies. A small number of near misses occurred near hospital entrances and at corner locations where routes converge (points 1, 7 and 4). Corners often acted as informal congregation points (points 1, 2 and 7), but the current design does not accommodate this, at times increasing collision risk. Ambiguous shared-space markings and overlapping desire lines also contributed to uncertainty and conflict at points 3 and 4. At the northern end, the shared crossing at West Smithfield (point 8) illustrates these issues: pedestrians from Rotunda Gardens and cyclists entering or leaving the carriageway meet at a narrow dropped kerb, creating a bottleneck that brings users into close proximity and occasionally diverts them into the carriageway. Immediately south of the crossing, the northern gateway narrows between bollards and building corners, and a similar pinch point appears at the southern end of Little Britain (point 4), where narrowed approaches lead pedestrians and cyclists directly onto the carriageway.

LAYOUT

Average daily count of users congregating on site:





LAYOUT OBSERVATIONS

The current layout presents limited spatial legibility, with several design features contributing to inefficient movement patterns. The central area containing the “From Thames to Eternity” installation, located within the shared surface, provides minimal zoning cues and is used infrequently relative to its available area. The adjacent “Thames Stone” area (point 6) shows similarly low levels of occupation, indicating potential for reconfiguration to support clearer public-realm functions. At point 7, street furniture placement affects movement efficiency: fixed chairs are positioned close to pedestrian desire lines, and a bike stand partially obstructs a frequently used route at the north-west corner, where pedestrian activity is concentrated. The shared-surface context offers no distinct visual separation between dwelling zones and primary movement routes, reducing intuitive wayfinding. Additional constraints, such as narrow passage points, bollards, and abrupt kerb transitions, create localised pinch points and increase interaction between users.

Adjusting cycle alignments and repositioning street furniture would help clarify movement hierarchies, improve spatial legibility, and align the layout more closely with observed patterns of pedestrian and cyclist use.

USER AWARENESS OBSERVATIONS

Observations revealed that unclear surface treatments, markings, and signage at points 1, 7 and 8 contribute significantly to uncertainty about the intended function of different parts of the space. Many users appeared unsure whether they were in pedestrian-priority or shared-use zones. As a result, informal desire lines have developed, reflecting the practical movement choices of users rather than the intended layout. Cyclists often followed routes that cut tangentially across pedestrian areas, while pedestrians gravitated towards the most direct paths regardless of formal demarcations. This behaviour highlights a mismatch between design intent and actual user behaviour. The central art installation area also suffers from low visibility and a lack of attractive features, which limits its potential as an inviting public zone, acting as an obstacle during periods of high traffic flows.

ACCESSIBILITY OBSERVATIONS

Accessibility across the site is limited by several physical and spatial constraints. Narrow dropped kerbs at points 8 and 4 reduce the ease of movement for wheelchair users, people with pushchairs, and individuals with limited mobility. Street furniture and cycle stands at point 7 occupy space within established pedestrian desire lines, resulting in detours and reduced permeability. The absence of clear differentiation within the shared-space markings may also limit use by individuals who rely on stronger visual cues, including some users with visual impairments. Taken together, these conditions reduce overall inclusivity and constrain the site's performance as an accessible public environment.

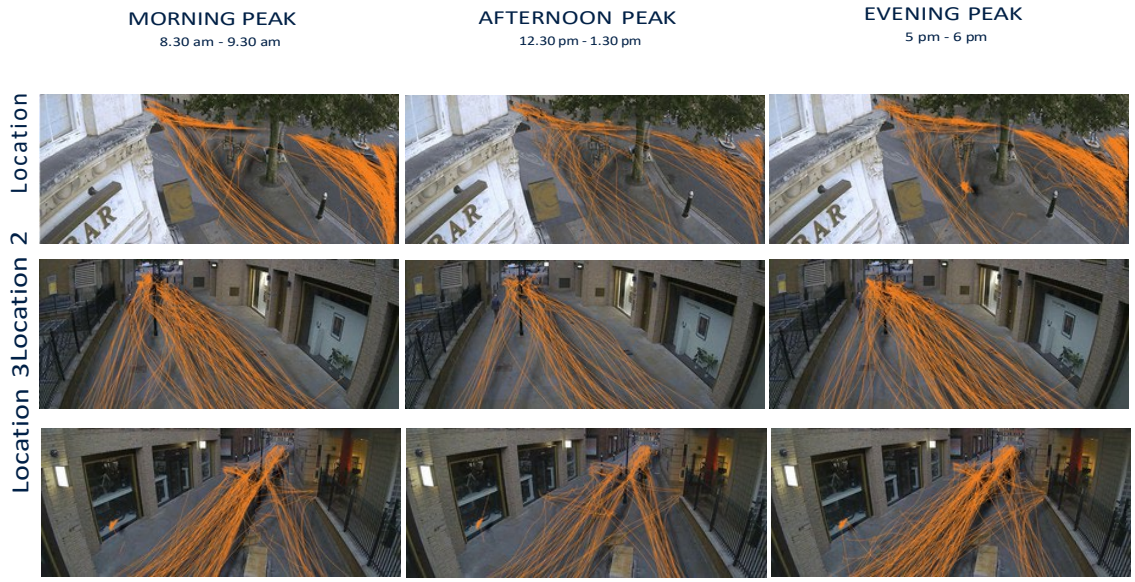
USEABILITY

Desire Lines for Pedestrians

Due to the high pedestrian volumes, a 30-minute interval during peak periods was selected to present the pedestrian desire lines more clearly.

At location 1, pedestrian activity was concentrated along the building's footpath. At locations 2 and 3, trace lines were distributed almost evenly across the site (excluding gaps caused by obstacles), indicating that pedestrians make extensive use of the entire area.

Desire Lines for Cyclists



Cyclists at location 1 predominantly used the road link rather than the footpath. At locations 2 and 3, activity was concentrated on the east side of the

USEABILITY OBSERVATIONS

Distinct pedestrian and cyclist desire lines have clearly emerged over time, diverging significantly from the formal layout. These informal routes demonstrate how users are negotiating the space to meet their practical needs rather than following designed pathways. However, many of these paths intersect at constrained areas at point 1, either end of Little Britain, which correlate closely with the observed conflict hotspots. The current design does not adequately accommodate these natural movement patterns, leading to inefficient and sometimes unsafe interactions. Realigning street furniture, clarifying route separation, and reconfiguring gathering areas could improve overall usability, making the space more intuitive and responsive to user behaviour.

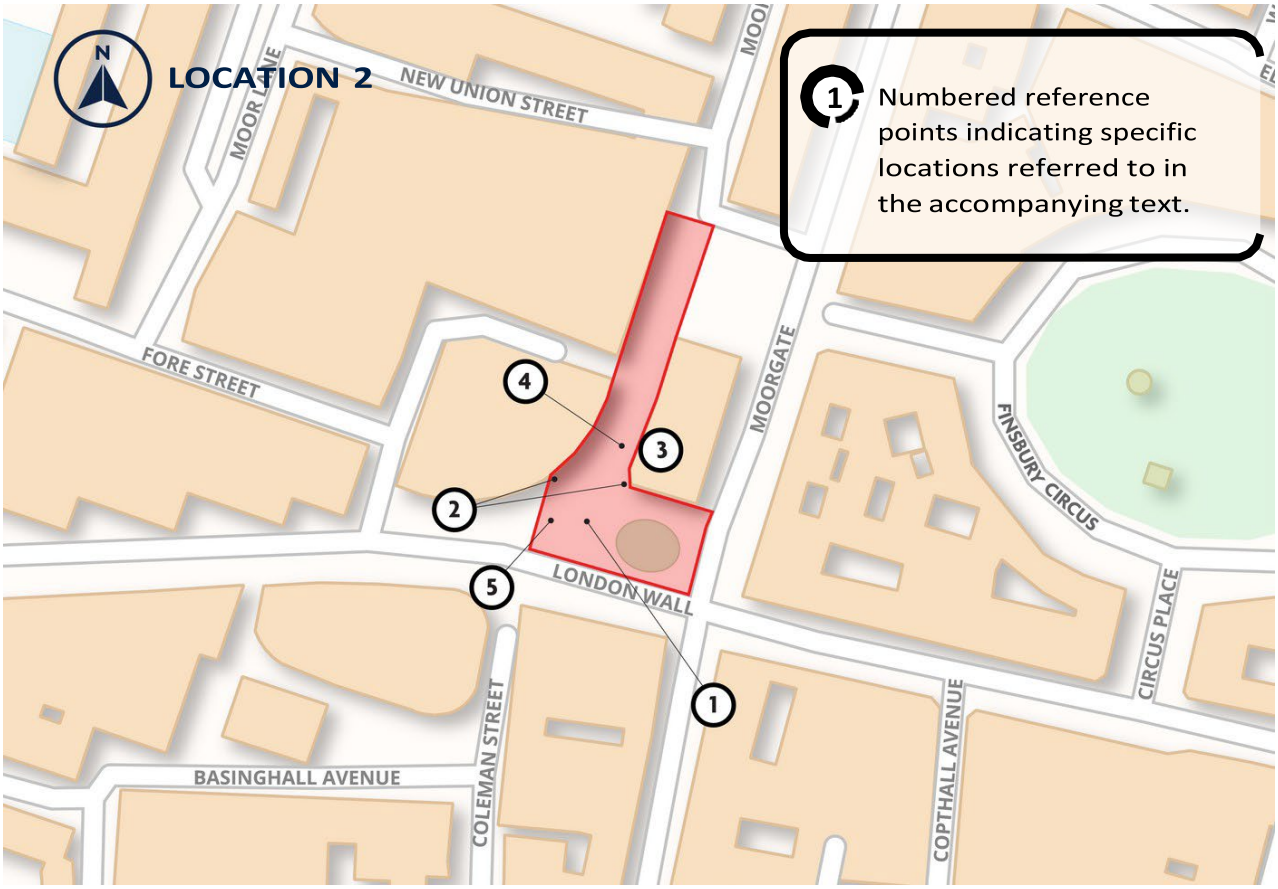
RECOMMENDATIONS

The site presents several recurring issues that should be addressed to improve safety, circulation, and user experience:

1. **Conflict zones** – Narrow passages, corners, and bottlenecks create repeated points of tension between pedestrians and cyclists. These areas should be prioritised for interventions such as better signage, surface treatments, or subtle physical separation.
2. **Spatial clarity and desire lines** – Ambiguous spatial organisation within the "From Thames to Eternity" area reduces usability, as current layouts do not fully align with observed pedestrian and cyclist desire lines. Refining the arrangement to better reflect natural movement patterns and clarifying shared-space markings would improve legibility, efficiency, and safety.
3. **Street furniture and obstacles** – Fixed chairs, bike stands, and bollards currently obstruct desire lines and crossings. Repositioning or redesigning furniture could improve flow and reduce conflict.
4. **Opportunities for public space enhancement** – Natural congregation points could be reimagined with seating or greenery to encourage safer, more comfortable use. The central zones present opportunities for active public engagement and aesthetic enhancement.

LOCATION 2 - MOORFIELDS

SITE OVERVIEW MAP



OBSERVATIONS AND DATA REVIEW

The Moorfields site is a pedestrianised area located outside of Moorgate Underground Station with a variety of retail, hospitality and outdoor seating areas. The site experiences significant numbers of pedestrian foot traffic and is a key link into the city via the Elizabeth line.

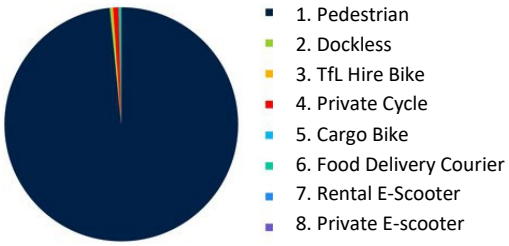
Site observations were carried out during periods of poor weather, including showers and strong winds.

COMFORT

The area generally exhibits high pedestrian comfort levels (PCLs), supported by adequate seating, planters, and designated congregation areas, particularly in the southern portion of the zone. During busy afternoon periods, PCLs decrease due to increased pedestrian and cyclist volumes, resulting in localized crowding and reduced clear-path widths. The proximity of cafés and other activity generators further concentrates foot traffic, identifying specific times and locations where circulation management interventions could improve comfort levels for all user groups.

Pedestrians were the largest user group of this space at **98.4%** (143,376) with private cycles next at **0.77%** (1131). Altogether users accounted for **145,705** on average daily.

Composition of All User Classes:



Proportion of Pedestrians to Cyclists/Scooters:

98.4% Pedestrians

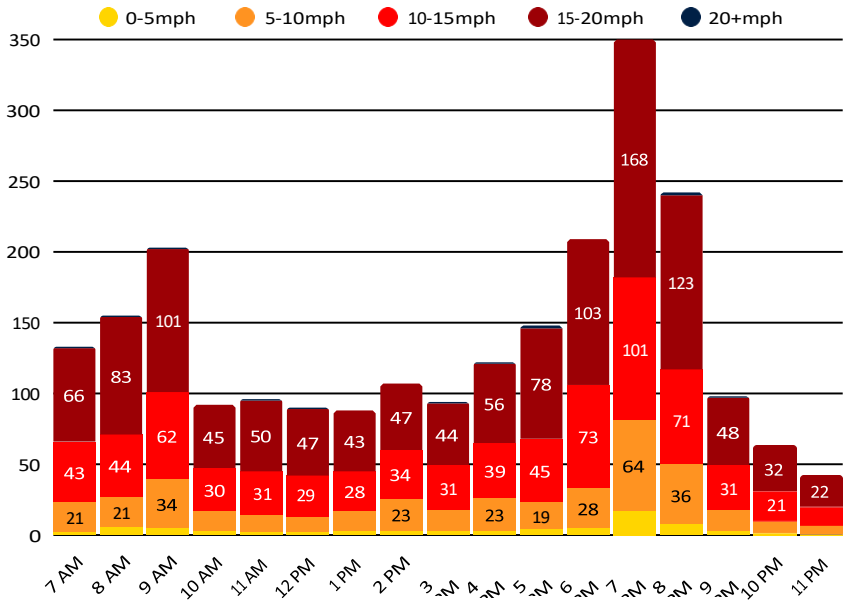
1.6% Cyclists and Scooters

Class		

SAFETY

Almost half of cyclists (**49.6%**) travelled at speeds between between **15-20mph**. The noticeable peaks in cyclist volumes were between **9am-10am** and **7pm-8pm**. This site has comparatively **higher usage**, with slightly later peaks relative to commuter traffic.

Daily average counts of cyclists by speed ranges



Percentages of cyclists by speed ranges

Speed	Percentage
0-5 mph	3.10%
5-10 mph	15.60%
10-15 mph	31.10%
15-20 mph	49.60%
20 mph +	0.50%

SAFETY

Interactions between people walking and cycling were generally low in severity. We used two complementary methods to assess them: **on-site** observations recorded **21 interactions** during a one-day visit, and a three-day **camera** survey recorded **896 interactions**. The camera data provides overall context, while the on-site observations validate these findings and add qualitative insight; both are summarised in the following sections.

Camera Survey Findings (3 Days)

Throughout the three-day camera survey, a total of **896** interactions were recorded, resulting an average of **299** interactions per day.

Interactions were within the **A**, **B** and **E** grading with **292** instances daily falling in early change of direction or slowing down and **6** in negotiation or inconvenience. **1** instance of sudden stop with grading **E** was recorded as well. Almost all interactions occurred between pedestrian and cyclist (**99.9%**).

Average daily counts of interactions:

292
A - Early change of direction or slowing down

6
B - Negotiation or inconvenience

1
E - Sudden stop

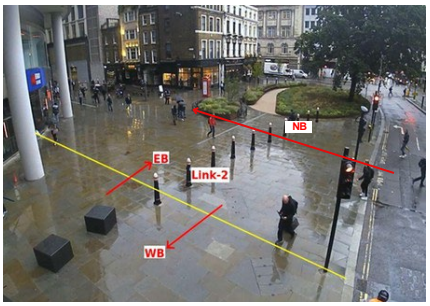
Classes involved in interactions:

Pedestrian - Cyclist
99.9%

Cyclist - Cyclist
0.1 %

E - Sudden Stop details:

- Took place on 3rd of September between a cyclist and a pedestrian at almost 7pm (18:59:58).
- The incident occurred when the pedestrian was walking westbound and the cyclist was heading northbound from the London Wall crossing.
- This resulted in a sudden stop by the pedestrian to avoid a collision.

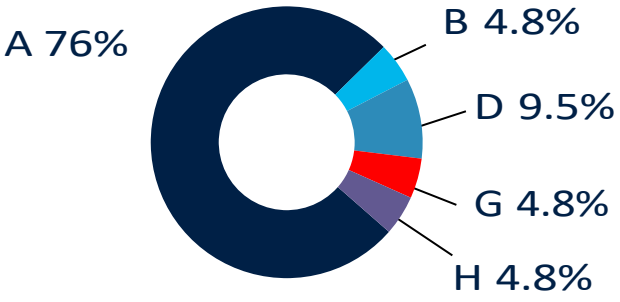


On-Site Observations (1 Day)

A total of **21** interactions were documented during the site visit. Most fell within **A** grading where cyclists had an early change of direction or began to slow down to minimise conflict with pedestrians. What was significant was that a near miss and a collision were observed whilst on site. The site area presents a particular challenge for pedestrians and cyclists given the vicinity to a busy transport hub and crossing point.

Daily counts of interactions:

16	1	2	1	1
A- Early change of direction or slowing down	**B - Negotiation or inconvenience**	**D - Late swerve / change of direction**	**G - Near miss**	**H - Collision**



H - Collision details:

- Took place on 3rd of September between a cyclist and a pedestrian. The collision was relatively slow and occurred due to lack of attention from both cyclist and pedestrian.
- The incident occurred when the pedestrian was walking soutbound and the cyclist was heading northbound from the crossing at point 1 on the plan.

