



Planning and Transportation Committee

INFORMATION PACK 2

N.B: Members are asked to submit any questions on these items to the relevant author/Committee Clerk to be dealt with outside of the meeting.

Date: MONDAY, 22 JUNE 2026

Time: 1.45 pm

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

15. **TRANSPORT STRATEGY: 2025/26 ANNUAL REPORT, 2026/27 - 2030/31 DELIVERY PLAN AND CITY STREETS 2025 SUMMARY REPORT***
Report of the Executive Director, Environment.

For Information
(Pages 3 - 100)

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City of London Corporation Committee Report

Committee(s): Planning and Transportation Committee	Dated: 22 June 2026
Subject: Transport Strategy: 2025/26 Annual Report, 2026/27 – 2030/31 Delivery Plan and City Streets 2025 Summary Report	Public report: For Information
This proposal: delivers Corporate Plan 2024-29 outcomes	- Leading Sustainable Environment - Vibrant Thriving Destination - Flourishing Public Spaces
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:	Katie Stewart, Executive Director Environment
Report author:	Samantha Tharme, Head of Transport Strategy

Summary

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

This report presents the 2025/26 Annual Report which details progress with delivering the Transport Strategy (Appendix 1) and the Delivery Plan for 2026/27 – 2030/31 (Appendix 2). It also presents the City Streets 2025 Summary Report which highlights the key findings from the 2025 strategic traffic counts (Appendix 3).

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

Recommendation(s)

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

Main Report

Background

1. The second edition of the City of London Transport Strategy was adopted in July 2024 (link in Background Papers). The Strategy sets the framework for the design and management of transport and streets in the Square Mile to 2044.
2. Section 1 of this report provides an update on progress in delivering the Transport Strategy in 2025/26, this includes progress towards meeting the key targets set out in the strategy. Further details are provided in the Annual Report (Appendix 1). The Annual Report highlights key activity during 2025/26, a comprehensive update on all projects is available on request.
3. The Transport Strategy is supported by a five-year Delivery Plan. This provides details of current projects to deliver the Transport Strategy and is updated on an annual basis. Section 2 of this report highlights the main items in the Delivery Plan. The Delivery Plan for 2026/27 – 2030/31 is provided in Appendix 2.
4. Section 3 highlights the key findings from strategic traffic counts carried out in 2025. Further details are provided in the City Streets 2026 summary report (Appendix 3)

Section 1: Transport Strategy 2025/26 Annual Report

5. The Annual Report presenting the key projects and activities undertaken in 2025/26 is provided in Appendix 1. Progress on delivering the Transport Strategy includes:

Healthy Streets Plans

6. This year we adopted two Healthy Streets plans, Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan, and Fenchurch Street Area Healthy Streets Plan, bringing the total adopted to five. Plans for the Riverside, Bank & Guildhall, and Aldgate Tower & Portsoken areas are expected to be developed within the next two years.

Greening the City

7. Projects this year to deliver more greening and tree planting to support our corporate ambitions for climate action and biodiversity included completing projects at London Wall/Moorgate Oval, Little Trinity Lane, St Andrews Undershaft Churchyard, Bread Street and Knightrider Court.

Liverpool Street to Moorgate Station walking route.

8. A coordinated approach to planning and design has enabled the creation of a convenient, accessible and enjoyable walking and wheeling route between Liverpool Street station and Moorgate station.

St Paul's Gyratory transformation

9. Construction of the new highway layout at St Paul's Gyratory commenced in April 2025 and has been progressing well, with completion of this stage of the project expected in September 2026. After the highway changes are completed in September, King Edward Street will be closed and construction of Greyfriars Square will begin, enabled by the partial removal of the gyratory system.

Legible London signs and wayfinding.

10. A programme of updates to the City of London Legible London wayfinding system is underway. Most of the Legible London signs in the City are at least five years old and include outdated content. The first phase of updates was installed in November 2025, and to date, 80 signs and totems have been updated around the Barbican, St Paul's and Moorgate.

Reviewing shared spaces

11. A review of four locations where people walking, wheeling and cycling share street space was carried out. The study found that the number and severity of interactions between people walking and wheeling and cycling were low, particularly given the high volume of users.

Maintaining City Streets

12. In 2025/26, resurfacing took place at a range of busy and well-used locations, including Poultry and Cheapside, America Square, Finsbury Circus, Cannon Street, Giltspur Street, Old Jewry, Southampton Buildings, Billiter Street and Fenchurch Avenue, College Hill, Crosswall and Cornhill. These areas were carefully selected to ensure investment is targeted where it is needed most.

Reducing the impact of deliveries

13. This year, we have been working with Amazon and a participating Delivery Service Partners to pilot a last mile delivery bay on Snow Hill. The bay functions as a micro-consolidation hub, with packages transferred from a freight vehicle for delivery on foot.
14. Our partnership with the Zero Emissions Network is in the second of a three-year programme. Through this network, cargo bike grants were given to four City of London businesses, and a new public cargo bike share scheme was launched on Fann Street. Usage has been good in the first four months, with 48 bookings, 114 hours of ride time and 360km travelled.