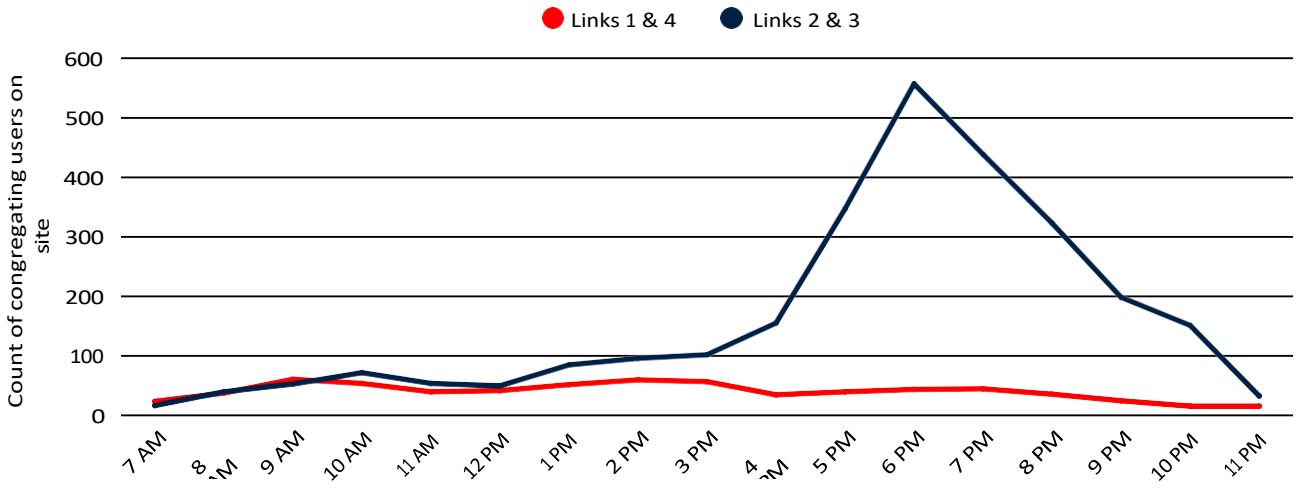
SAFETY OBSERVATION

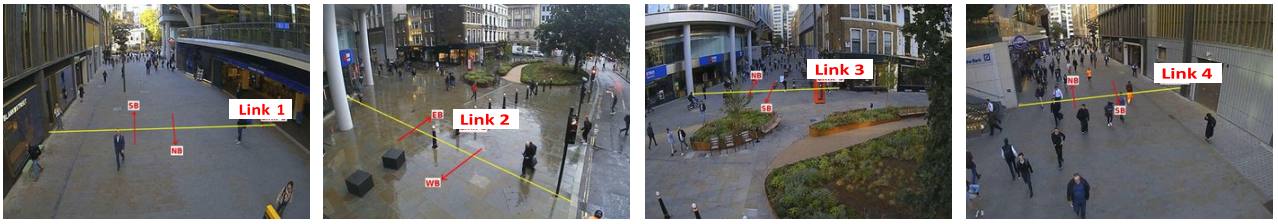
Overall the number and severity of interactions recorded by a team on site between people walking and cycling was low, particularly given the number of people using this space.

Pedestrians were observed to be the dominant user group throughout the area, but many appeared unaware of nearby cyclists, creating potential conflict in shared spaces. Certain corners (point 2 on the map) emerged as tension points where pedestrian and cyclist movements intersected, highlighting a need for targeted safety interventions. Cafés (point 4) spilling into pedestrian zones added to the risk, as users stepping into circulation areas were often unaware of passing cyclists travelling north and south, increasing the likelihood of near misses. This was also the case when observing pedestrians frequenting the local pub (point 3). Drinkers often congregated outside of the pub and would regularly form large groups (point 4) that would obstruct footways and contribute to pedestrian and cyclist conflict. Overall, while the space functions effectively for pedestrians, these shared-use interactions indicate a need for design adjustments to mitigate conflict and enhance safety.

LAYOUT

Average daily count of users congregating on site





LAYOUT OBSERVATIONS

The general layout of the area demonstrates a relatively successful public realm intervention, with well-defined congregation points and a mix of functional elements such as seating and planters (point 5). However, some aspects of circulation require attention. Pedestrian seating located near bollards at point 5 interacts closely with entry paths at the adjacent point 1 crossing point, potentially affecting pedestrian flow. The interface between pedestrian areas and the road includes changes in paving, but in several locations it is unclear whether these are intended as shared zones or formal crossings, which reduces spatial clarity. The middle and northern sections of the zone appear underutilised and lack clearly defined gathering or movement spaces, representing opportunities for redesign and enhancement, including the introduction of “genius loci” moments to reinforce the character of the space.

USER AWARENESS OBSERVATIONS

Observations suggest that many users are not fully aware of cyclists within the shared space particularly around point 1, leading to potential conflicts. Ambiguity in the pedestrian/road interface and unclear spatial cues reduces users' understanding of how to navigate the area safely. Improving visibility, signage, or surface treatments could enhance user awareness and promote safer interaction between pedestrian and cycling flows. Clearer designation of high-traffic pedestrian and cyclist routes around points 1 and 5 would also help users anticipate movements and reduce friction in shared zones.

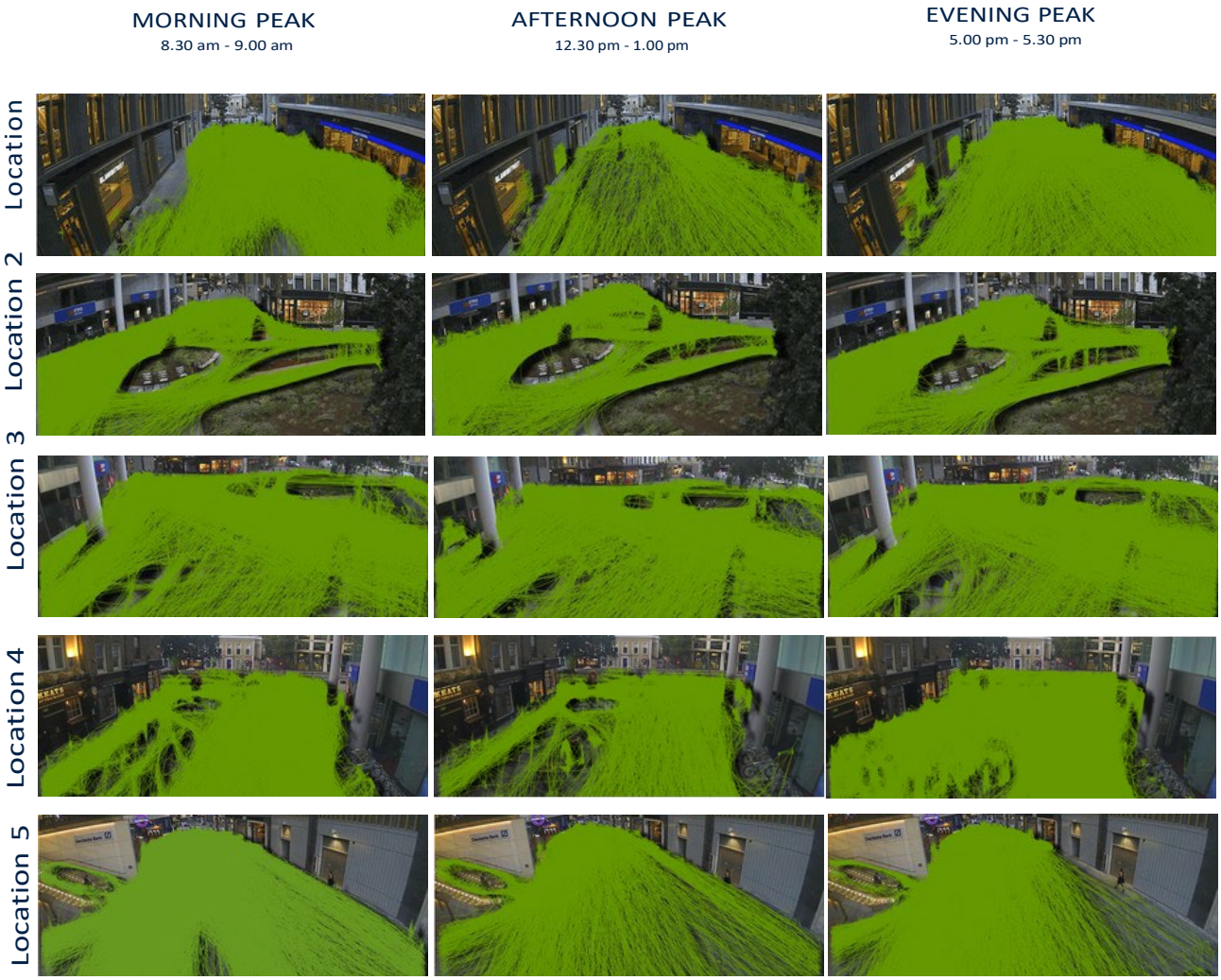
ACCESSIBILITY OBSERVATIONS

While the area generally supports pedestrian movement, certain layout elements affect accessibility (point 5 seating and bollards). Seating positioned near entry points and bollards may impede circulation for users with reduced mobility or larger prams. The lack of clearly defined crossings where pedestrian areas meet roads may present challenges for less confident or visually impaired users. Overall, accessibility could be improved by ensuring key desire lines remain unobstructed and by addressing the northern transition where the pedestrian zone meets the curved carriageway.

USABILITY

Desire Lines for Pedestrians

Due to the high pedestrian volumes, a 30-minute interval during peak periods was selected to present the pedestrian desire lines more clearly.



Overall, all locations experience high levels of pedestrian activity. During the afternoon peak hour, a larger concentration of people was observed around the pub (location 4). At location 1, increased interaction with the building opposite the station entrance can be noted as well during the afternoon and evening peak periods.

USABILITY

Desire Lines for Cyclists

A higher volume of cyclists was observed along the road at location 3 during the evening peak hour. The bicycle stands near the station entrance (location 4) appeared to be frequently used. Overall, cycling activity at this site was relatively low, likely due to the high volume of pedestrian traffic.

USEABILITY OBSERVATIONS

The space demonstrates effective usability for pedestrians, with well-designed south-side congregation areas (point 1 and 5) that attract users and encourage lingering. Nonetheless, informal pedestrian flows and peak-time movement highlight areas where circulation could be optimised. Directing cyclists along the central axis of the zone would reduce interactions along edges and near building fronts (points 2 and 3), aligning user behaviour with safer, more efficient routes. Middle and northern sections offer opportunities for additional pedestrian congregation and design interventions, which could enhance both usability and the overall experience of the public realm.

RECOMMENDATIONS

The observed site presents several opportunities to improve safety, circulation, and user experience:

1. **Conflict zones** – Hot corners and pedestrian/cyclist interface points should be prioritised for design interventions such as surface treatments, subtle barriers, or improved signage.
2. **Clarity of shared space** – Areas where pedestrian zones meet the road require clear designation and possibly formal crossings to reduce ambiguity and near misses.
3. **Cyclist routing** – Introducing or marking a central cycling axis can help separate flows, reducing tension with pedestrians and improving overall safety.
4. **Congregation areas** – Existing seating and planter zones could be leveraged to enhance the character of the space while managing circulation, additional zones designed to the north and mid section.

QUEEN STREET

OBSERVATIONS AND DATA OVERVIEW

SITE OVERVIEW MAP

OVERVIEW OF OBSERVATIONS AND DATA AT QUEEN STREET

Queen Street is a particularly busy area. Observations were divided across two sites and a crossing point to ensure the data collected was representative, and could identify any specific problem areas.

Interactions surrounding pedestrians and cyclists were recorded across the whole of Queen Street as opposed to each site. Most common interactions between pedestrians and cyclists were cyclists changing direction early or slowing down. In total **36** interactions were recorded during our site visit across locations 3 and 4. Camera interactions over the three-day period are broken down in the following section for locations 3 and 4.

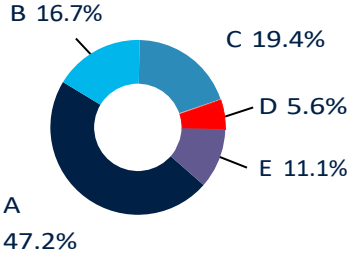
17
A- Early change of direction or slowing down

6
B - Negotiation or inconvenience

7
C - Warning

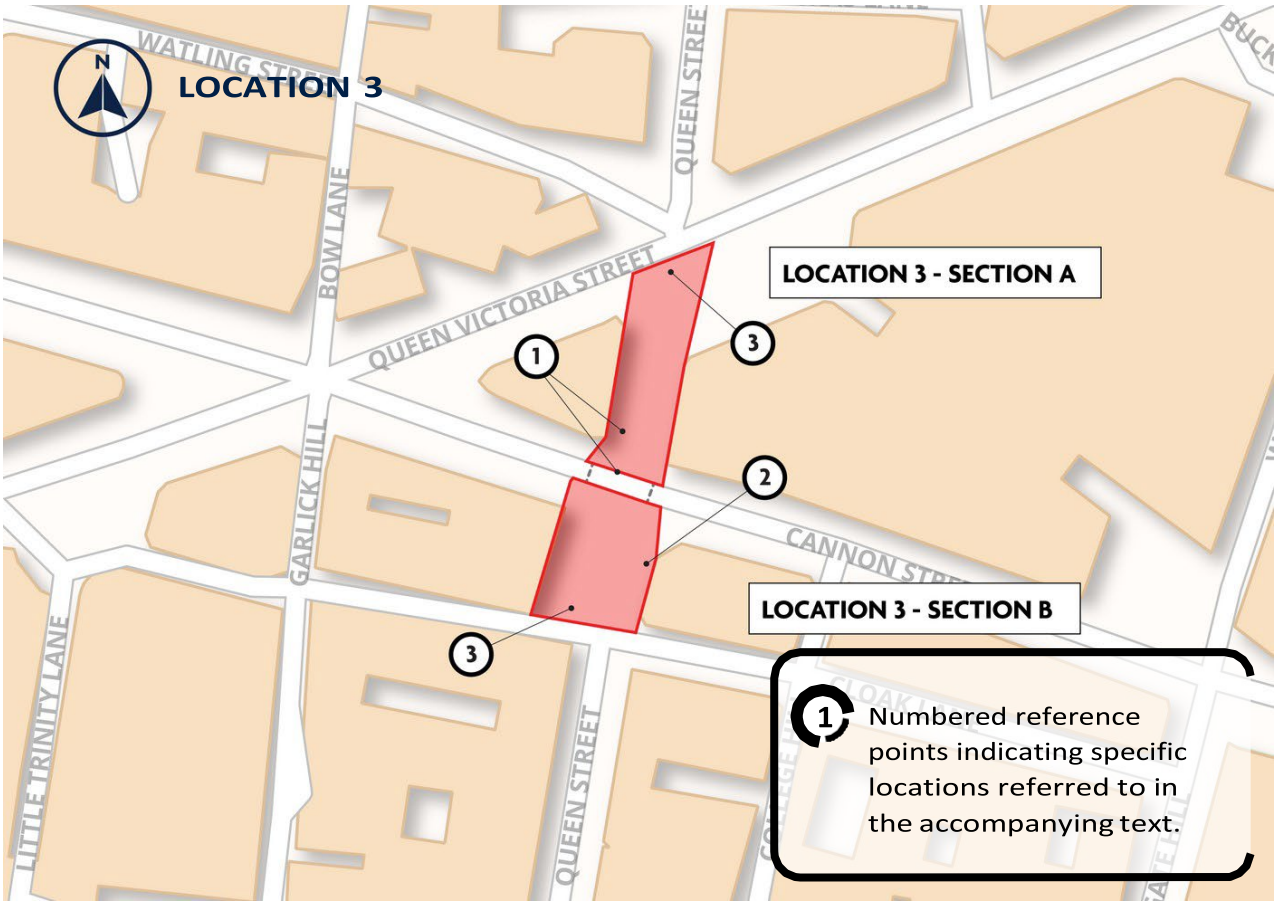
2
D - Late swerve / change of direction

4
E Sudden stop



LOCATION 3 - QUEEN STREET

SITE OVERVIEW MAP



OBSERVATIONS AND DATA REVIEW

Queen Street location 3 is a pedestrianised area with significant foot traffic and commercial activity. Location 3 is located at the northern most section of Queen Street and is split into two sections:

- **Section A** – between Queen Victoria Street and Cannon Street
- **Section B** – between Cannon Street to Cloak Lane

These sections of the road are a key north to south corridor for cyclists and pedestrians.

Site observations were carried during a brief period of rain followed by sunny weather for the remainder of the observation period.

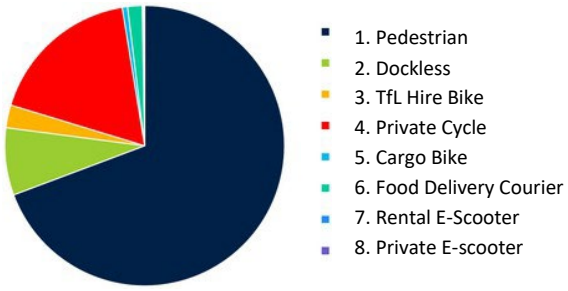
COMFORT

Pedestrian comfort levels (PCLs) in section A vary throughout the day, influenced by its proximity to the Sugar Loaf pub and the Cannon Street crossing. During quieter periods, PCLs are high, with sufficient space for movement and low interaction levels between users. In the late afternoon, PCLs decrease, particularly near the pub (point 1), as pedestrian density increases and crowding reduces available clear-path width. Interactions between pedestrians and cyclists also increase at these times; cyclists occasionally accelerate through gaps in pedestrian flow, contributing to elevated perceived risk, though overall user behaviour remains orderly. The hard-surfaced environment presents opportunities for additional greening, which could improve comfort and reduce the area's visual hardness.

In section B, PCLs are generally good, supported by open sightlines, limited street clutter, and seating near Pret (point 2). Pedestrian movement along the southbound alignment is confident, with some users extending into the carriageway at point 3 during peak periods. At the southern end, bollards and nearby building corners (point 3) reduce the effective width of the space, creating localised PCL reductions. These constraints occasionally lead to short-term bottlenecks and diversions into the carriageway, indicating areas where circulation improvements could enhance overall comfort.

The average daily user count over the survey period was 36,192. Pedestrians were the most common at 69.3% (25,079), followed by private cycles at 17.7% (6,418).The percentage of pedestrians versus other users on this site are slightly lower than the other sites.

Composition of All User Classes:



Proportion of Pedestrians to Cyclists/Scooters:

69.3% Pedestrians

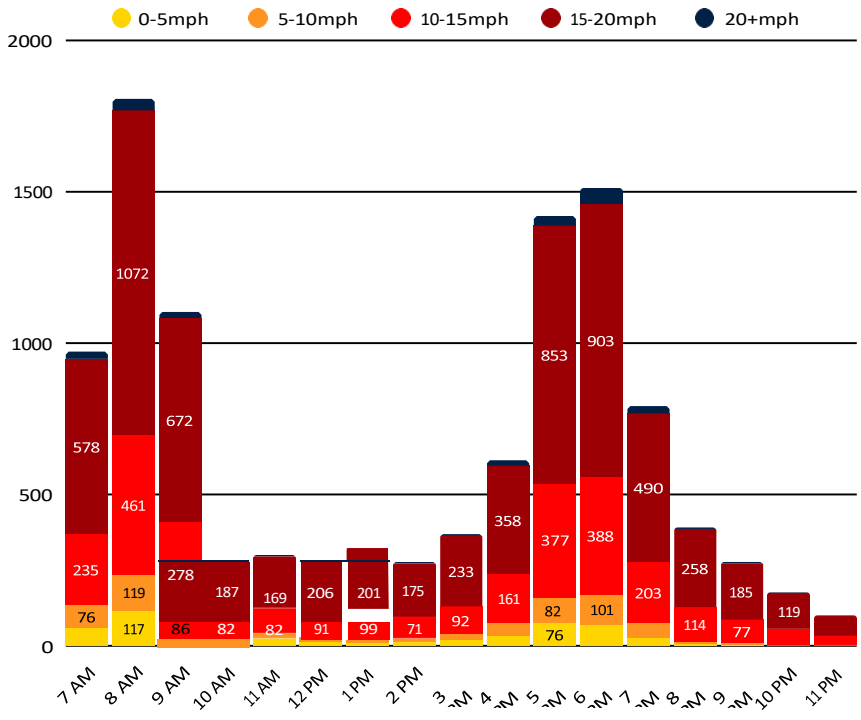
30.7% Cyclists and Scooters

Class	Average Daily Volume	Percentage
1. Pedestrian	25,079	69.3%
2. Dockless	2,813	7.8%
3. TfL Hire Bike	950	2.6%
4. Private Cycles	6,418	17.7%
5. Cargo Bike	222	0.6%
6. Food Delivery Courier	612	1.7%
7. Rental E-Scooter	51	0.1%
8. Private E-Scooter/Scooter	47	0.1%
Average Daily Total	**36,192**	**100%**

SAFETY

The speed of majority of cyclists (**60.6%**) stayed between **15-20mph.** This site has comparatively higher cyclists speed. The noticeable peaks in daily count of cyclists on site were between **8am-9am** and **5pm-7pm**.

Daily average counts of cyclists by speed ranges:



Percentages of cyclists by speed ranges

Speed	Percentage
0-5 mph	5.0%
5-10 mph	6.0%
10-15 mph	26.1%
15-20 mph	60.6%
20 mph +	2.2%

SAFETY

Camera Survey Findings (3 Days)

Throughout the three-day camera survey a total of **618** interactions were recorded in three days, resulting in an average of **206** interactions per day. Most daily interactions were lower-severity (Grades **A** and **B**), averaging **142** early direction changes or slowing events and **62** negotiation or inconvenience cases, with only **2** higher-severity Grade **D** instances involving late swerves or direction changes. **All interactions** occurred between pedestrian and cyclist.

Average daily counts of interactions:

142
A - Early change of direction or slowing down

62
B - Negotiation or inconvenience

2
D - Late swerve/change of direction

Classes involved in interactions:

Pedestrian - Cyclist
100%

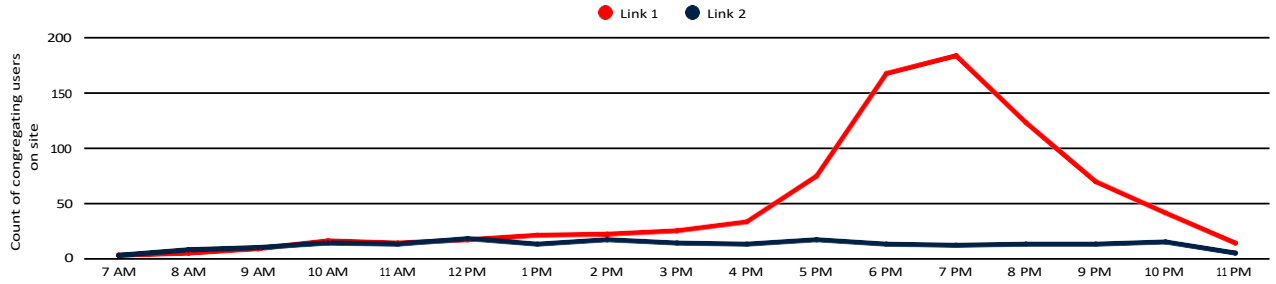
SAFETY OBSERVATIONS

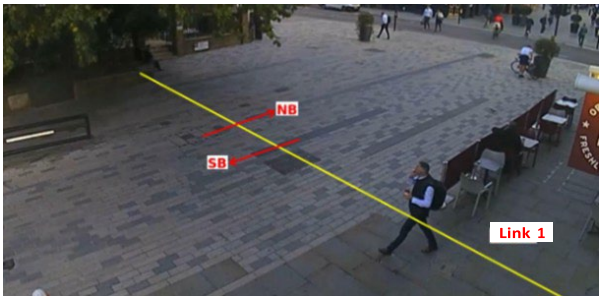
In Section A, safety concerns are concentrated around the Cannon Street crossing and the shared space near the Sugar Loaf pub (point 1). The close alignment of the cycle signals with the main pedestrian desire line causes both groups to occupy the same space simultaneously. When vehicles wait across the crossing, they block the pavement and compress the movement corridor, pushing pedestrians and cyclists closer together. In late afternoon, pub users spilling into the shared space further narrow circulation routes as commuter volumes rise. Although cyclists typically travel slowly and negotiate courteously, they accelerate when gaps appear, while pedestrians and delivery riders using phones add unpredictability and increase the likelihood of near misses.

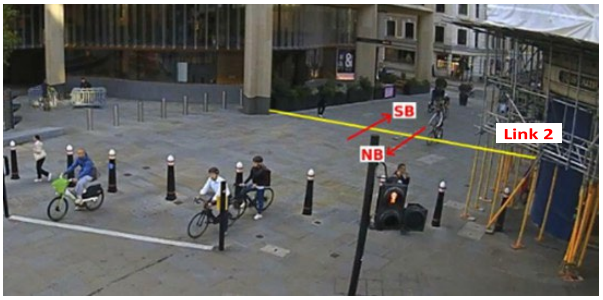
In section B, concerns relate to narrow pinch points, bollards and unclear transitions between pedestrian and cycling zones (point 3). Several near misses occurred where heavy pedestrian flows met faster-moving cyclists, especially at blind corners. Ambiguous markings and limited signage create uncertainty about priority at point 3. Occasional vehicle blockage at the Cannon Street crossing also reduces pedestrian space and heightens tension where flows converge. Despite this, cyclists generally maintained low speeds. adapted well to pedestrian movement, helping to prevent serious incidents.

LAYOUT

Average daily counts of users congregating on site







LAYOUT OBSERVATIONS

In section A the layout is spacious and uncluttered but lacks clear definition of zones or priorities. The white line running through the shared space is poorly understood, and surface treatments do not effectively signal how the space should be used. The alignment between the traffic lights, pedestrian desire lines, and cycle routes is weak, particularly for northbound cyclists exiting the Cannon Street crossing, who must weave through east–west foot traffic at point 1.

The spatial arrangement at section B lacks coherence, with narrow sections and poorly placed street furniture disrupting natural pedestrian and cyclist paths. Bollards and planters restrict circulation at point 3, and the unclear delineation between shared and dedicated areas adds confusion.

Overall, although there is advisory shared space ground signage in section A next to the tactile paving at Cannon St crossing and on the Pret (point 2) in section B, this is insufficient to convey the intended use of space.

USER AWARENESS OBSERVATIONS

Awareness of other users varies across the space. A significant proportion of pedestrians navigate while using mobile phones rather than engaging with wayfinding totems, which reduces attention to surrounding movement. Some delivery cyclists are also observed using phones while travelling. Tourists and other infrequent visitors show lower familiarity with the layout, particularly in areas with limited visual cues around point 3. Regular commuters typically adjust their trajectories and walking speeds in line with pedestrian density, oncoming cyclists, and other changing conditions throughout the day.

In section B, user awareness is influenced by limited design cues that differentiate pedestrian and cycling areas. This contributes to uncertainty about intended movement routes and results in intermittent hesitation or irregular movement patterns. Regular commuters generally accommodate these conditions, while visitors and casual users show higher levels of uncertainty, particularly at intersections, near bollards at point 3, and around clusters of street furniture.

ACCESSIBILITY OBSERVATIONS

The space at section A is physically accessible due to its openness and flat surface, but accessibility is compromised when cars block crossings or when hire bikes are parked across pavements. The lack of tactile paving, kerb differentiation, or clear pedestrian priority at the crossing makes navigation harder for visually impaired users. The area is overall easy to move through, but greater clarity at transition points such as crossings would benefit those with mobility constraints or lower spatial confidence.

Accessibility issues at Section B relate to the raised table crossing at the southern end at point 3. Although it is step-free, its effective width is narrowed by the surrounding bollards and building corners so some users (including wheelchair and pram users) are funnelled toward the carriageway outside the table. In addition, café seating (Pret point 2) currently obstructs key pedestrian paths; a clearer, longitudinal seating zone set off the façade would reduce conflicts. Aligning the table with dominant desire lines, widening bollard distance, and tidying furniture layout would materially improve inclusive access.

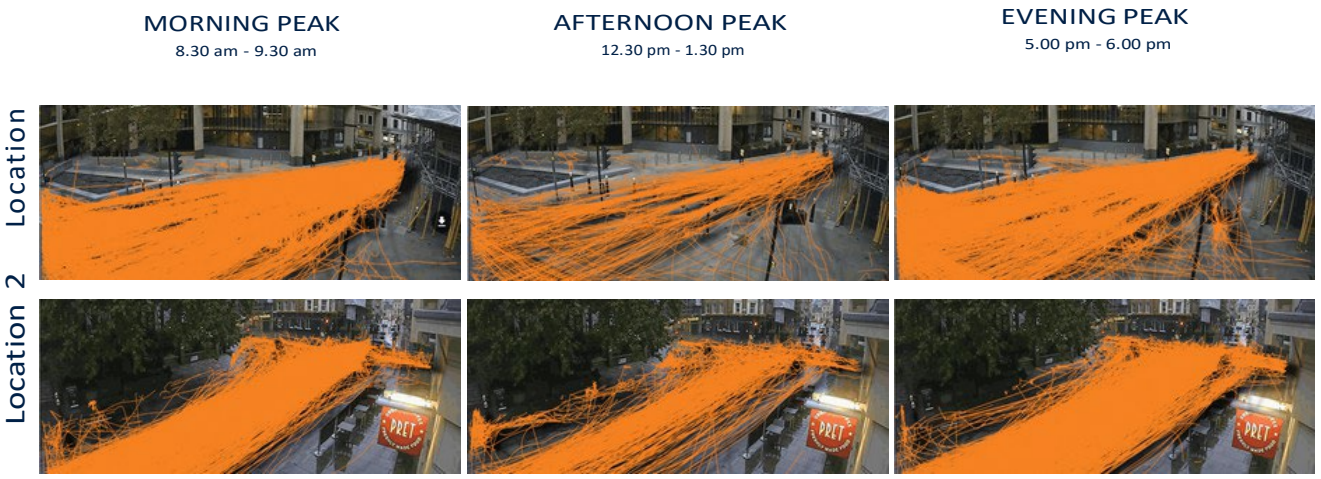
USEABILITY

Desire Lines for Pedestrians

Due to the high pedestrian volumes, a 30-minute interval during peak periods was selected to present the pedestrian desire lines more clearly.

The site experiences consistently high pedestrian activity in all directions. Notably, during the afternoon peak hour, higher volumes of people passing through or congregating along the eastern side of the pathway (near the Pret) were observed, compared to the morning and evening peaks.

Desire Lines for Cyclists



The area is heavily used by cyclists throughout, so a single predominant path cannot be identified.

USEABILITY OBSERVATION

Section A supports fluid, adaptable movement patterns, but behaviour shifts depending on time of day. At midday, pedestrians dominate the central route; but by late afternoon, cyclists become more dominant in this zone, prompting pedestrians to divert via the Pret seating area at point 2 whilst cyclists cycle down the centre of the space. Despite these shifts, users coexist with little overt conflict, suggesting the shared-space concept is functioning but requires better design reinforcement. Setting back the cycle lights, clarifying surface markings, and formalising pub spill-out zones would strengthen usability and reduce conflict.

Distinct pedestrian and cyclist desire lines have emerged naturally at section B, but their intersections often coincide with conflict hotspots such as at the crossing and when navigating bollards. The lack of clear separation between travel modes and the presence of pinch points reduce overall efficiency of movement. Nonetheless, both groups navigate the space pragmatically, and the adaptable layout allows coexistence under moderate volumes with low conflict. Redesigning key zones to reflect real movement patterns particularly around corners and near cycle stands to provide more direct routes would improve overall usability and safety.

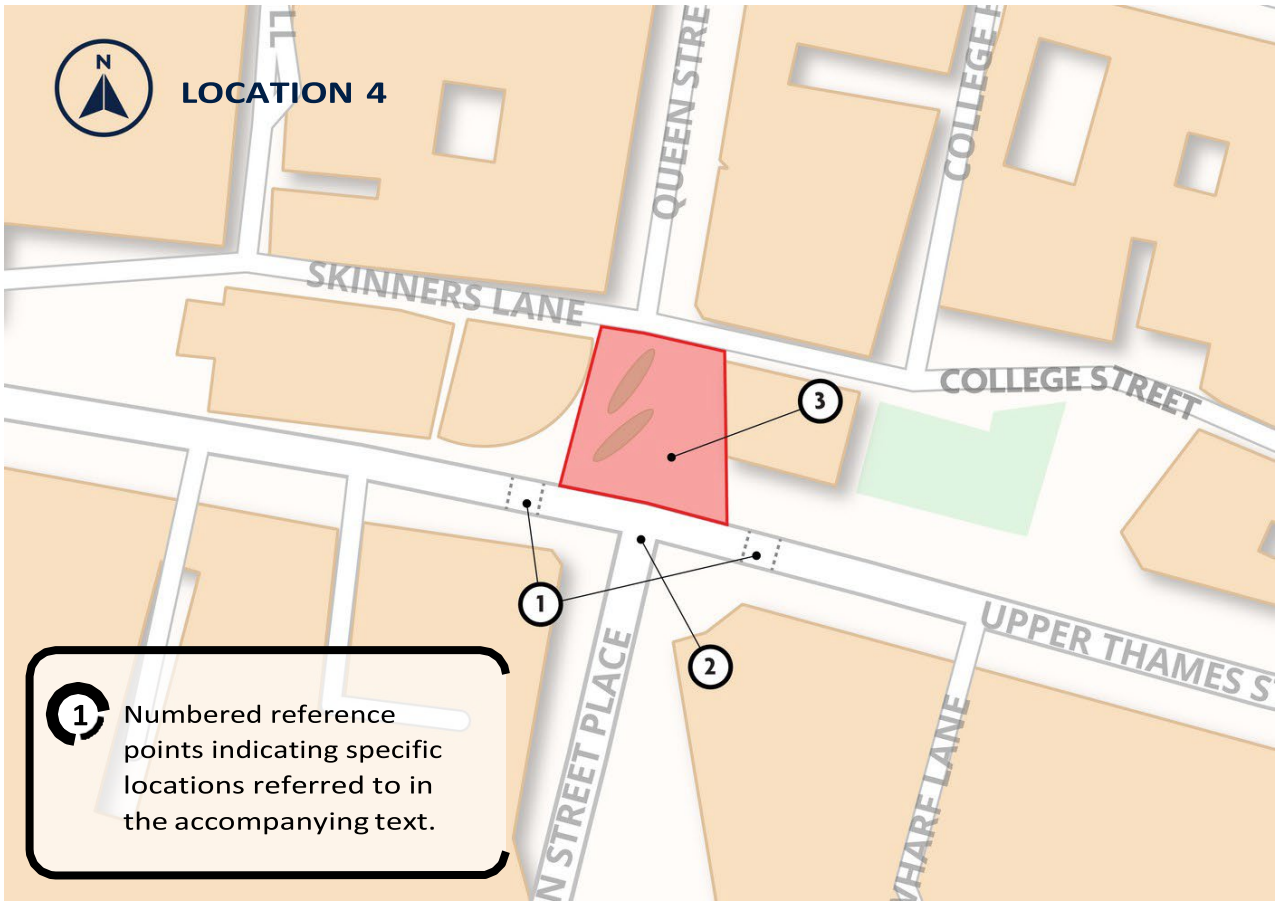
RECOMMENDATIONS

The observed site presents several opportunities to improve safety, circulation, and user experience:

1. **Clarify Movement and Priorities -** Improve alignment between pedestrian crossings, cycle routes, and traffic lights, particularly near Cannon Street, to reduce conflict. Introduce clearer surface markings and visible shared-space signage to signal user priorities and improve understanding.
2. **Enhance Safety Through Design Adjustments** - Set back cycle stop lines, manage vehicle encroachment onto crossings, and reconfigure pinch points to prevent pedestrians and cyclists from converging in the same narrow areas. Subtle surface treatments and tighter junction geometry can help moderate cycle speeds.
3. **Declutter and Redefine Space** - Reorganise street furniture, planters, and bollards, especially in section B, to open up circulation routes. Formalise pub spill-out areas using barriers and designate hire-bike parking bays to maintain clear pedestrian and cycling corridors.
4. **Improve Comfort and Accessibility** - Introduce shading, greening, and more seating in appropriate areas to enhance comfort. Add tactile paving, widened dropped kerbs and spacing between bollards and clear surfacing to support visually and mobility-impaired users, ensuring fully inclusive access.
5. **Align Design with Real User Behaviour -** Refine the layout to align with the primary desire lines running along the central axis, where most pedestrian and cyclist movement occurs. Peripheral areas could be more clearly zoned and designed to support secondary flows and dwelling without interrupting circulation. Connections between the pedestrian zones and adjoining carriageways should also be reconfigured to ease bottlenecks and better accommodate natural pedestrian paths that currently extend beyond the defined shared space. Light-touch design interventions and on-site trials could help test these adjustments before full implementation.