Improving walking and wheeling experience.

15. A combination of measures helps to deliver an improvement for people walking and wheeling in the City, this includes City of London planning officers supporting delivery of the Transport Strategy by negotiating new walking

routes with planning applicants. A review of the operational hours of six pedestrian and cycle zones led to the hours when motor vehicle access is restricted being extended for longer in the evenings, from 6pm to 9pm.

16. We have created almost 1,000 square metres of additional pavement space this year, including through Section 278 agreements with developments such as 1 Leadenhall Street, 101 Moorgate and 1 Broadgate.

Working with City of London Police

17. We work closely with City Police to support Road Danger reduction initiatives and campaigns, and last year we hosted five 'Exchanging Places' events with the City Police and our partners from Speedy Services, FM Conway, and Business Improvement Districts, with over 650 people engaged at the events.
18. This year the Cycle Team have issued 2,463 Traffic Offence Reports and Fixed Penalty Notices, and seized 344 illegal electric cycles. This is part of their work conducting education and enforcement at priority locations. The Local Policing Team and Cycle Teams also security marked 552 cycles.
19. 13 adults were trained to Bikeability standard (6 to Level 1, 3 to Level 2 and 4 to Level 3). In addition, 24 Year 6 children received Bikeability training at Aldgate Primary School.
20. Cargo bike training sessions were delivered to 70 trainees to help encourage the safe use of cargo bikes for short distance freight trips in the City.

Progress against Transport Strategy key targets

21. The City of London Transport Strategy includes a set of key targets. These are tracked and reported against every two years. KPI data up to 2024 is set out in Table 1. 2025 data where relevant is also included. Data on numbers of people seriously injured on our streets is included for 2024 as we are awaiting verified collision data for 2025. A full report on collisions, injuries and Vision Zero will be produced later in the year.

Table 1. Transport Strategy Key Targets summary and progress

	Units	2017 Baseline	2022 Update	2024 Update	2025 Update	2030 Target	2044 Target
Reduction in motor vehicle traffic (24hr)	Motor vehicles	185k	137k (-26%)	122k (-34%)	*	139k (-25%)	93k (-50%)
Reduction in motorised freight vehicle volumes (24hr)	Freight vehicles	39k	34k (-14%)	31k (-21%)	*	33k (-15%)	27k (-30%)
Reduction in motorised freight vehicle volumes (peak periods)	Freight vehicles	18k	16k (-11%)	14k (-22%)	*	9k (-50%)	2k (-90%)
Number of people killed or seriously injured on our streets	Persons	54	59	58	<i>published in Sept</i>	<16	0
Number of km of pedestrian priority streets	Kilometres / % of all streets	25km / 25%	26.3km / 26%	27.8km / 28%	28.2km / 28%	35km / 35%	55km / 55%
Increase the number of people cycling (24hr)	People cycling	44k	47k (+7%)	75k (+70%)	*	66k (+50%)	88k (+100%)
Proportion of battery only electric vehicles (BEV) & all zero emission capable (ZEC) vehicles entering the City	n/a	X	BEV 9.7% ZEC 15.3%	*	BEV 17.6% ZEC 24%	90%	100%
People rating the experience of walking in the City as pleasant	n/a	10%	75%**	*	68%	35%	75%
People rating the experience of cycling in the City as pleasant	n/a	4%	36%**	*	50%	35%	75%

*data not available for year

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

Section 2: Transport Strategy Delivery Plan 2026/27 – 2031/32

22. The 2026/27 – 2031/32 Delivery Plan is provided in Appendix 2.

23. For projects, the Delivery Plan is structured around Healthy Streets Plan areas (including areas for which plans have not yet been developed). The Delivery Plan also includes sections on cycling infrastructure (and City-wide programme) and the Strategic Transport Programme.

24. Key projects and activities include:

- Continuation and completion of Phase 1 of the St Paul's Gyratory project to partially remove the gyratory system and deliver significant benefits for people walking, wheeling and cycling, along with transformational public realm improvements in the form of a new public square (Greyfriars Square).
- Reviewing an experimental change to the restrictions at Bank junction to allow taxi access between 7am and 7pm.
- Construction of transformation of Old Broad Street/Threadneedle Street, reallocation of space to people walking, wheeling and cycling, as part of pedestrian priority programme.
- Implementation of the public realm, greening and seating improvements on Cheapside.
- Beginning construction on improvements to Leadenhall Street.
- Undertaking public consultation on the options for the transformation Fleet Street.
- Implementation of improvements to the Fleet Street Courts and Lanes.
- Construction of public realm and highway improvements around Salisbury Square (associated with new Police and Courts facilities),
- Construction of Fann Street greening and sustainable drainage schemes.
- Development of Vision Zero safer streets schemes at Aldersgate/Beech Street/Long Lane junction; Ludgate Hill/Old Bailey junction; Aldgate High Street and Newgate Street.
- Commencement of work on Riverside Area, and separately Aldgate, Tower and Portsoken Healthy Streets Plans.
- Ongoing delivery of the Healthy Streets Minor Schemes programme.
- Third year of partnership programme as Zero Emission Network under Mayors Air Quality Fund to include rental cargo cycles and last mile hubs (across City of London and four neighbour boroughs). Working with residents and BIDs.
- Continuing the comprehensive update to Legible London, with installation of updated maps and signs.