LOCATION 4 - QUEEN STREET SOUTH

SITE OVERVIEW MAP



OBSERVATIONS AND DATA REVIEW

Queen Street location 4 is a pedestrianised area with green infrastructure and wayfinding. It is part of the north-south Cycle Superhighway 7 which is a key route for cyclists commuting across the river, intersected by the east-west Cycle Superhighway 3 on Upper Thames Street.

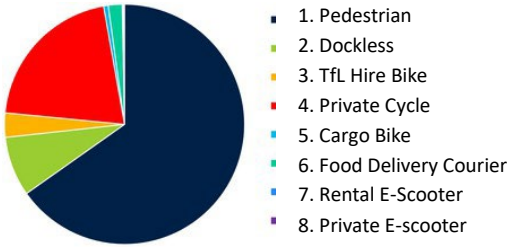
Site observations were carried during a brief period of rain followed by sunny weather for the remainder of the observation period.

COMFORT

User comfort in this space varied considerably depending on traffic flow. Cyclist numbers increased sharply in sync with light changes, resulting in bursts of high-speed movement across Upper Thames Street that made pedestrians visibly uncomfortable. During these periods, pedestrians were reluctant to use the central area (point 3) and instead waited or moved along the edges of the space at point 3. When cyclist numbers decreased, pedestrians reclaimed the space more confidently. The area also drew tourists and people stopping to check their phones, adding to congestion and occasional blockages. The correlation between increased volumes, particularly of cyclists, and more frequent negative interactions suggests that user comfort declines as cyclist density and speed rise.

The average daily user count over the survey period was 37,323. Pedestrians were the most common at **65.2%** (24,344), followed by private cycles at **20.7%** (7,711). The percentage of pedestrians versus other users are slightly lower than the other sites.

Composition of All User Classes:



Proportion of Pedestrians to Cyclists/Scooters:

65.2% Pedestrians

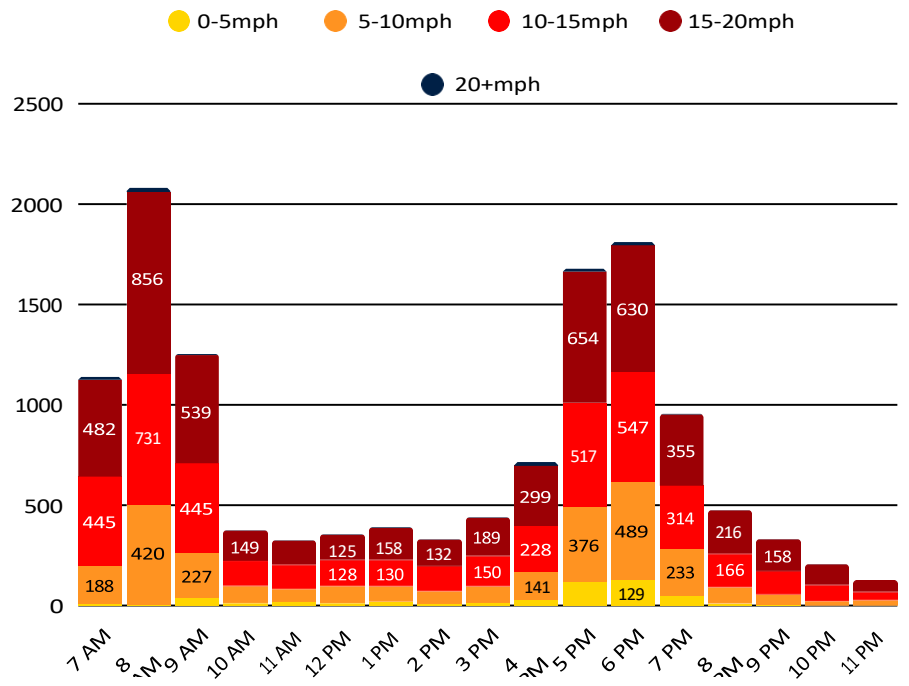
34.8% Cyclists and Scooters

Class		

SAFETY

Majority of cyclists (**40.2%**) had speed between **15-20mph**. The noticeable peaks in daily counts of cyclists were between **8am-9am** and **5pm-7pm.** This site comparatively has a higher cyclists speed but slightly lower than the central section of Queen Street.

Daily average counts of cyclists by speed ranges



Percentages of cyclists by speed ranges

Speed	Percentage
0-5 mph	4.1%
5-10 mph	20.9%
10-15 mph	33.9%
15-20 mph	40.2%
20 mph +	0.8%

SAFETY

Camera Survey Findings (3 Days)

Throughout the three-day camera survey a total of **243** interactions were recorded, resulting in an average of **81*** interactions per day.

The interactions were within the **A** and **B** grading with **19** daily instances falling in early change of direction or slowing down and **62** in negotiation or inconvenience.

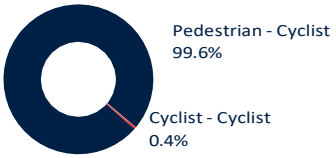
The interactions mainly occurred between pedestrians and cyclists (**99.6%**).

Average daily number of interactions:

19
A - Early change of direction or slowing down

62
B - Negotiation or inconvenience

Interactions between user classes:

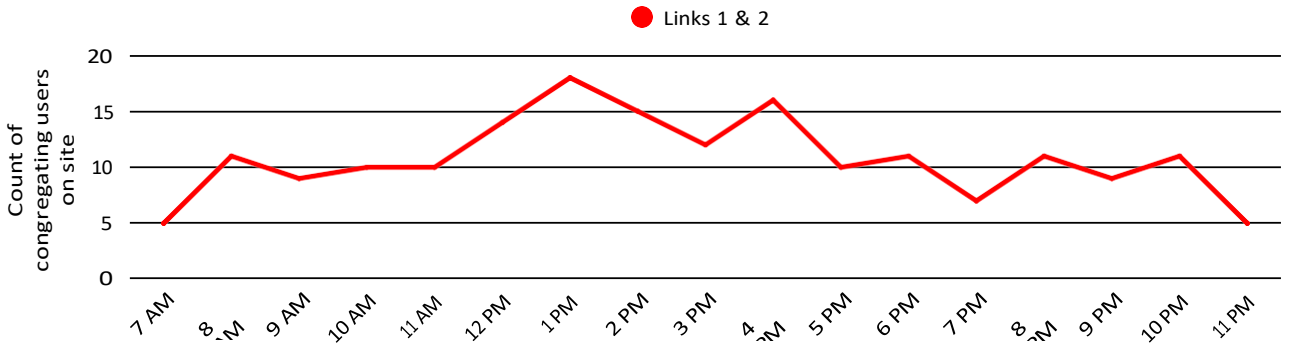


SAFETY OBSERVATIONS

Location 4 presents greater safety challenges compared to location 3. It is the most segregated in character, yet records more severe interactions between user groups, particularly as cyclists are often released in waves by the traffic lights and tend to travel at speed across Upper Thames Street (point 2 to point 3). A key safety concern is the unofficial desire line, at the southern end, used by cyclists travelling southbound on Queen Street bypassing lights at the junction with Upper Thames Street if they are turning west onto Upper Thames Street. This directly conflicts with pedestrians who have a green light to cross at point 1. When lights change, several instances were observed of cyclists attempting to proceed while pedestrians were still crossing. Additionally, bell use was most frequent here, indicating moments of tension. Although east–west pedestrian conflict is limited due to the pavement ending on the western side of the site.

LAYOUT

Average daily counts of users congregating on site



LAYOUT OBSERVATIONS

This site is the most segregated of the three shared spaces, with cyclists and pedestrians generally occupying distinct zones, although this segregation is more behavioural than formal. Cyclists move quickly, often in waves released by the traffic lights, while pedestrians tend to hug the walls or avoid the central space when bikes are present. The central zone functions as a pedestrian crossing, with people pausing to look left and right before stepping out, and stepping into the centre only when the path is clear.

Pedestrian east–west flows are minimal because the pavement ends on the western side, limiting cross-movement in that direction. However, the current layout still enables cyclists to enter the pedestrian zone to turn right and avoid the junction. Minor design adjustments to the bollard placement or surface cues could discourage this movement while maintaining permeability for all users.

LAYOUT OBSERVATIONS CONTINUED

The site lacks shared-space signage, leaving its function ambiguous. While the bike stop line and lights generally work well holding cyclists back and keeping the pavement clear for pedestrians, tensions arise when lights change and cyclists attempt to proceed while pedestrians are still crossing. Tourists stopping to take photos and pedestrians checking phones rather than using embedded markers further disrupt the flow.

The layout supports functional segregation, but the lack of clear visual cues and the presence of informal desire lines generate occasional conflict and uncertainty for both pedestrians and cyclists.

USER AWARENESS OBSERVATIONS

Observations indicated a general lack of awareness regarding the shared nature of the space. There were no visible signs or markings to communicate that pedestrians and cyclists were meant to coexist. As a result, cyclists treated the space as a dedicated route, while pedestrians viewed it as a crossing point, often exercising caution before stepping in. The absence of wayfinding cues, such as directional signs or clear surface markings, contributed to confusion, particularly among tourists and first-time visitors. Several pedestrians appeared lost or distracted, sometimes stopping mid-route to check phones or take photographs. Certain areas, such as the central section used by faster-moving cyclists, were largely avoided by pedestrians, suggesting perceived danger or discomfort.

ACCESSIBILITY OBSERVATIONS

The layout and user behaviour together influenced accessibility across the space. While cyclists could move efficiently when the lights turned green, pedestrians with mobility challenges or slower reaction times would find it difficult to navigate the space safely. The speed and dominance of cyclists effectively reduced accessibility for vulnerable users. Physical obstacles such as bollards and the large concrete planters, although intended to organise movement, sometimes constrained pedestrian flow. The absence of clear separation markings and tactile surfaces may also hinder users with visual impairments, contributing to sections that feel impassable or unsafe at times.

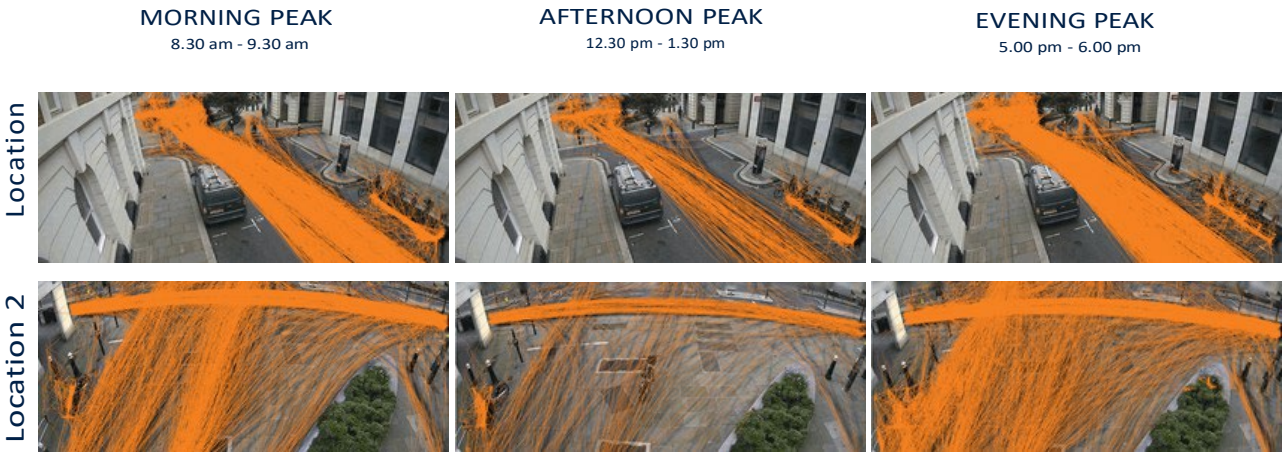
USEABILITY

Desire Lines for Pedestrians

Due to the high pedestrian volumes, a 30-minute interval during peak periods was selected to present the pedestrian desire lines more clearly.

At location 1, pedestrians primarily used the footpaths on both sides rather than the road. At location 2, movement was concentrated mainly along the western section of the pathway.

Desire Lines for Cyclists



Cycling activity at location 1 was concentrated along the road. At location 2, higher cyclist volumes were recorded along the eastern and central sections of the site. Lower levels of cycling activity were observed at both locations during the afternoon peak compared to the morning and evening peaks.

USEABILITY OBSERVATIONS

Desire lines within the space indicate a predominant north–south pedestrian flow, alongside consistent cycling movements. Cyclists frequently used a route that enabled a westbound turn onto Upper Thames without waiting at the signal, forming an informal desire line that intersected with pedestrians crossing during their green phase. When cyclists were present in the central area, pedestrians tended to move around the perimeter and entered the central space only when gaps were available, resulting in a spatial pattern that functioned as de facto segregation rather than shared use. While the layout supports continuous cycling movements, observations show reduced pedestrian comfort levels and constrained accessibility in the central section, limiting the effective usability of the space for all user groups.

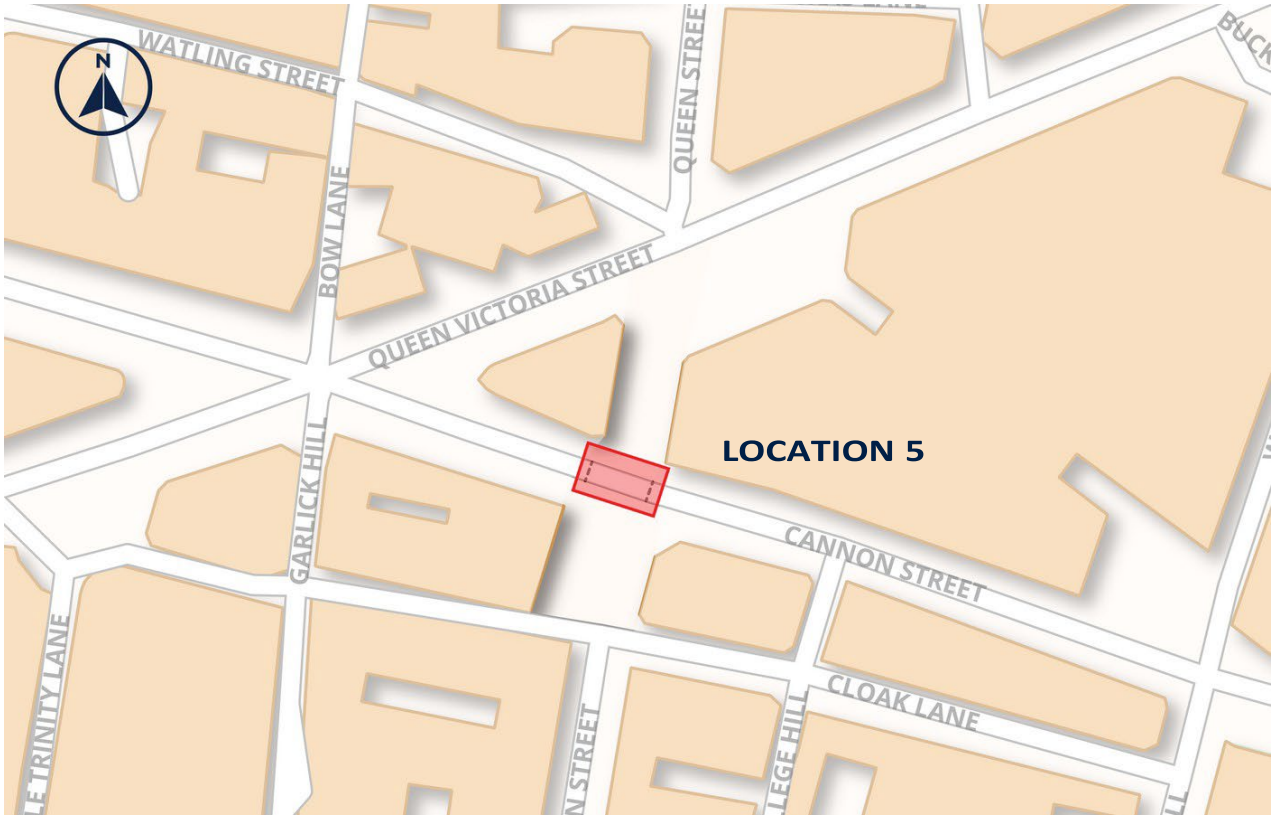
RECOMMENDATIONS

The observed site presents several opportunities to improve safety, circulation, and user experience:

1. **Introduce Clear Shared-Space Signage and Surface Markings** -Install visible signs and ground markings that communicate the shared nature of the space and remind cyclists to yield to pedestrians.
2. **Redesign or Manage the Cyclist Desire Line** - Discourage the informal right-turn shortcut used to bypass traffic lights and create a formal, safe turning route separated from pedestrian crossings.
3. **Implement Speed-Calming Measures for Cyclists** - Use subtle design features, such as textured surfaces or narrowed approaches, to naturally reduce cyclist speeds near pedestrian zones.
4. **Enhance Pedestrian Accessibility and Comfort** - Introduce tactile paving, wider waiting areas, and ensure gentle, well-aligned level transitions at crossings. Remove unnecessary obstacles to support safer movement, especially for vulnerable users.
5. **Improve Junction Signalling and Crossing Coordination** - Adjust signal timings to ensure pedestrians complete crossings safely before cyclists are released; consider a short clearance phase between signal changes.
6. **Activate Behavioural and Awareness Campaigns** - Launch signage, digital messages, or temporary installations promoting shared-space etiquette, considerate cycling, and mutual respect during peak hours.

LOCATION 5 - CANNON ST TOUCAN CROSSING

SITE OVERVIEW MAP (DATA COLLECTION)



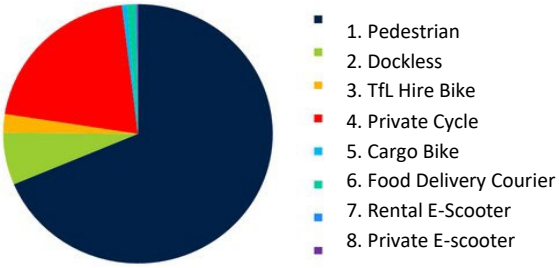
OBSERVATIONS AND DATA REVIEW

Cannon Street is a key east to west road that experiences frequent vehicle traffic from the busy Monument Station area. The crossing facilitates north-south pedestrian and cycle movements, particularly those coming to and from Cannon Street and Mansion House stations.

Site observations were carried out during a brief period of rain followed by sunny weather for the remainder of the observation period.

COMFORT

Composition of All User Classes:



Proportion of Pedestrians to Cyclists/Scooters:

68.6% Pedestrians

31.4% Cyclists and Scooters

Class		

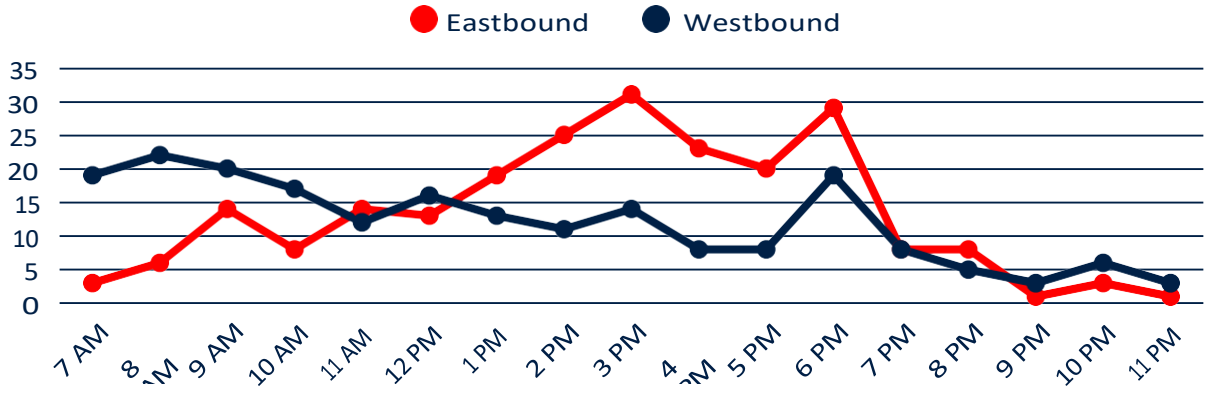
The average daily user count over the survey period was 14,363. Pedestrians were the most common at **68.6%** (9,859), followed by private cycles at **20.6%** (2,964).

SAFETY

On daily average, a total of **431** obstructions were recorded. Among these, **227** were in eastbound (EB) direction and **204** in westbound (WB) direction.

Hourly interval analysis show that in the westbound direction, there were significantly more obstructions in the morning, particularly during the 7am-8am peak period. In contrast, more obstructions were recorded in the eastbound direction during the afternoon hours.

Average daily count of **obstructions** by direction:

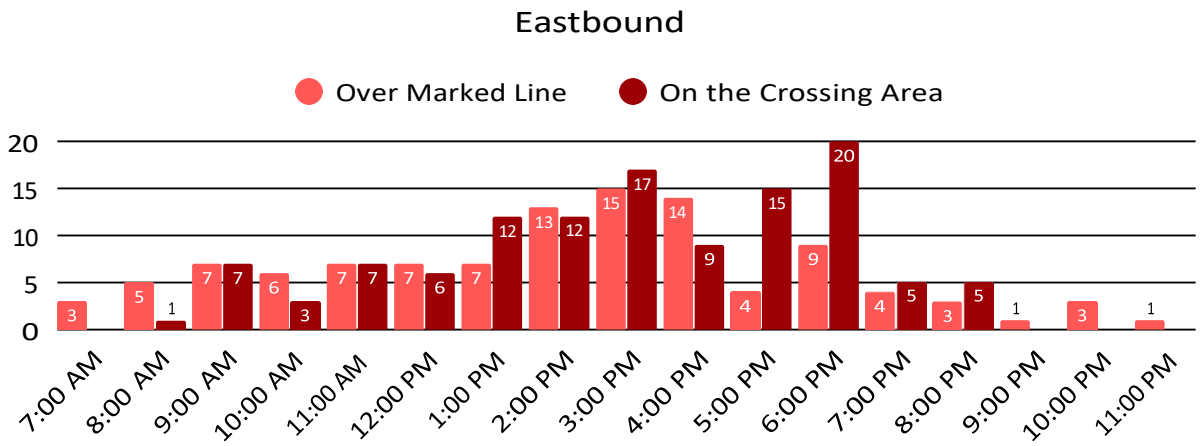


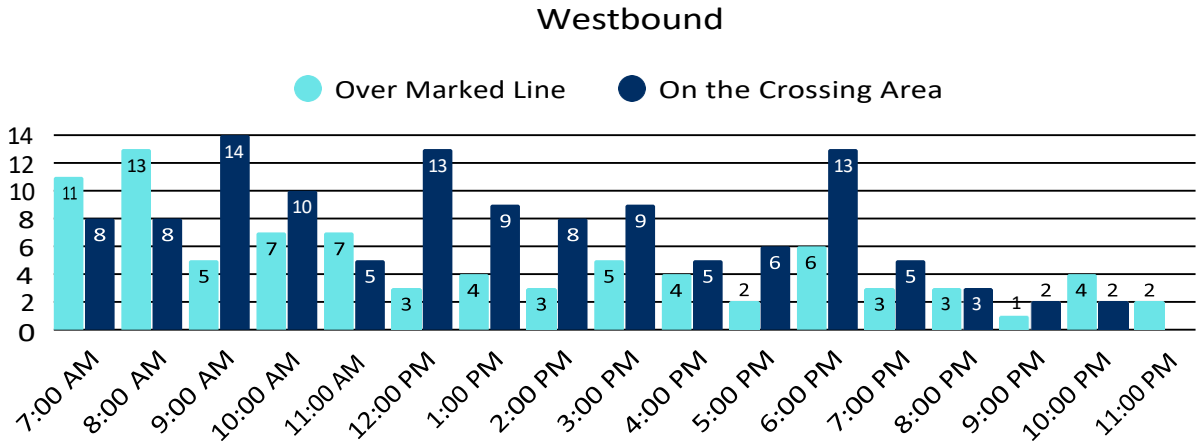
SAFETY OBSERVATIONS

Obstruction of crossings by vehicles significantly compromised safety for both pedestrians and cyclists. Parked or stopped vehicles block sightlines, making it difficult for people to see or be seen when crossing. This increases the risk of collisions and near misses, particularly for vulnerable users such as children or those with mobility impairments. For cyclists, obstructions can cause sudden lane changes and conflicts with pedestrians, while for pedestrians they undermine priority and confidence in using the crossing. Overall, blocked crossings disrupt predictable movement, heighten risk, and reduce the perceived safety and accessibility of the area.

SEVERITY OF OBSTRUCTIONS BREAKDOWN

- Over Marked Line - refers to instances when vehicle has stopped over the white marked line on the lane during the Red Man.
- On the Crossing Area - refers to instances when vehicle has stopped on the area of the crossing itself during the Red Man.

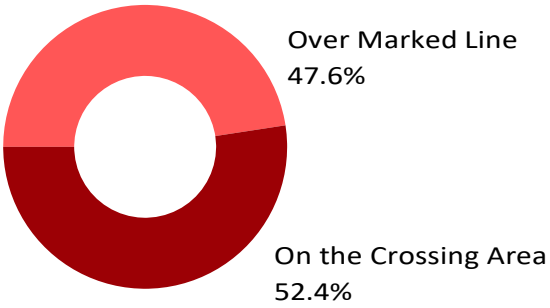




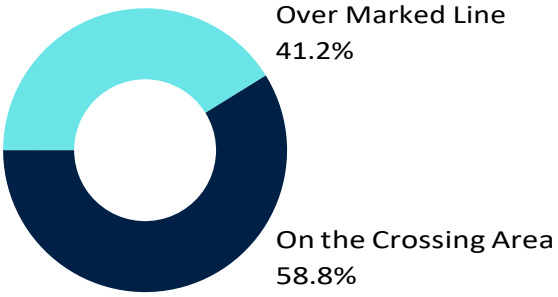
Average daily counts of obstructions:

Obstruction type	Eastbound	Westbound	Total
Over Marked Line	108	84	**192**
On the Crossing Area	119	120	**239**
All Obstructions	**227**	**204**	**431**

Eastbound



Westbound



In both directions, there were more On the Crossing Area obstructions than Over Marked Line obstructions (**52.4%** in eastbound and **58.8%** in westbound direction).

INTERACTIONS

Throughout the three-day survey, a total of **8 interactions** were recorded. Among these, **3** fall into grading **A** (early change of direction or slowing down), **4** into grading **B** (negotiation or inconvenience), and **1** into grading **E** (sudden stop).

7 of these interactions ocurred between pedestrians and cyclists, and **1** between two cyclists.

Total number of interactions across 3 days:

3

A - Early change of direction or slowing down

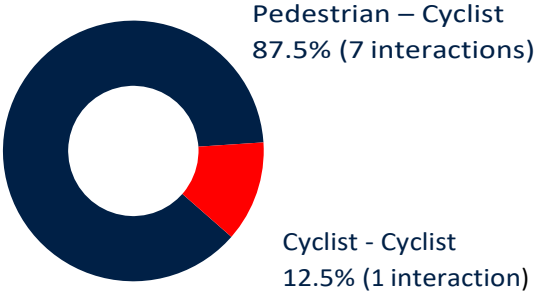
4

B - Negotiation or inconvenience

1

E - Sudden stop

Interactions between user classes:

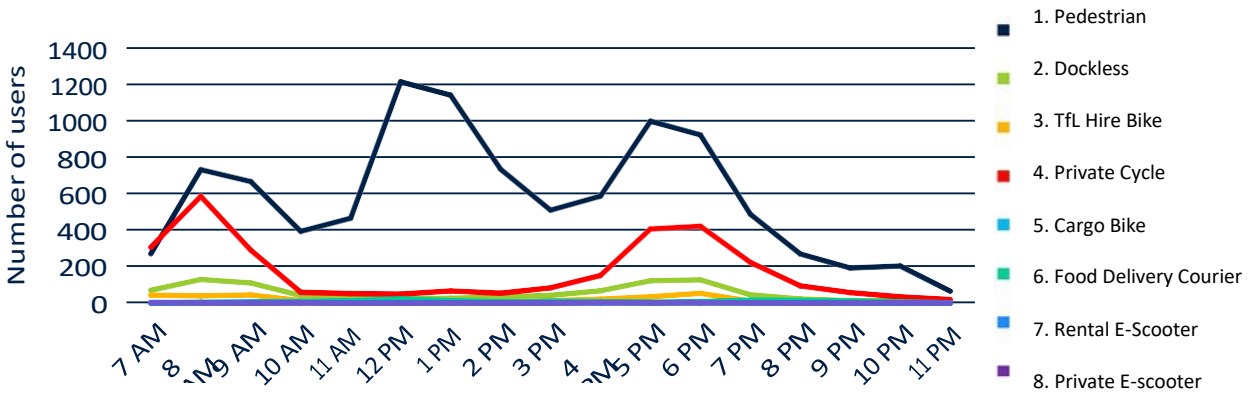


LAYOUT OBSERVATIONS

The crossing is a broad, shared space used by both pedestrians and cyclists to cross Cannon Street. It comfortably accommodates high pedestrian volumes, with good accessibility features including extensive tactile paving and a raised carriageway that aligns with the pavement to support users with mobility aids or wheeled devices. However, the absence of a designated cycle lane or waiting area creates points of conflict between pedestrians and cyclists, particularly when the crossing becomes obstructed by vehicles and both groups attempt to navigate through limited gaps. Providing a clearer spatial distinction or marked cycle zone would help reduce these conflicts and improve overall safety and comfort.

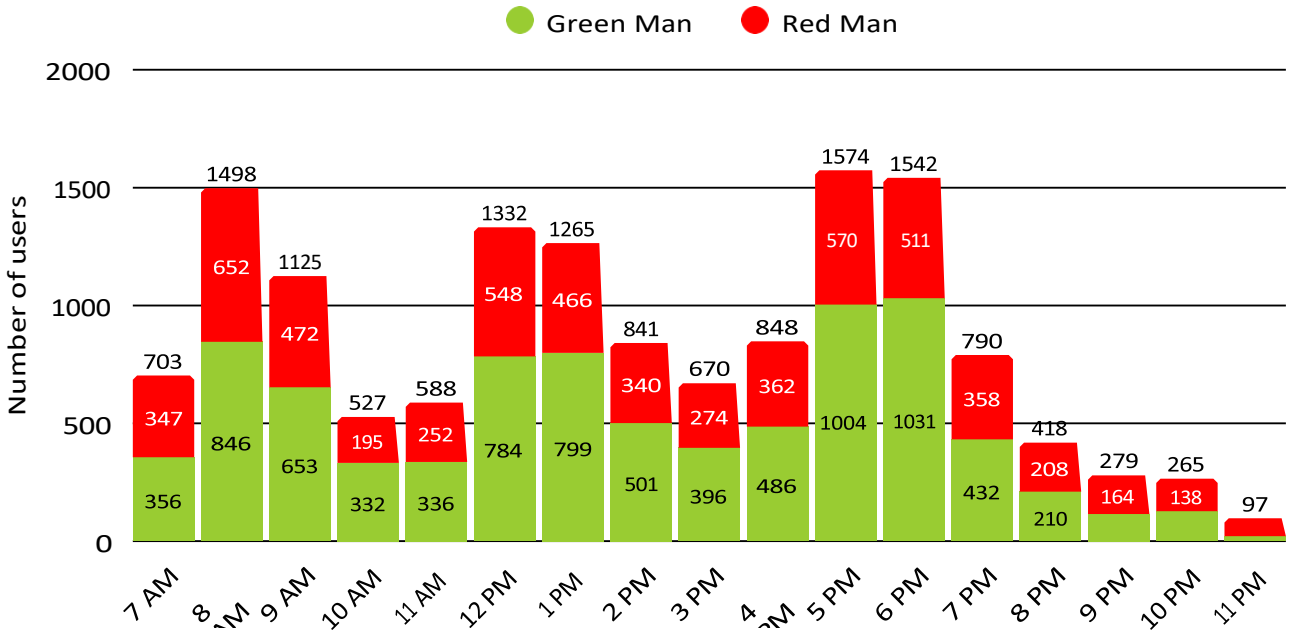
Hourly interval analysis reveals clear peak hours for all classes at **7am-8am** and **5pm-6pm**. Notably, pedestrian volumes peak around **12pm** as well, while volumes for other classes remain at their lowest during this time.