Section 3: Traffic data and trends

25. The City Corporation has conducted a City-wide traffic survey roughly every two years in the Autumn since 1999 to better understand the levels and

patterns of traffic in the City. A series of Summer counts at the same locations but in alternating years has been undertaken now for three summer periods. The results of the latest strategic traffic counts, carried out in Summer 2025 is provided in the City Streets 2026 Summary Report (Appendix 3). Key findings include:

26. Travel patterns in the City of London continued to shift towards more people walking, wheeling and cycling in summer 2025. Compared to summer 2023, people cycling increased by 44% and walking and wheeling by 22% over a 24-hour period. These modes now account for 78% of all daytime trips and 87% during peak hours. Footfall reached 83% of pre-pandemic levels when compared to autumn 2019 counts.
27. Cycling growth has been pronounced over the past two years, with the biggest growth on dockless cycles, which now make up 31% of all observed cycles (up from 9% in 2023). Cargo cycle use has more than doubled since 2023, and people cycling now accounts for 45% of all vehicular traffic during the daytime. Overall the summer 2025 daytime counts showed more people cycling than motor vehicle activity on the road for the first time, reflecting the notable growth in people cycling in parallel with a gradual long term reduction in motor vehicles.
28. The general trend shows that motor vehicle traffic is decreasing in line with targets. Compared with 2023, total motor vehicle volumes recorded in summer 2025 decreased by 1% over a 24-hour period. During the daytime period (7am–7pm), motor vehicle volumes were 9% lower than in 2023, with the largest reductions observed in cars and private hire vehicles (-11%), taxis (-11%), motorcycles (-11%), and buses and coaches (-17%).
29. Progress against the City of London Corporation Transport Strategy traffic KPIs is measured using autumn traffic counts against a 2017 baseline. The latest autumn counts (2024) showed that cycling growth, overall traffic reduction and freight reduction are all currently ahead of their respective 2030 targets. Summer 2025 traffic volumes are broadly consistent with these trends.
30. Data relating to collisions and injuries on the streets of the Square Mile is published by DfT each September for the previous calendar year, and will be reported in late 2026.

Corporate & Strategic Implications

Strategic implications

31. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes:

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

Financial implications

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

Resource implications

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

Legal implications

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

Risk implications

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

Equalities implications

44. EQIAs are undertaken for all relevant projects that support the Transport Strategy.
45. The Transport Strategy includes an overarching proposal to embed inclusion in our approach to transport planning and delivery. Achieving this requires reaching a wide audience when engaging and consulting on projects. To monitor this, we are now reporting on the range of people responding to our consultations and comparing this against available data on the City community. The findings for public consultations carried out in 2025/26 are summarised in the Annual Report at Appendix 1.

Climate implications

46. Delivery of the Transport Strategy contributes to carbon reduction through reduction in motor vehicle use and a switch away from fossil fuel vehicles. Addressing climate resilience on our street network and in scheme delivery is now a feature of our schemes.

Security implications

22. There are no security implications associated with the documents presented in the report. Security implications associated with projects and initiatives are considered during the development those proposals.

Conclusion

23. This report summarises progress with delivering the Transport Strategy in 2025/26 and sets out the Delivery Plan for 2026/27 – 2031/32.
24. During the 2025/26 financial year we made good progress on a wide range of projects that contribute to making the Square Mile's streets and public spaces more attractive, accessible places for people to walk, wheel, cycle and spend time.
25. Progress on individual schemes and delivery dates are reported in the Annual Report in Appendix 1. The Delivery Plan for 2026/27 - 2030/31 is provided in Appendix 2.

Appendices

- Appendix 1: Transport Strategy Annual Report 2025/26
- Appendix 2: Transport Strategy Delivery Plan 2026/27 - 2030/31
- Appendix 3: City Streets 2026 Data Summary Report

Background Papers

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

Samantha Tharme

Head of Strategic Transportation
Department of Environment

T: 07542 228918

E: samantha.tharme@cityoflondon.gov.uk

City of London Corporation

Transport Strategy Annual Report

2025/26

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*Cover photo: London Wall/Moorgate Oval relandscaping project
(Katrina Campbell 2026)*

Introduction and executive summary

This report highlights progress and completion of work in 2025/26 to deliver the Transport Strategy. Progress against targets and a summary of achievements is followed by detail of transport and public realm projects. We also include City-wide strategic initiatives such the Vision Zero Action Plan and management of dockless cycle hire.