Daily Average Volumes of users by class throughout the day:



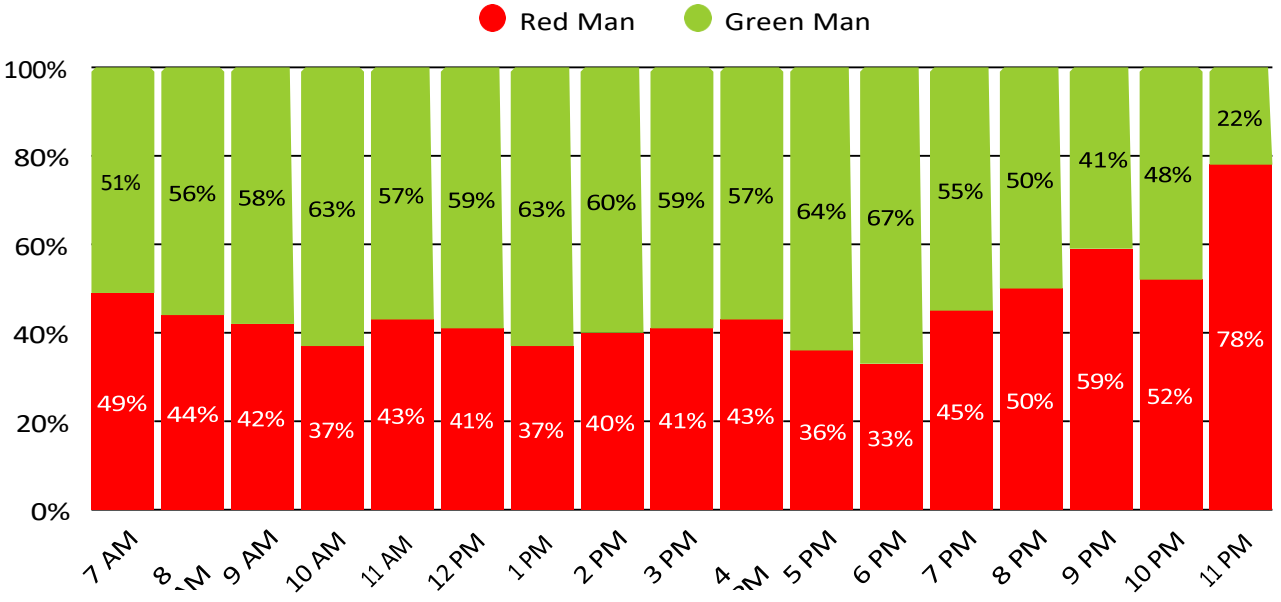
Crossing on Green Man / Red Man

Daily average volumes of all users by Green Man & Red Man throughout the day:

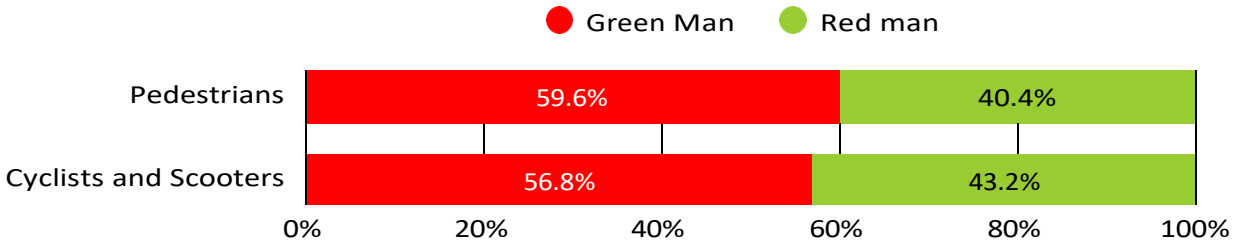


Overall, majority of users (**59%**) use the crossing during the Green Man. **41%** of users used the crossing during the Red Man. The hourly analysis reveal highest percentage of users crossing during Red Man at **11pm** (**78%**) and lowest at **6pm** (**33%**).

Percentages of daily average volumes of all users by Green Man & Red Man throughout the day



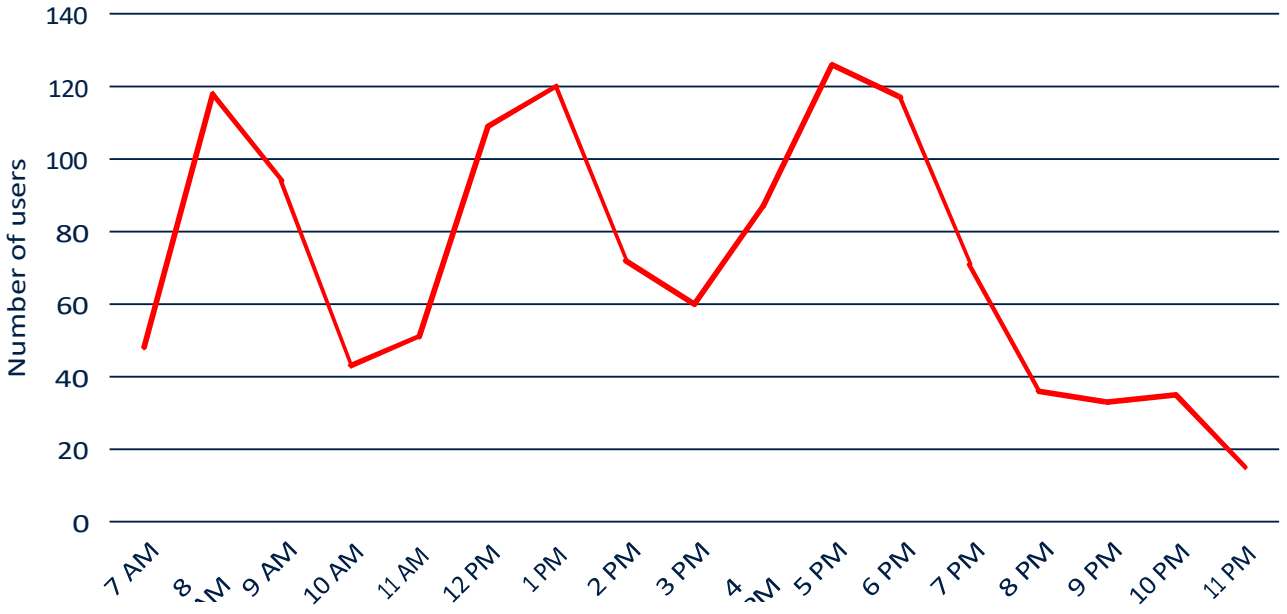
Pedestrians are slightly more likely to use the crossing during the Red Man compared to cyclists and scooters (**59.6%** and **56.8%**, respectively).



Waiting at Red Man

Three peaks - at **8am**, **1pm**, and **5pm** - can be noticed throughout the day, when the number of users waiting at the crossing during the Red Man reaches its highest levels—**118**, **120**, and **126** users per hour, respectively.

Daily average count of all users waiting at Red Man crossing throughout the day:



CYCLE TRACKING

Among cyclists, the predominant class is private cycles, accounting for **58.5%** of the daily volume (**4,970**), followed by rental e-bikes at **24.3%** (**2,068**).

Daily average volumes of cyclists/scooters by class:

Class	Average Daily Volume	Percentage
TfL Hire Bike	682	8.0%
Private Cycle	4,970	58.5%
Cargo Bike	170	2.0%
Food Delivery Courier	544	6.4%
Dockless	2,068	24.3%
Rental E-Scooter	33	0.4%
Private E-Scooter/Scooter	34	0.4%
Average Daily Total	**8,500**	**100%**

Most used directions by cyclists are **A to C** (**2,371** users per day) and **C to A** (**2,347** users per day). These are followed by **D to B** and **B to D** directions with **1,246** and **1,139** users per day, respectively.

Movement directions ranked by daily average volume of all cyclist classes:

		Daily Average Volume

USER AWARENESS OBSERVATIONS

User awareness at the crossing appeared limited, particularly between pedestrians and cyclists sharing the space. Pedestrians were often unaware of approaching cyclists, leading to hesitation and near-conflicts as both attempted to cross simultaneously. In addition, spill-out from the adjacent pub further reduced the available crossing width, forcing pedestrians and cyclists to negotiate a narrower space.

The presence of people leaving nearby businesses, standing outside cafés, or drinking near the crossing reduces situational awareness and increases risk for both pedestrians and cyclists. Individuals who are distracted, socialising, or under the influence of alcohol are less likely to check for approaching cyclists before stepping into the shared space. This behaviour, combined with cyclists travelling at relatively high speeds, heightens the likelihood of sudden, unpredictable interactions. The informal gathering and movement in and out of adjacent premises also blur the functional boundaries of the crossing, creating a more chaotic environment where users are less attentive to one another and safety is compromised.

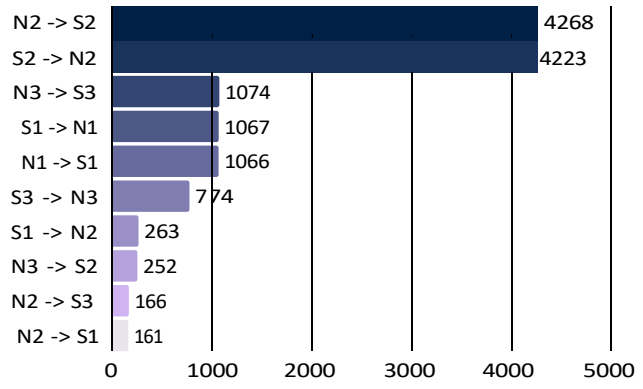
ACCESSIBILITY OBSERVATIONS

The crossing provides generally good physical accessibility, with level surfaces, tactile paving, and a raised carriageway that aligns with the pavement to support users with mobility aids, wheelchairs, or pushchairs. However, functional accessibility is often compromised by behavioural and spatial factors. Conflicts between pedestrians and cyclists, combined with vehicle obstructions that narrow the available space, can make crossing unpredictable and, at times, impassable for wheelchair users who cannot squeeze through restricted gaps. These challenges highlight the need for clearer spatial definition, better user guidance, and measures to prevent vehicle encroachment to ensure the crossing remains safe and accessible for all.

USEABILITY

N2 - S2 and S2 - N2 are most used directions with **4,268** and **4,223** users daily accordingly. These are followed by N3 - S3 (1,074) and S1 - N1 (1,066) movements.

Desire Lines - Top 10 Directions:



APPENDIX

APPENDIX

Location 1

Daily Average Counts and Percentages of Cyclists by Speed Ranges

Time	Counts of Cyclists						Percentages of Cyclists				
	0-5mph	5-10mph	10-15mph	15-20mph	20+mph	Total	0-5mph	5-10mph	10-15mph	15-20mph	20+mph
7 AM	4	54	26	21	0	106	3.8%	50.9%	24.5%	19.8%	0.0%
8 AM	23	101	43	48	3	218	10.6%	46.3%	19.7%	22.0%	1.4%
9 AM	13	76	51	33	2	175	7.4%	43.4%	29.1%	18.9%	1.1%
10 AM	7	28	13	10	0	57	12.3%	49.1%	22.8%	17.5%	0.0%
11 AM	3	29	13	11	0	56	5.4%	51.8%	23.2%	19.6%	0.0%
12 PM	4	26	23	20	1	73	5.5%	35.6%	31.5%	27.4%	1.4%
1 PM	7	36	18	15	1	77	9.1%	46.8%	23.4%	19.5%	1.3%
2 PM	4	29	19	13	1	65	6.2%	44.6%	29.2%	20.0%	1.5%
3 PM	7	39	12	11	0	69	10.1%	56.5%	17.4%	15.9%	0.0%
4 PM	7	57	24	20	1	108	6.5%	52.8%	22.2%	18.5%	0.9%
5 PM	17	88	36	37	4	182	9.3%	48.4%	19.8%	20.3%	2.2%
6 PM	20	108	42	45	1	217	9.2%	49.8%	19.4%	20.7%	0.5%
7 PM	10	69	28	18	1	126	7.9%	54.8%	22.2%	14.3%	0.8%
8 PM	6	39	16	16	1	78	7.7%	50.0%	20.5%	20.5%	1.3%
9 PM	4	19	12	8	0	43	9.3%	44.2%	27.9%	18.6%	0.0%
10 PM	1	7	7	3	0	18	5.6%	38.9%	38.9%	16.7%	0.0%
11 PM	3	8	6	4	0	22	13.6%	36.4%	27.3%	18.2%	0.0%
Total	140	814	390	331	17	1691	8.3%	48.1%	23.1%	19.6%	1.0%

Average Cycle Speeds by Links & Days

	Link 1				Link 2				Link 3				Average Speed
Time	02/09/2025	03/09/2025	04/09/2025	3-day Average	02/09/2025	03/09/2025	04/09/2025	3-day Average	02/09/2025	03/09/2025	04/09/2025	3-day Average	Across All Links
7 AM	17.20	16.10	16.95	16.75	10.61	10.95	10.06	10.54	9.63	13.20	9.76	10.87	12.72
8 AM	16.73	16.90	13.27	15.63	10.07	11.41	11.59	11.02	8.85	9.33	12.16	10.11	12.26
9 AM	13.14	19.35	15.96	16.15	9.64	12.46	11.44	11.18	10.14	11.37	10.66	10.72	12.68
10 AM	18.60	19.15	4.60	14.12	10.44	10.39	10.80	10.54	9.83	10.12	7.86	9.27	11.31
11 AM	17.90	14.68	14.08	15.55	11.27	9.38	10.09	10.25	10.69	10.14	9.08	9.97	11.92
12 PM	19.00	12.50	13.80	15.10	13.46	10.76	11.27	11.83	12.85	9.47	13.29	11.87	12.93
1 PM	/	15.60	8.60	12.10	9.88	12.30	10.60	10.93	11.52	11.21	8.93	10.55	11.19
2 PM	16.30	15.18	14.15	15.21	10.03	11.32	10.04	10.46	10.49	10.79	10.00	10.42	12.03
3 PM	10.28	16.20	11.61	12.70	10.16	10.23	9.74	10.05	7.65	8.65	9.61	8.64	10.46
4 PM	15.78	16.39	17.20	16.46	11.72	10.49	9.82	10.67	9.62	8.48	9.87	9.32	12.15
5 PM	15.50	10.35	14.84	13.56	10.60	12.20	9.20	10.67	10.74	10.94	8.94	10.21	11.48
6 PM	16.05	16.60	13.79	15.48	10.33	11.91	9.50	10.58	10.07	10.54	8.85	9.82	11.96
7 PM	18.50	/	8.88	13.69	9.99	11.09	9.74	10.27	9.42	10.27	8.39	9.36	11.11
8 PM	17.37	17.25	17.80	17.47	11.25	10.87	9.06	10.39	8.32	13.03	9.78	10.38	12.75
9 PM	/	/	16.13	16.13	11.14	11.71	9.91	10.92	9.19	9.42	9.75	9.46	12.17
10 PM	15.10	19.70	17.10	17.30	10.06	13.21	10.57	11.28	8.96	9.11	8.91	8.99	12.52
11 PM	/	15.80	13.90	14.85	10.30	9.32	10.20	9.94	11.04	8.79	11.13	10.32	11.70
Average	16.25	16.12	13.69	15.35	10.64	11.18	10.21	10.68	9.94	10.29	9.82	10.02	12.01

Counts of Interactions by Type

	3-Day Total Counts			3-Day Average Counts		
Hour Interval	1. Early and Considerate Avoidance	2. Considerate Give-Way	Total	1. Early and Considerate Avoidance	2. Considerate Give-Way	Total
7 AM	19	2	21	6	1	7
8 AM	48	3	51	16	1	17
9 AM	35	3	38	12	1	13
10 AM	5		5	2	0	2
11 AM	4	2	6	1	1	2
12 PM	13	1	14	4	0	4
1 PM	12	2	14	4	1	5
2 PM	7	1	8	2	0	2
3 PM	13	3	16	4	1	5
4 PM	16	5	21	5	2	7
5 PM	37	2	39	12	1	13
6 PM	36	6	42	12	2	14
7 PM	24	6	30	8	2	10
8 PM	4	1	5	1	0	1
9 PM	1	0	1	0	0	0
10 PM	0	0	0	0	0	0
11 PM	0	0	0	0	0	0
Total	274	37	311	91	12	103

APPENDIX

Counts of Congregating Users

	Link 1					Link 2					Link 3					Daily Total
Hour Interval	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	across all links
7 AM	4	2	5	4	11	5	0	4	3	9	5	3	5	4	13	11
8 AM	6	6	4	5	16	5	3	5	4	13	8	4	5	6	17	15
9 AM	8	8	12	9	28	5	5	5	5	15	6	8	6	7	20	21
10 AM	11	12	12	12	35	7	6	6	6	19	12	10	11	11	33	29
11 AM	9	16	9	11	34	7	10	9	9	26	4	8	11	8	23	28
12 PM	19	15	17	17	51	10	10	5	8	25	11	8	11	10	30	35
1 PM	14	15	18	16	47	6	11	7	8	24	12	9	11	11	32	34
2 PM	24	14	20	19	58	7	7	7	7	21	14	7	9	10	30	36
3 PM	13	32	40	28	85	7	8	9	8	24	10	10	12	11	32	47
4 PM	19	16	20	18	55	5	10	16	10	31	6	6	9	7	21	36
5 PM	17	8	21	15	46	7	7	17	10	31	7	5	13	8	25	34
6 PM	19	13	34	22	66	18	5	31	18	54	7	6	9	7	22	47
7 PM	21	15	21	19	57	17	12	19	16	48	7	4	7	6	18	41
8 PM	22	10	11	14	43	7	12	10	10	29	4	3	10	6	17	30
9 PM	10	24	8	14	42	8	15	31	18	54	1	4	6	4	11	36
10 PM	4	15	17	12	36	2	3	5	3	10	3	1	3	2	7	18
11 PM	10	3	8	7	21	6	2	4	4	12	0	2	0	1	2	12
Total	230	224	277	244	731	129	126	190	148	445	117	98	138	118	353	510

Counts of Users by Class

	Link 1					Link 2					Link 3					Daily Average
Class	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	Across All Links
1. Pedestrian	3,739	3,731	4,127	3,866	11,597	7,468	6,904	8,055	7,476	22,427	7,060	6,341	7,575	6,992	20,976	18,333
2. Rental E-Bike	20	19	41	27	80	213	165	209	196	587	213	159	208	193	580	416
3. TfL Hire Bike	1	1	-	1	2	95	41	63	66	199	104	47	56	69	207	136
4. Private Cycle/E-Bike	17	26	17	20	60	555	408	459	474	1,422	486	367	417	423	1,270	917
5. Cargo Bike	-	2	4	2	6	15	27	22	21	64	18	33	25	25	76	49
6. Food Delivery Courier	3	1	5	3	9	67	64	67	66	198	68	75	85	76	228	145
7. Rental E-Scooter	1	-	-	0	1	3	3	1	2	7	4	2	2	3	8	5
8. Private E-Scooter/Scooter	1	2	2	2	5	14	4	4	7	22	11	2	2	5	15	14
Total	3,782	3,782	4,196	3,920	11,760	8,430	7,616	8,880	8,309	24,926	7,964	7,026	8,370	7,787	23,360	20,015

Location 2

Daily Average Counts and Percentages of Cyclists by Speed Ranges

Time	Daily Average Counts of Cyclists						Percentages of Cyclists				
	0-5mph	5-10mph	10-15mph	15-20mph	20+mph	Total	0-5mph	5-10mph	10-15mph	15-20mph	20+mph
7 AM	2	21	43	66	1	133	1.5%	15.8%	32.3%	49.6%	0.8%
8 AM	6	21	44	83	1	155	3.9%	13.5%	28.4%	53.5%	0.6%
9 AM	5	34	62	101	1	202	2.5%	16.8%	30.7%	50.0%	0.5%
10 AM	3	14	30	45	0	92	3.3%	15.2%	32.6%	48.9%	0.0%
11 AM	2	12	31	50	1	96	2.1%	12.5%	32.3%	52.1%	1.0%
12 PM	2	11	29	47	1	90	2.2%	12.2%	32.2%	52.2%	1.1%
1 PM	3	14	28	43	0	87	3.4%	16.1%	32.2%	49.4%	0.0%
2 PM	3	23	34	47	0	106	2.8%	21.7%	32.1%	44.3%	0.0%
3 PM	3	15	31	44	1	93	3.2%	16.1%	33.3%	47.3%	1.1%
4 PM	3	23	39	56	1	123	2.4%	18.7%	31.7%	45.5%	0.8%
5 PM	4	19	45	78	2	148	2.7%	12.8%	30.4%	52.7%	1.4%
6 PM	5	28	73	103	0	209	2.4%	13.4%	34.9%	49.3%	0.0%
7 PM	17	64	101	168	0	351	4.8%	18.2%	28.8%	47.9%	0.0%
8 PM	10	36	71	123	2	241	4.1%	14.9%	29.5%	51.0%	0.8%
9 PM	3	15	31	48	1	98	3.1%	15.3%	31.6%	49.0%	1.0%
10 PM	2	8	21	32	0	64	3.1%	12.5%	32.8%	50.0%	0.0%
11 PM	1	6	13	22	0	42	2.4%	14.3%	31.0%	52.4%	0.0%
Total	73	364	724	1155	12	2328	3.1%	15.6%	31.1%	49.6%	0.5%

Average Cycle Speeds by Links & Days

	Link 1				Link 2				Link 3				Link 4				Average
Time	02/09/2025	03/09/2025	04/09/2025	3-day	02/09/2025	03/09/2025	04/09/2025	3-day	02/09/2025	03/09/2025	04/09/2025	3-day	02/09/2025	03/09/2025	04/09/2025	3-day	speed
7 AM	11.67	15.28	13.57	13.51	15.85	14.52	14.72	15.03	16.34	16.40	14.82	15.85	13.72	12.60	13.44	13.25	14.41
8 AM	13.19	15.68	16.20	15.02	13.96	15.11	14.62	14.56	16.37	16.83	15.89	16.36	12.42	12.94	13.14	12.83	14.69
9 AM	12.04	15.49	15.31	14.28	14.90	15.08	13.71	14.56	15.98	16.90	13.95	15.61	12.36	13.05	13.48	12.97	14.35
10 AM	13.23	13.90	16.54	14.56	9.46	12.69	13.79	11.98	16.09	15.59	16.37	16.02	12.41	13.48	11.93	12.61	13.79
11 AM	14.80	12.45	15.13	14.13	11.34	14.97	12.73	13.01	16.46	16.65	16.35	16.49	14.01	14.30	13.22	13.84	14.37
12 PM	14.78	14.94	15.17	14.96	13.14	13.25	12.12	12.84	15.89	16.54	16.29	16.24	13.50	13.60	14.10	13.73	14.44
1 PM	12.06	14.22	14.45	13.58	15.22	11.95	13.43	13.53	16.19	15.92	15.88	16.00	12.70	14.06	12.84	13.20	14.08
2 PM	10.76	11.18	12.68	11.54	11.31	12.50	12.03	11.95	16.71	16.47	16.85	16.68	12.79	13.55	11.47	12.60	13.19
3 PM	14.44	13.66	13.17	13.76	12.55	12.95	12.82	12.77	15.63	16.94	15.91	16.16	13.73	12.75	12.80	13.09	13.95
4 PM	13.27	12.69	10.86	12.27	16.61	14.76	14.49	15.29	16.47	16.84	16.29	16.54	12.86	12.76	12.88	12.83	14.23
5 PM	15.49	15.73	12.88	14.70	14.81	15.69	13.28	14.59	16.26	16.02	16.65	16.31	12.49	14.11	13.06	13.22	14.70
6 PM	14.40	15.44	13.53	14.46	13.94	14.31	14.90	14.39	16.02	16.41	15.88	16.11	12.80	12.30	12.42	12.51	14.36
7 PM	11.74	13.47	12.22	12.48	12.11	13.07	12.85	12.68	16.00	16.29	16.60	16.30	12.73	12.88	13.53	13.04	13.62
8 PM	12.60	13.18	13.10	12.96	13.34	15.20	14.06	14.20	16.34	16.19	16.67	16.40	14.15	13.46	13.60	13.73	14.33
9 PM	11.25	12.09	14.07	12.47	14.99	14.66	14.63	14.76	16.10	16.22	16.18	16.17	13.82	15.23	13.46	14.17	14.39
10 PM	11.98	13.64	12.47	12.70	15.41	14.39	13.18	14.33	16.82	16.05	16.20	16.36	13.23	15.41	13.86	14.17	14.39
11 PM	11.02	14.81	13.33	13.05	14.67	10.28	14.88	13.28	16.19	17.27	16.75	16.74	14.67	16.12	16.16	15.65	14.68
Total	12.86	13.99	13.80	13.55	13.74	13.85	13.66	13.75	16.23	16.44	16.09	16.25	13.20	13.68	13.26	13.38	14.23

APPENDIX

Counts of Interactions by Type

	3-Day Total Counts				3-Day Average Counts			
Hour Interval	A - Early change of direction or slowing down	B - Negotiation or inconvenience	E - Sudden stop	Total	A - Early change of direction or slowing down	B - Negotiation or inconvenience	E - Sudden stop	Total
07:00:00	71	1	0	72	24	1	0	25
08:00:00	97	2	0	99	32	1	0	33
09:00:00	81	3	0	84	27	1	0	28
10:00:00	15	1	0	16	5	1	0	6
11:00:00	16	1	0	17	5	1	0	6
12:00:00	18	0	0	18	6	0	0	6
13:00:00	71	0	0	71	24	0	0	24
14:00:00	51	0	0	51	17	0	0	17
15:00:00	45	0	0	45	15	0	0	15
16:00:00	61	0	0	61	20	0	0	20
17:00:00	89	1	0	90	30	1	0	31
18:00:00	147	8	1	156	49	3	1	53
19:00:00	75	0	0	75	25	0	0	25
20:00:00	27	1	0	28	9	1	0	10
21:00:00	7	0	0	7	2	0	0	2
22:00:00	4	0	0	4	1	0	0	1
23:00:00	1	1	0	2	1	1	0	2
Total	876	19	1	896	292	6	1	299

Counts of Congregating Users

	Link 1&4					Link 2&3					Daily Total
Hour Interval	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	across all links
07:00:00	34	17	24	25	75	26	12	15	18	53	**43**
08:00:00	46	23	49	39	118	59	21	42	41	122	**80**
09:00:00	66	52	67	62	185	68	49	44	54	161	**115**
10:00:00	63	47	55	55	165	88	62	69	73	219	**128**
11:00:00	47	32	44	41	123	47	53	64	55	164	**96**
12:00:00	43	53	33	43	129	28	52	73	51	153	**94**
13:00:00	61	27	71	53	159	78	41	138	86	257	**139**
14:00:00	52	59	73	61	184	63	84	144	97	291	**158**
15:00:00	71	69	33	58	173	41	95	174	103	310	**161**
16:00:00	44	36	27	36	107	70	138	260	156	468	**192**
17:00:00	65	42	17	41	124	192	101	749	347	1042	**389**
18:00:00	77	39	19	45	135	277	205	1187	556	1669	**601**
19:00:00	63	54	20	46	137	157	214	943	438	1314	**484**
20:00:00	39	59	13	37	111	78	155	736	323	969	**360**
21:00:00	38	21	18	26	77	69	110	417	199	596	**224**
22:00:00	17	16	17	17	50	17	133	305	152	455	**168**
23:00:00	13	19	20	17	52	6	21	75	34	102	**51**
Total	**839**	**665**	**600**	**701**	**2104**	**1364**	**1546**	**5435**	**2782**	**8345**	**3483**

Counts of Users by Class

	Link 1					Link 2					Link 3					Link 4					Daily
Class	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	Total across all
1. Pedestrian	41,173	40,766	44,775	42,238	126,714	18,518	17,483	20,731	18,911	56,732	38,656	44,095	43,165	41,972	125,916	42,817	39,280	44,668	42,255	126,765	**145,376**
2. Rental E-Bike	180	147	181	169	508	33	34	39	35	106	143	138	154	145	435	180	127	165	157	472	**507**
3. TfL Hire Bike	57	33	32	41	122	27	20	19	22	66	73	50	23	49	146	83	40	26	50	149	**161**
4. Private Cycle/E-Bike	352	308	360	340	1,020	151	126	168	148	445	360	305	338	334	1,003	308	300	316	308	924	**1,131**
5. Cargo Bike	18	20	5	14	43	3	4	4	4	11	14	18	8	13	40	16	17	9	14	42	**45**
6. Food Delivery Courier	108	121	100	110	329	98	126	85	103	309	120	134	94	116	348	118	141	101	120	360	**449**
7. Rental E-Scooter	7	4	3	5	14	3	2	2	2	7	6	7	1	5	14	1	6	2	3	9	**15**
8. Private E-Scooter/Scooter	7	7	1	5	15	7	1	5	4	13	11	3	6	7	20	9	4	3	5	16	**21**
Total	**41,902**	**41,406**	**45,457**	**42,922**	**128,765**	**18,840**	**17,796**	**21,053**	**19,230**	**57,689**	**39,383**	**44,750**	**43,789**	**42,641**	**127,922**	**43,532**	**39,915**	**45,290**	**42,912**	**128,737**	**147,704**

APPENDIX

Location 3

Daily Average Counts and Percentages of Cyclists by Speed Ranges

Time	Counts of Cyclists						Percentages of Cyclists				
	0-5mph	5-10mph	10-15mph	15-20mph	20+mph	Total	0-5mph	5-10mph	10-15mph	15-20mph	20+mph
7 AM	59	76	235	578	24	971	6.1%	7.8%	24.2%	59.5%	2.5%
8 AM	117	119	461	1072	38	1808	6.5%	6.6%	25.5%	59.3%	2.1%
9 AM	47	86	278	672	20	1102	4.3%	7.8%	25.2%	61.0%	1.8%
10 AM	31	20	82	187	5	325	9.5%	6.2%	25.2%	57.5%	1.5%
11 AM	25	17	82	169	4	298	8.4%	5.7%	27.5%	56.7%	1.3%
12 PM	14	15	91	206	5	330	4.2%	4.5%	27.6%	62.4%	1.5%
1 PM	10	13	99	201	4	327	3.1%	4.0%	30.3%	61.5%	1.2%
2 PM	13	12	71	175	4	275	4.7%	4.4%	25.8%	63.6%	1.5%
3 PM	20	18	92	233	6	370	5.4%	4.9%	24.9%	63.0%	1.6%
4 PM	35	41	161	358	18	614	5.7%	6.7%	26.2%	58.3%	2.9%
5 PM	76	82	377	853	32	1420	5.4%	5.8%	26.5%	60.1%	2.3%
6 PM	69	101	388	903	50	1512	4.6%	6.7%	25.7%	59.7%	3.3%
7 PM	26	49	203	490	24	792	3.3%	6.2%	25.6%	61.9%	3.0%
8 PM	5	9	114	258	5	391	1.3%	2.3%	29.2%	66.0%	1.3%
9 PM	2	8	77	185	5	277	0.7%	2.9%	27.8%	66.8%	1.8%
10 PM	0	2	54	119	2	177	0.0%	1.1%	30.5%	67.2%	1.1%
11 PM	1	1	31	64	2	99	1.0%	1.0%	31.3%	64.6%	2.0%
Total	**551**	**669**	**2897**	**6723**	**248**	**11088**	**5.0%**	**6.0%**	**26.1%**	**60.6%**	**2.2%**

Average Cycle Speeds by Links & Days

	Link 1				Link 2				Average speed
Time	02/09/2025	03/09/2025	04/09/2025	3-day Average	02/09/2025	03/09/2025	04/09/2025	3-day Average	across All Links
07:00:00	14.35	16.80	14.34	15.16	13.35	16.59	16.40	15.44	15.30
08:00:00	14.39	16.14	14.98	15.17	13.65	15.95	16.45	15.35	15.26
09:00:00	14.67	15.31	15.23	15.07	13.81	16.87	16.41	15.70	15.38
10:00:00	15.40	15.04	15.16	15.20	11.43	14.66	15.05	13.71	14.46
11:00:00	14.88	14.81	14.87	14.86	13.20	14.82	15.33	14.45	14.65
12:00:00	15.20	14.74	15.71	15.21	15.97	15.47	15.99	15.81	15.51
13:00:00	15.41	15.69	15.67	15.59	16.17	14.30	15.70	15.39	15.49
14:00:00	14.96	15.38	16.00	15.45	16.61	15.46	14.13	15.40	15.42
15:00:00	15.02	15.59	15.58	15.40	16.80	13.06	15.78	15.21	15.30
16:00:00	14.44	14.48	14.83	14.58	17.09	14.24	16.03	15.79	15.19
17:00:00	14.42	14.80	14.67	14.63	16.44	15.29	16.05	15.93	15.28
18:00:00	13.41	14.70	15.65	14.59	16.54	16.80	16.10	16.48	15.53
19:00:00	14.42	14.53	15.38	14.77	16.92	16.57	16.22	16.57	15.67
20:00:00	15.80	15.72	16.10	15.87	16.28	16.46	16.72	16.49	16.18
21:00:00	15.78	15.52	16.28	15.86	16.66	16.68	16.36	16.56	16.21
22:00:00	15.80	16.53	16.26	16.20	16.61	16.65	16.39	16.55	16.37
23:00:00	15.71	15.79	15.88	15.79	16.62	16.40	16.48	16.50	16.15
Total	**14.95**	**15.39**	**15.45**	**15.26**	**15.54**	**15.66**	**15.97**	**15.73**	**15.49**

Counts of Interactions by Type

	3-Day Total Counts				3-Day Average Counts			
Hour Interval	A - Early change of direction or slowing down	B - Negotiation or inconvenience	D - Late swerve/change of direction	Total	A - Early change of direction or slowing down	B - Negotiation or inconvenience	D - Late swerve/change of direction	Total
07:00:00	22	19	1	42	7	6	1	14
08:00:00	26	61	3	90	9	20	1	30
09:00:00	21	10	0	31	7	3	0	10
10:00:00	3	2	0	5	1	1	0	2
11:00:00	5	3	0	8	2	1	0	3
12:00:00	40	0	0	40	13	0	0	13
13:00:00	66	4	0	70	22	1	0	23
14:00:00	18	1	0	19	6	1	0	7
15:00:00	18	2	0	20	6	1	0	7
16:00:00	37	10	0	47	12	3	0	15
17:00:00	64	31	0	95	21	10	0	31
18:00:00	76	31	0	107	25	10	0	35
19:00:00	20	8	1	29	7	3	1	11
20:00:00	5	4	0	9	2	1	0	3
21:00:00	1	0	0	1	1	0	0	1
22:00:00	2	1	0	3	1	1	0	2
23:00:00	2	0	0	2	1	0	0	1
Total	**426**	**187**	**5**	**618**	**142**	**62**	**2**	**206**

APPENDIX

Counts of Congregating Users

	Link 1					Link 2					Daily Total
Hour Interval	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	across all links
07:00:00	5	1	7	4	13	6	4	2	4	12	**8**
08:00:00	6	6	7	6	19	8	10	8	9	26	**15**
09:00:00	13	5	12	10	30	14	10	8	11	32	**21**
10:00:00	14	15	21	17	50	9	27	9	15	45	**32**
11:00:00	9	16	19	15	44	16	15	12	14	43	**29**
12:00:00	15	16	23	18	54	22	20	14	19	56	**37**
13:00:00	19	15	33	22	67	18	14	10	14	42	**36**
14:00:00	13	20	36	23	69	13	21	21	18	55	**41**
15:00:00	14	51	13	26	78	11	25	9	15	45	**41**
16:00:00	24	47	31	34	102	10	18	14	14	42	**48**
17:00:00	10	42	173	75	225	19	16	19	18	54	**93**
18:00:00	45	120	335	167	500	16	13	12	14	41	**180**
19:00:00	26	163	359	183	548	17	9	12	13	38	**195**
20:00:00	28	80	261	123	369	14	12	16	14	42	**137**
21:00:00	16	43	150	70	209	11	12	19	14	42	**84**
22:00:00	14	19	94	42	127	7	19	22	16	48	**58**
23:00:00	6	4	34	15	44	5	3	9	6	17	**20**
Total	**277**	**663**	**1608**	**849**	**2548**	**216**	**248**	**216**	**227**	**680**	**1076**