We started collecting traffic data in the summer of 2022 to complement the autumn counts that we have been undertaking since 1999. Summer and autumn counts are usually carried out in alternating years. Continuing the trends reported last year, there was another significant increase in walking, wheeling and cycling levels when comparing summer 2025 to summer 2023, with 44% more people cycling and 22% more people walking and wheeling. In summer 2025, people walking, wheeling and cycling made up 78% of all observed travel activity during the day and 87% during peak hours. Daily footfall in summer 2025 reached 83% of pre-pandemic levels. There was a 37% increase in walking levels between 6pm and midnight compared to summer 2023.

Most of the increase in cycling was from higher rates of dockless cycling (a threefold increase since 2023), with personal cycling, increasing by 3%. 5,000 cargo cycles were counted (more than double 2023) and 50% more people were observed using Santander Cycles compared to 2023.

Looking at long term in travel patterns between 1999 and 2025, we see a continuation of the trend of falling motor vehicle volumes while people cycling has increased sharply. Motor vehicle numbers fell by around 71% over the period while cycling volumes rose more than sevenfold. Notably the summer 2025 counts now show that the number of people cycling has overtaken motor vehicle volumes during the daytime (7am-7pm).

Our progress on developing and delivering Healthy Streets Plans includes a further two adopted plans, for the Barbican, Bunhill and Golden Lane and Fenchurch Street areas. This brings the total adopted to five, with a further three plans due to be progressed in the next two years.

We continue to look for opportunities to increase the amount of tree planting and greening within our street improvement schemes. As well as helping to create a more attractive public realm, greening and tree planting also helps meet our corporate ambitions for climate action and biodiversity. Five schemes were finished this year at London Wall/Moorgate Oval, Little Trinity Lane, St Andrews Undershaft Churchyard, Bread Street and Knightrider Court.

A coordinated approach to planning and projects is enabling the creation of new and improved walking and wheeling routes. One example is the enhancements to make the walk between Liverpool Street station and Moorgate station more convenient, accessible and enjoyable. This incorporates a step free route, a new crossing and Moorgate and tree planting and greening, including the refurbished Finsbury Circus Gardens. Beyond Moorgate, this route connects to the reopened Moorfields Highwalk and on to the Barbican.

Construction of the new highway layout at St Paul's Gyratory commenced in April 2025 and has been progressing well, with changes to traffic routing and the switch to two-way working due to complete in September 2026. This will enable the closure of the southern section of King Edward Street which will form part of the new Greyfriars Square.

A programme of updates to the Legible London wayfinding system is underway. Most of the Legible London signs in the City are at least five years old and include outdated content. The first phase of updates was installed in November 2025, and to date, 80 signs and totems have been updated around the Barbican, St Paul's and Moorgate.

This year, we have been working with Amazon and a participating Delivery Service Partners to pilot a last mile delivery bay on Snow Hill. The bay functions as a micro-consolidation hub, with packages transferred from a freight vehicle for delivery by porters, who deliver parcels around the City on foot, thus reducing the need to use vans. Other work on deliveries includes monitoring effectiveness of Delivery and Servicing plans for new developments, which obliges or encourages consolidation of deliveries.

Our partnership with the Zero Emissions Network is in the second of a three-year programme. Through this network, cargo bike grants were given to four City of London businesses, funded by the Mayors Air Quality Fund. Also as part of this programme a new public cargo bike share scheme was launched in November 2025 on Fann Street. Usage has been good in the first four months, with 48 bookings, 114 hours of ride time and 360km travelled.

We continue to work closely with City of London Police to support road danger reduction initiatives and campaigns. Last year we hosted five 'Exchanging Places' events with the City Police and our partners from Speedy Services, FM Conway, and Business Improvement Districts. These events provide the opportunity for people to experience the street from the point of view of what it is like to be a different street user, such as a lorry or van driver or a person with visual impairments.

This year the City Police's Cycle Team have issued 2,463 Traffic Offence Reports and Fixed Penalty Notices and seized 344 illegal electric cycles. This is part of their work conducting education and enforcement at priority locations. The Local Policing Team and Cycle Teams also security marked 552 cycles.



Photo: EGY Design

Little Trinity Lane

Traffic in the City

Change since summer 2023



44%

more cycling



22%

more walking



1%

fewer motor vehicles

We have started collecting data in the Summer in alternating years to complement the autumn counts that we have been undertaking since 1999. Continuing the trends reported last year from the autumn series, there was another significant increase in walking, wheeling and cycling comparing summer 2025 to summer 2023.

Walking, wheeling and cycling

Travel patterns in the City of London continued to shift strongly towards walking wheeling and cycling in summer 2025. Compared to summer 2023, people cycling increased by 44% and walking and wheeling by 22% over a 24-hour period, meaning these modes now account for 78% of all daytime trips and 87% during peak hours. Footfall reached 83% of pre-pandemic levels when compared to autumn 2019 counts.

Cycling growth has been pronounced over the past two years, with the biggest growth on dockless hire bikes, which now make up 31% of all observed cycles (up from 9% in 2023). Cargo cycle use has more than doubled since 2023, and people cycling now accounts for 45% of all vehicular traffic during the daytime. Overall cycling volumes recorded in the autumn counts increased more than sevenfold between 1999 and 2024, while motor traffic declined by around 71%, reflecting a long-term shift in travel behaviour. The summer 2025 daytime counts also showed more people cycling than motor vehicle activity on the road.

Motor traffic

The general trend shows that motor vehicle traffic is decreasing in line with targets. Compared with 2023, total motor vehicle volumes recorded in summer 2025 decreased by 1% over a 24-hour period. During the daytime period (7am–7pm), motor vehicle volumes were 9% lower than in 2023, with the largest reductions observed in cars and private hire vehicles (-11%), taxis (-11%), motorcycles (-11%), and buses and coaches (-17%).

Targets

Progress against the City of London Corporation Transport Strategy traffic KPIs is measured using autumn traffic counts against a 2017 baseline. The latest autumn counts (2024) show that cycling growth, overall traffic reduction and freight reduction are all currently ahead of their respective 2030 targets. Summer 2025 traffic volumes are broadly consistent with these trends.

	Units	2017	2022	2024	2025	2030	2044
		Baseline	Update	Update	Update	Target	Target
Reduction in motor vehicle traffic (24 hr)	Motor vehicles	185k	137k (-26%)	122k (-34%)	*	139k (-25%)	93k (-50%)
Reduction in motorised freight vehicle volumes (24hr)	Freight vehicles	39k	34k (-14%)	31k (-21%)	*	33k (-15%)	27k (-30%)
Reduction in motorised freight vehicles volumes (peak periods)	Freight vehicles	18k	16k (-11%)	14k (-22%)	*	9k (-50%)	2k (-90%)
Number of people killed or seriously injured on our streets	Persons	54	59	58	published in September	<16	0
Number of km of pedestrian priority streets	Kilometres / % of all streets	25km / 25%	26.3km / 26%	27.8km / 28%	28km / 28%	35km / 35%	55km / 55%
Increase the number of people cycling (24 hr)	Cycles	44k	47k (+7%)	75k (+70%)	*	66k (+50%)	88k (+100%)
Proportion of battery electric (BEV) vehicles & zero emission capable (ZEC) vehicles entering the City	n/a	2022 baseline	BEV 9.7% ZEC 15.3%	*	BEV 17.6% ZEC 23.9%	90%	100%
People rating experience of walking in the City as pleasant	n/a	10%	75%**	*	68%**	35%	75%

Table of annual Transport Strategy progress against Key Performance Indicators

*Data not available for year

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

*** BEV are now recorded as this is a higher standard for zero emission, and ZEC includes plug in hybrids

Three-year summary of project delivery achievements

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



4,000m²
of new
pavement space



41
new raised tables



4
new formal
pedestrian crossings



349
new seating spaces



114
new trees



1,300m²
of new green
planting and SuDS



586m
of new
cycle lane



322
new private cycle
parking spaces



851
new micromobility
parking spaces

Detailed three-year summary of transport and public realm project delivery achievements (2023/24 - 2025/26)

	Pavement widening (m/m²)	Trees	Planting and SuDS (m²)	Seating (capacity)	Cycle parking (capacity)	Micro-mobility parking (capacity)	Advanced stop lines	Cycle lanes (linear m)	Raised tables or carriage-ways	New formal crossings	Improved formal crossings	New or improved informal crossings
Healthy Streets Minor Schemes	8 / 42				13		2		26		3	25
Private cycle parking programme	5 / 10				200							
Micromobility parking programme						743						
Fleet Street Quarter seats and greening			7	60								
City Cluster Green Streets			60	40								
Cool Streets and Greening tree planting		37										
1 Broadgate S278					4				1			1
1 Leadenhall Street S278	150 / 120								1			2
101 Moorgate S278	99 / 85			9	10				1	1		
40 Leadenhall Street S278	50 / 60	3		12					1			
All Change at Bank	741 / 2186	11	17	38	13			324	2	1	8	3
Bevis Marks SuDS		4	185	10								
Bread Street			19	2								
Cannon Street Corssing									1	1		1
Finsbury Circus	127 / 240				42	72			4			4
Finsbury Circus Western Arm	50 / 375	5	150	25	12							
Jubilee Gardens		12	282	35								
King Street	150 / 192			3				150	1		1	2
King William Street Phase 1	167 / 248	11	10	9	20				1			1
Knightrider Court	8 / 24		17									
Leadenhall Street Transformation		2										
Little Trinity Lane		9	160	30								
London Wall/Moorgate Oval		3	350	10								
Mark Lane	30 / 60	2	5	10				40	2			
Middlesex Street Phase 2		6		5								
Moor Lane	70 / 116	6										
New Change Garden			25	25								
Ropemaker Street/Moorgate junction	79 / 251	2		8	8			72		1		
St Andrew Undershaft Churchyard		1	14	18								
Stonecutter Court S278						36						
Total	1734 / 4009	114	1301	349	322	851	2	586	41	4	12	39