Counts of Users by Class

	Link 1					Link 2					3-day average
Class	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	across all links
1. Pedestrian	14,007	12,194	15,136	13,779	41,337	10,866	9,700	13,335	11,300	33,901	**25,079**
2. Rental E-Bike	1,802	1,233	1,548	1,528	4,583	1,393	1,062	1,400	1,285	3,855	**2,813**
3. TfL Hire Bike	569	439	599	536	1,607	496	318	429	414	1,243	**950**
4. Private Cycle/E-Bike	4,226	3,117	3,336	3,560	10,679	3,522	2,385	2,669	2,859	8,576	**6,418**
5. Cargo Bike	119	134	118	124	371	89	107	98	98	294	**222**
6. Food Delivery Courier	330	425	400	385	1,155	203	249	229	227	681	**612**
7. Rental E-Scooter	30	41	21	31	92	19	23	19	20	61	**51**
8. Private E-Scooter/Scooter	23	22	30	25	75	21	21	24	22	66	**47**
Total	**21,106**	**17,605**	**21,188**	**19,966**	**59,899**	**16,609**	**13,865**	**18,203**	**16,226**	**48,677**	**36,192**

Location 4

Daily Average Counts and Percentages of Cyclists by Speed Ranges

Time	Daily Average Counts of Cyclists						Percentages of Cyclists				
	0-5mph	5-10mph	10-15mph	15-20mph	20+mph	Total	0-5mph	5-10mph	10-15mph	15-20mph	20+mph
07:00:00	10	188	445	482	14	1140	0.9%	16.5%	39.0%	42.3%	1.2%
08:00:00	53	420	731	856	21	2081	2.5%	20.2%	35.1%	41.1%	1.0%
09:00:00	37	227	445	539	5	1253	3.0%	18.1%	35.5%	43.0%	0.4%
10:00:00	14	84	123	149	2	371	3.8%	22.6%	33.2%	40.2%	0.5%
11:00:00	20	64	120	120	2	326	6.1%	19.6%	36.8%	36.8%	0.6%
12:00:00	14	84	128	125	3	353	4.0%	23.8%	36.3%	35.4%	0.8%
13:00:00	21	76	130	158	4	389	5.4%	19.5%	33.4%	40.6%	1.0%
14:00:00	10	63	122	132	2	329	3.0%	19.1%	37.1%	40.1%	0.6%
15:00:00	15	82	150	189	3	440	3.4%	18.6%	34.1%	43.0%	0.7%
16:00:00	28	141	228	299	19	714	3.9%	19.7%	31.9%	41.9%	2.7%
17:00:00	117	376	517	654	14	1678	7.0%	22.4%	30.8%	39.0%	0.8%
18:00:00	129	489	547	630	16	1810	7.1%	27.0%	30.2%	34.8%	0.9%
19:00:00	50	233	314	355	3	955	5.2%	24.4%	32.9%	37.2%	0.3%
20:00:00	12	81	166	216	1	476	2.5%	17.0%	34.9%	45.4%	0.2%
21:00:00	5	51	114	158	1	330	1.5%	15.5%	34.5%	47.9%	0.3%
22:00:00	1	23	79	102	1	206	0.5%	11.2%	38.3%	49.5%	0.5%
23:00:00	1	27	39	57	0	124	0.8%	21.8%	31.5%	46.0%	0.0%
Total	**537**	**2710**	**4397**	**5221**	**109**	**12975**	**4.1%**	**20.9%**	**33.9%**	**40.2%**	**0.8%**

Average Cycle Speeds by Links & Days

	Link 1				Link 2				Average speed
Time	02/09/2025	03/09/2025	04/09/2025	3-day Average	02/09/2025	03/09/2025	04/09/2025	3-day Average	across All Links
07:00:00	12.37	12.64	14.86	13.29	14.31	14.70	15.16	14.72	14.01
08:00:00	12.61	13.58	15.22	13.80	13.15	13.32	15.24	13.91	13.85
09:00:00	12.33	14.49	14.77	13.86	13.01	13.04	14.99	13.68	13.77
10:00:00	11.38	11.35	15.76	12.83	11.74	13.64	16.28	13.89	13.36
11:00:00	12.27	12.04	15.59	13.30	9.00	13.83	16.09	12.97	13.14
12:00:00	11.75	11.48	15.29	12.84	10.99	12.97	15.23	13.06	12.95
13:00:00	11.53	12.22	16.08	13.28	10.31	12.52	15.14	12.66	12.97
14:00:00	13.37	11.16	15.87	13.47	11.96	12.75	16.11	13.60	13.54
15:00:00	15.50	10.45	15.38	13.78	12.02	12.62	15.58	13.41	13.59
16:00:00	16.07	11.17	14.73	13.99	12.92	12.35	15.03	13.43	13.71
17:00:00	12.15	13.98	14.20	13.44	11.93	11.77	14.24	12.64	13.04
18:00:00	12.41	11.42	13.95	12.59	11.52	11.48	14.29	12.43	12.51
19:00:00	12.44	11.93	14.89	13.08	11.66	11.81	15.05	12.84	12.96
20:00:00	12.58	12.40	15.64	13.54	14.02	13.79	15.14	14.32	13.93
21:00:00	13.28	12.23	15.82	13.77	13.71	14.24	15.28	14.41	14.09
22:00:00	13.65	12.40	15.67	13.90	14.55	14.04	16.17	14.92	14.41
23:00:00	13.59	11.02	16.43	13.68	13.23	12.08	16.70	14.00	13.84
Total	**12.90**	**12.12**	**15.30**	**13.44**	**12.36**	**13.00**	**15.39**	**13.58**	**13.51**

APPENDIX

Counts of Interactions by Type

	3-Day Total Counts			3-Day Average Counts		
Hour Interval	A - Early change of direction or slowing down	B - Negotiation or inconvenience	Total	A - Early change of direction or slowing down	B - Negotiation or inconvenience	Total
07:00:00	5	14	19	2	5	6
08:00:00	15	84	99	5	28	33
09:00:00	4	24	28	1	8	9
10:00:00	2	5	7	1	2	2
11:00:00	0	1	1	0	1	1
12:00:00	2	5	7	1	2	2
13:00:00	9	1	10	3	1	3
14:00:00	1	0	1	1	0	1
15:00:00	4	0	4	1	0	1
16:00:00	5	3	8	2	1	3
17:00:00	7	23	30	2	8	10
18:00:00	1	22	23	1	7	8
19:00:00	1	1	2	1	1	1
20:00:00	0	1	1	0	1	1
21:00:00	1	1	2	1	1	1
22:00:00	0	1	1	0	1	1
23:00:00	0	0	0	0	0	0
Total	**57**	**186**	**243**	**19**	**62**	**81**

Counts of Congregating Users

	Link 1&2				
Hour Interval	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total
07:00:00	6	4	4	5	14
08:00:00	17	7	8	11	32
09:00:00	10	8	9	9	27
10:00:00	15	7	9	10	31
11:00:00	10	9	12	10	31
12:00:00	13	10	18	14	41
13:00:00	26	9	18	18	53
14:00:00	16	20	10	15	46
15:00:00	15	12	8	12	35
16:00:00	7	17	24	16	48
17:00:00	6	8	15	10	29
18:00:00	6	13	15	11	34
19:00:00	5	8	9	7	22
20:00:00	13	9	10	11	32
21:00:00	6	6	14	9	26
22:00:00		11	10	11	21
23:00:00	1	6	7	5	14
Total	172	164	200	179	536

Counts of Users by Class

	Link 1: Footpaths 1 + 2					Link 1: On Road					Link 2					3-day average across all
Class	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	02/09/2025	03/09/2025	04/09/2025	3-day Average	3-day Total	
1. Pedestrian	11,754	10,202	12,264	11,407	34,220	743	747	813	768	2,303	12,387	10,949	13,173	12,170	36,509	**24,344**
2. Rental E-Bike	3	2	1	2	6	1,670	1,189	1,526	1,462	4,385	1,780	1,286	1,535	1,534	4,601	**2,997**
3. TfL Hire Bike	1	-	-	0	1	716	435	638	596	1,789	809	472	603	628	1,884	**1,225**
4. Private Cycle/E-Bike	4	4	-	3	8	4,731	3,299	3,643	3,891	11,673	4,618	3,207	3,628	3,818	11,453	**7,711**
5. Cargo Bike	1	-	-	0	1	118	126	106	117	350	117	117	113	116	347	**233**
6. Food Delivery Courier	-	2	-	1	2	292	358	344	331	994	335	413	351	366	1,099	**698**
7. Rental E-Scooter	-	-	-	-	-	40	31	17	29	88	34	35	17	29	86	**58**
8. Private E-Scooter/Scooter	-	1	-	0	1	21	23	34	26	78	26	30	36	31	92	**57**
Total	11,763	10,211	12,265	11,413	34,239	8,331	6,208	7,121	7,220	21,660	20,106	16,509	19,456	18,690	56,071	**37,323**

APPENDIX

Location 5

Daily Average Counts of vehicles obstructing the crossing

Hour Interval	Eastbound			Westbound		
	Over Marked Line	On the Crossing Area	Total	Over Marked Line	On the Crossing Area	Total
7:00 AM	3	0	3	11	8	19
8:00 AM	5	1	6	13	8	22
9:00 AM	7	7	14	5	14	20
10:00 AM	6	3	8	7	10	17
11:00 AM	7	7	14	7	5	12
12:00 PM	7	6	13	3	13	16
1:00 PM	7	12	19	4	9	13
2:00 PM	13	12	25	3	8	11
3:00 PM	15	17	31	5	9	14
4:00 PM	14	9	23	4	5	8
5:00 PM	4	15	20	2	6	8
6:00 PM	9	20	29	6	13	19
7:00 PM	4	5	8	3	5	8
8:00 PM	3	5	8	3	3	5
9:00 PM	1	0	1	1	2	3
10:00 PM	3	0	3	4	2	6
11:00 PM	1	0	1	2	0	3
Total	**108**	**119**	**227**	**84**	**120**	**204**

3 - Day Total counts of interactions by Type:

Hour Interval	A - Early change of direction or slowing down	B - Negotiation or inconvenience	E - Sudden stop	Total
07:00:00	2			2
08:00:00		1		1
09:00:00				0
10:00:00				0
11:00:00				0
12:00:00				0
13:00:00				0
14:00:00			1	1
15:00:00		2		2
16:00:00				0
17:00:00	1	1		2
18:00:00				0
19:00:00				0
20:00:00				0
21:00:00				0
22:00:00				0
23:00:00				0
Total	**3**	**4**	**1**	**8**

APPENDIX

Counts of Users Congregating on Site:

Hour Interval	02/09/2025	03/09/2025	04/09/2025	3- day Average	3-day total
07:00:00	53	33	58	48.0	144
08:00:00	137	112	106	118.3	355
09:00:00	113	70	98	93.7	281
10:00:00	32	63	35	43.3	130
11:00:00	54	43	55	50.7	152
12:00:00	81	95	152	109.3	328
13:00:00	122	98	140	120.0	360
14:00:00	50	95	70	71.7	215
15:00:00	58	44	78	60.0	180
16:00:00	61	122	79	87.3	262
17:00:00	134	90	153	125.7	377
18:00:00	128	84	139	117.0	351
19:00:00	59	55	98	70.7	212
20:00:00	29	28	50	35.7	107
21:00:00	39	24	35	32.7	98
22:00:00	39	33	32	34.7	104
23:00:00	13	7	24	14.7	44
Total	**1202**	**1096**	**1402**	**1233.3**	**3700**

Volumes of Users by Days and Classes

Class	02/09/2025	03/09/2025	04/09/2025	3-day Average	3 -day Total	Percentage
1. Pedestrian	9222	9414	10940	9,859	29576	68.6%
2. Rental E-Bike	996	727	1080	934	2803	6.5%
3. TFL Hire Bike	403	212	378	331	993	2.3%
4. Private Cycle/E-Bike	3580	2606	2706	2,964	8892	20.6%
5. Cargo Bike	91	111	76	93	278	0.6%
6. Food Delivery Courier	85	154	199	146	438	1.0%
7. Rental E-Scooter	19	18	19	19	56	0.1%
8. Private E-Scooter/Scooter	8	26	19	18	53	0.1%
Total	**469**	**421**	**402**	**14,363**	**1292**	**100%**

Daily Average Volumes by class and hour intervals

Hour Interval	1. Pedestrian	2. Rental E-Bike	3. TFL Hire Bike	4. Private Cycle/E-Bike	5. Cargo Bike	6. Food Delivery Courier	7. Rental E-Scooter	8. Private E-Scooter/Scooter	All classes
07:00:00	271	71	44	307	4	1	1	3	**703**
08:00:00	732	130	40	586	5	3	2	1	**1498**
09:00:00	667	111	45	291	7	4	1	0	**1126**
10:00:00	394	42	14	60	9	5	2	1	**527**
11:00:00	466	30	13	53	12	13	0	0	**588**
12:00:00	1214	25	8	50	12	23	1	0	**1333**
13:00:00	1141	27	5	67	11	13	1	1	**1265**
14:00:00	735	33	7	55	3	7	1	0	**841**
15:00:00	510	43	14	84	10	7	1	0	**670**
16:00:00	587	68	22	152	8	7	1	3	**848**
17:00:00	998	123	35	407	4	5	1	1	**1574**
18:00:00	923	128	54	422	2	9	3	2	**1543**
19:00:00	488	46	11	224	3	16	1	2	**790**
20:00:00	270	23	11	95	3	14	1	0	**418**
21:00:00	193	14	2	58	0	11	1	1	**279**
22:00:00	204	13	3	35	0	7	1	2	**265**
23:00:00	66	6	2	20	0	2	1	1	**97**
TOTAL	**9859**	**934**	**331**	**2964**	**93**	**146**	**19**	**18**	**14363**

Daily Average Volumes by Green and Red Man, by hour interval

Hour Interval	Green Man	Red Man	Total	% of Green Man	% of Red Man
07:00:00	356	347	703	51%	49%
08:00:00	846	652	1498	56%	44%
09:00:00	653	472	1126	58%	42%
10:00:00	332	195	527	63%	37%
11:00:00	336	252	588	57%	43%
12:00:00	784	548	1333	59%	41%
13:00:00	799	466	1265	63%	37%
14:00:00	501	340	841	60%	40%
15:00:00	396	274	670	59%	41%
16:00:00	486	362	848	57%	43%
17:00:00	1004	570	1574	64%	36%
18:00:00	1031	511	1543	67%	33%
19:00:00	432	358	790	55%	45%
20:00:00	210	208	418	50%	50%
21:00:00	115	164	279	41%	59%
22:00:00	127	138	265	48%	52%
23:00:00	21	76	97	22%	78%
TOTAL	**8430**	**5933**	**14363**	**59%**	**41%**

APPENDIX

Cycle Tracking - direction of movement ranked by daily average volumes of cyclists

TOP	Direction	3-day Average
1	A - C	2371
2	C - A	2347
3	D - B	1246
4	B - D	1139
5	D - C	472
6	C - D	348
7	B - C	247
8	C - B	171
9	B - A	67
10	A - B	60
11	D - A	16
12	A - D	13
13	D - D	2
14	A - A	1
15	B - B	1
16	C - C	1

Cycle Tracking - Counts of Cyclists by Class and Days

Class	02/09/2025	03/09/2025	04/09/2025	3-day Total	3-day Average
Cargo Bike	167	165	177	509	170
Food Delivery Courier	540	538	554	1,632	544
Private Cycle/E-Bike	5,905	4,225	4,780	14,910	4,970
Private E-Scooter/Scooter	46	24	33	103	34
Rental E-Bike	2,188	1,571	2,444	6,203	2,068
Rental E-Scooter	28	35	35	98	33
TfL Hire Bike	951	510	585	2,046	682
All Classes	**9,825**	**7,068**	**8,608**	**25,501**	**8,500**

Desire Lines - Direction of Movement Ranked by 3-Day Average Volumes

Direction	02/09/2025	03/09/2025	04/09/2025	AVERAGE
N2 -> S2	4613	3619	4571	4268
S2 -> N2	4873	3601	4194	4223
N3 -> S3	1057	899	1266	1074
S1 -> N1	873	939	1390	1067
N1 -> S1	1093	846	1260	1066
S3 -> N3	781	682	860	774
S1 -> N2	129	184	477	263
N3 -> S2	191	299	267	252
N2 -> S3	118	128	251	166
N2 -> S1	85	212	187	161
N1 -> S2	149	178	153	160
S2 -> N3	116	112	182	137
S3 -> N2	102	126	180	136
S2 -> N1	69	73	107	83
S2 -> Outside	57	30	13	33
S3 -> Outside	34	13	13	20
N1 -> Outside	12	19	5	12
N3 -> S1	10	10	13	11
S1 -> Outside	12	15	5	11
N2 -> Outside	7	12	4	8
S1 -> N3	6	10	6	7
N3 -> Outside	7	10	0	6
S3 -> N1	5	4	7	5
N1 -> S3	5	4	6	5
Outside -> N2	3	2	6	4
Outside -> N1	2	4	0	2
Outside -> N3	1	2	1	1
Outside -> S2	2	0	2	1
Outside -> S3	0	0	1	1
Total	**14412**	**12033**	**15427**	**13957**

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Date	*Action*	*Officer responsible*	*To be completed/ progressed to next stage*	*Notes/Progress to date*
04 February 2026	**King William Street Parapet**	Executive Director, Environment	Detailed design and feasibility for the parapet works due to be done in 2026.	TfL have confirmed on 30/01 that they are working on detailed design, and that this is due to be completed this year. The need to ensure the area is maintained and cleaned regularly was reiterated.
04 February 2026	**Bank**	Executive Director, Environment	Progress towards an Experimental traffic order to allow taxi access across Bank Junction	G5 Report was approved at P&T in February 2025. The ETO started on 28 July 2025. The first round of formal traffic data collection took place in November. Monitoring continues. Public consultation launched on 19 January 2026 and will close at the end of May.

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