Healthy Streets Plans

We are developing and delivering Healthy Streets Plans for eight areas covering the City. The plans provide a framework for improvements to the public realm and changes to traffic management, following the Healthy Streets Approach to put human health and experience at the heart of planning our streets.

This year we adopted two Healthy Streets plans, bringing the total in adopted to five. Progress continues on delivering the Healthy Streets Plans for the City Cluster, Fleet Street and Liverpool Street. Detail on specific projects is included in the Transport Strategy Delivery Plan. Plans for the Riverside, Bank & Guildhall, and Aldgate Tower & Portsoken areas are expected to be developed within the next two years.

Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan, May 2025

This plan is a joint endeavour between the City Corporation and the London Borough of Islington. After a public consultation in late 2024, the plan was approved in May 2025. Projects and proposals include enhancements to Moorgate and the Ropemaker Street junction, Moor Lane, Moorfields and Beech Street.

Fenchurch Street Area Healthy Streets Plan, December 2025

Following a consultation in the autumn the plan for the Fenchurch Street Area was approved in December. Priority projects identified within the plan include improvements on Fenchurch Avenue, America Square and Lloyds Avenue.



Lloyds Avenue visualisation

Greening the City

London Wall/Moorgate Oval

Relandscaping of the lawn was completed in June 2025. The project delivered new trees and climate resilient planting, the protection of the existing mature oak tree, a new pathway to Moorgate station, and additional seating.

Little Trinity Lane

Public realm enhancements at the southern end of Little Trinity Lane were completed in April 2025, including a raingarden, biodiverse and climate resilient planting, new trees, seating and repaving.

St Andrew Undershaft Churchyard

This relandscaping project completed in December 2025 has transformed the churchyard into a more welcoming, accessible and usable green space, including an irrigation system to capture rainwater from the church roof.

Bread Street

A rain garden and seating were installed in March 2026 to improve drainage, increase greening, and create a more attractive and accessible urban space.

Knight rider Court

As of March 2026, this previously underutilised space near St Paul's has been transformed into a more attractive, functional and accessible place, with reduced flood risk and increased climate resilience.



Photo: EGY Design

Little Trinity Lane

A walk from Liverpool Street to Moorgate

A coordinated approach to planning and projects has enabled the creation of a convenient, accessible and enjoyable walking route between Liverpool Street station and Moorgate station. Beyond Moorgate, the reopened Moorfields Highwalk (opened in 2024) connects the route to the Barbican.

Finsbury Circus Gardens

As part of a major City Gardens project completed in June 2025, the paths through the gardens have been improved and made more accessible.

Finsbury Circus

Complementing the garden transformation, there are now accessible crossings and wider pavements around the entrances to the gardens, and a raised carriageway at the junction with Blomfield Street. This project was completed in September 2025.

Finsbury Circus Western Arm

This street has been closed to motor vehicles since 2019 (to facilitate Crossrail works) and has now been transformed into a permanent new green public space with trees, planting and seating. It is connected to the gardens by one of the new raised tables. This project completed in May 2025.

Moorgate and Keats Place

The western arm links up with a new signalised crossing and wider pavements on Moorgate, and the reopened Keats Place passageway through the 101 Moorgate development, which leads to Moorfields. These improvements were completed in October 2025.



Photo: Katrina Campbell

Finsbury Circus Western Arm

Transforming St Paul's Gyratory

Construction of the new highway layout at St Paul's Gyratory commenced in April 2025 and has been progressing well, with completion of this stage of the project expected in September 2026.

The highway layout changes include the closure of the southern section of King Edward Street to traffic, the introduction of two-way traffic on Newgate Street and St Martin's Le Grand up to the junction with Angel Street, and the removal of a large traffic island at the south of the gyratory. Alongside this, there will be pavement widening, improved crossings, new cycle lanes and provision for northbound cycling on Aldersgate Street.

After the highway changes are completed in September, King Edward Street will be closed and construction of Greyfriars Square will begin, enabled by the partial removal of the gyratory system.

The name Greyfriars Square was approved in October 2025 and the final design for the square was agreed in December 2025. The design includes 3,500-square-metres of public space with trees, planting, rain gardens, seating, play features, lighting and artwork with historical references.

Greyfriars Square is programmed for completion in April 2027.



Greyfriars Square (St Paul's Gyratory) visualisation

Updating Legible London

A programme of updates to the City of London Legible London wayfinding system is underway. Most of the Legible London signs in the City were installed between 2019 and 2021, so are now at least five years old and include outdated content on the maps and directional panels.

The first stage of the programme will involve updates to the map panel artwork on 220 totems and wall-mounted signs and the installation of new signage at priority locations, including Moorfields, Globe View walkway and Fann Street. New signage will also be installed at all City managed public lifts to direct people to the nearest alternative step-free route in the event of a lift fault.

A review of the Legible London basemap was completed in July 2025, with over 100 individual changes made, including to building and business names, street layouts, and public toilets (including the new changing places toilet at the Barbican Centre). Ad-hoc updates to the basemap will continue throughout the programme as required.

A phased programme of artwork production and manufacturing commenced in August 2025, and the first phase of new map panels were installed in November 2025. To date, 80 signs and totems have been updated with new map panels, predominantly around the Barbican, St Paul's and Moorgate.

A second stage of work will review and complete required updates to directional information on any of the remaining 539 totems, wall-mounted signs and directional panels. The programme is expected to be completed in 2027.



Photo: Katrina Campbell

Legible London totem, Bank

Reviewing shared spaces

A review of four locations where people walking, wheeling and cycling share street space was carried out over three days in September 2025 to assess how these spaces function. The sites were Little Britain, Moorfields, Queen Street between Queen Victoria Street and Cloak Lane, and Queen Street between College Street and Upper Thames Street.

A combination of video surveys and on-site observations were used to gather information on the number of users, dwell time, speed, routing and conflict between users. Conflicts between people walking and wheeling and people cycling were ranked from "A" mildest severity (e.g. an early change of direction) to "H" most severe (a collision).

The study found that the number and severity of interactions between people walking and wheeling and cycling were low, particularly given the high volume of users, but that user comfort declined as the density and speed of people cycling increased.

Most users are familiar with and navigate the shared use spaces confidently, especially because they are used as regular commuting routes, and existing layouts are largely adapted to provide sufficient and accessible space. Tourists and first-time visitors may find the spaces more difficult to navigate, so minor interventions were recommended to improve awareness of the presence of other users to those who are less familiar.



Photo: Tim Le Rougetel

Queen Street shared space

Reducing impact of deliveries

Last mile delivery bay

This year, we have been working with Amazon and a participating Delivery Service Partner to pilot a last mile delivery bay on Snow Hill. The bay functions as a micro-consolidation hub, with packages transferred from a freight vehicle for delivery by porters, who deliver parcels around the City on foot. This reduces van use, motor vehicle kilometres, non-tailpipe emissions, and demand for kerbside space. The City Corporation are assessing the benefits and exploring whether this approach can be rolled out further.

Reducing deliveries to new developments

We have been working to establish a delivery and servicing monitoring system to monitor developments' compliance with their Section 106 Delivery and Servicing obligations. There are 122 buildings (built or approved) with an agreement that requires or encourages consolidation of their deliveries.

Cargo bike grants and cargo bike share scheme

Our partnership with the Zero Emissions Network is in the second of a three-year delivery programme. Through this network, cargo bike grants were given to four City of London businesses this year to support sustainable operations.

A new public cargo bike share scheme was launched in November 2025. The bike is located on Fann Street and available for hire by residents and businesses. The Shakespeare pub looks after the bike and ensures the battery is fully charged. In the first four months, there have been 48 bookings, 114 hours of ride time and 360km travelled.



Photo: Katrina Campbell

Last mile delivery bay

Maintaining the City's streets

Keeping the City's streets smooth and easy to use is vital for the safety and accessibility of people travelling in the Square Mile. Each year, we carry out a planned programme of resurfacing works to repair wear and tear and make journeys more comfortable.

In 2025/26, resurfacing took place at a range of busy and well-used locations, including Poultry and Cheapside, America Square, Finsbury Circus, Cannon Street, Giltspur Street, Old Jewry, Southampton Buildings, Billiter Street and Fenchurch Avenue, College Hill, Crosswall and Cornhill. These areas were carefully selected to ensure investment is targeted where needed most.

We also used this programme to try out more environmentally friendly ways of working. One example is a newer type of road surface on Giltspur Street, which is made and laid at lower temperatures than traditional materials. This means it produces less pollution while work is taking place. It also sets more quickly, meaning roads can usually reopen two to three hours sooner, reducing disruption for people travelling in the City. The material is strong and flexible, helping streets stay in good condition for longer, even in areas with heavy traffic.

We also undertake regular monitoring of our streets to identify and repair issues on both carriageways and pavements, allowing us to address defects early.

By combining planned maintenance with innovation, we are helping to create streets that are safer, accessible and more resilient for everyone.



Eldon Street

Improving the walking and wheeling experience

New walking routes

City of London planning officers are supporting delivery of the Transport Strategy by negotiating new walking routes with planning applicants. These new routes are crucial to ease crowding on some of the City's busiest streets and enhance the walking and wheeling experience as the City's workforce continues to grow, alongside rising numbers of residents and visitors. If connected together, the new and planned routes would be longer than the walk from Fleet Street to Aldgate.

Pedestrian zones review

In April 2026 we reviewed the operational hours of six pedestrian and cycle zones – Bow Lane, Watling Street, Carter Lane, Devonshire Row, Lime Street and Austin Friars. This has led to the hours when motor vehicle access is restricted being extended for longer in the evenings, from 6pm to 9pm. These changes better reflect their high use in the evenings, particularly during the summer months to ensure people walking and wheeling remain the priority in these areas.

Pavement widening

We have created almost 1,000 square metres of additional pavement space this year, including through Section 278 agreements with developments such as 1 Leadenhall Street, 101 Moorgate and 1 Broadgate.



Photo: James Newton

Carter Lane

Engaging a diverse audience

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

To monitor this, we are reporting on the range of people responding to our consultations and comparing this against available data on the City community. The findings for the public consultations carried out since 2024 are summarised below.

Public consultations in 2025:

- Aldgate to Blackfriars Cycleway
- Barbican, Bunhill & Golden Lane Healthy Neighbourhood Plan
- Leadenhall Street Transformation
- Fann Street Greening
- Fenchurch Street Healthy Streets Plan
- Temple Avenue

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

Disabled people

2021 Census data indicates that 12% of City residents are disabled, compared with 16% for London as a whole. Data on the number of disabled people working in the City of London is not currently available. Our consultation data shows that 11% of respondents identified as disabled, 81% did not, and 7% preferred not to say (based on 1,112 responses).

Age

According to the 2021 Census, 83% of City residents are aged 16 to 64. For our surveys, 86% of respondents were aged 18 to 64. The City Corporation's March 2025 statistics briefing states that the Square Mile has a younger workforce than the rest of the country, with 61% of workers aged between 22 and 39, compared with an England and Wales average of 40%. Although these age ranges are not directly comparable, around 41% of respondents to consultations were aged 25 to 44. The largest proportions of respondents were in the 25–34 (21%) and 35–44 (20%) age groups, followed by 45–54 (17%) and 55–64 (14%). 10% of respondents were aged 65 or over, 4% were aged 18–24 and less than 1% were 13–18 (based on 1,281 responses).

Gender

The 2021 Census shows the gender distribution for City of London residents is 56% male and 44% female. The City Corporation's March 2025 statistics briefing states that the City workforce in 2023 was 62% male and 38% female. Among our consultation respondents, 67% identify as men, 26% as women, 1% using another term, less than 1% as non-binary, and 6% preferring not to say (based on 1,263 responses).

Ethnicity

According to the 2021 Census, the population in the City of London is predominantly white at 69% of residents. The City Corporation's March 2025 statistics briefing states that 37% of the City's workforce was of Black, Asian or minority ethnic origin in 2023. Our consultation data shows that 76% of respondents identified as white, 7% as mixed or multiple ethnic groups, 3% as Asian or Asian British, 1% as Black, African, Caribbean or Black British, less than 1% as Arab, 2% as other, and 11% preferred not to say (based on 874 responses).

As with all consultations, responses to demographic questions are voluntary and may not fully represent everyone who responded to the consultations.

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We hosted five 'Exchanging Places' events with the City Police and our partners from Speedy Services, FM Conway, and Business Improvement Districts. These events provide the opportunity for people to experience of what it is like to be a different street user, such as a lorry or van driver or a person with visual impairments.

The Transport Strategy team carried out surveys of behaviour by people cycling at 20 junctions in the morning and afternoon peaks in September 2025. It was observed that the majority of people cycling obeyed traffic signals. However, people on hire bikes were slightly more likely to disobey traffic signals compared to people riding their own bikes.



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City of London Corporation

Transport Strategy Delivery Plan

2026/27 - 2030/31



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Cover photo: Visualisation of Greyfriars Square (St Paul’s Gyratory)

Introduction

This Delivery Plan for the City of London Transport Strategy covers the five year period from 2026/27 to 2030/31. It sets out the main projects and initiatives that are delivering the proposals within the Transport Strategy. The projects within the delivery plan are categorised into nine areas which correspond with existing or proposed Healthy Streets Plans. The projects included are those that are currently live. Details of potential future projects can be found in the relevant Healthy Streets Plan. The development and delivery of some of these future projects will begin within the time covered by this Delivery Plan.

A short summary of each project is provided, which includes dates, funding source, full project budget where known, and an indication of which of the Transport Strategy proposals the project delivers against (see [City of London Transport Strategy](#) for details of the proposals).

Glossary

Funding sources abbreviations:

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



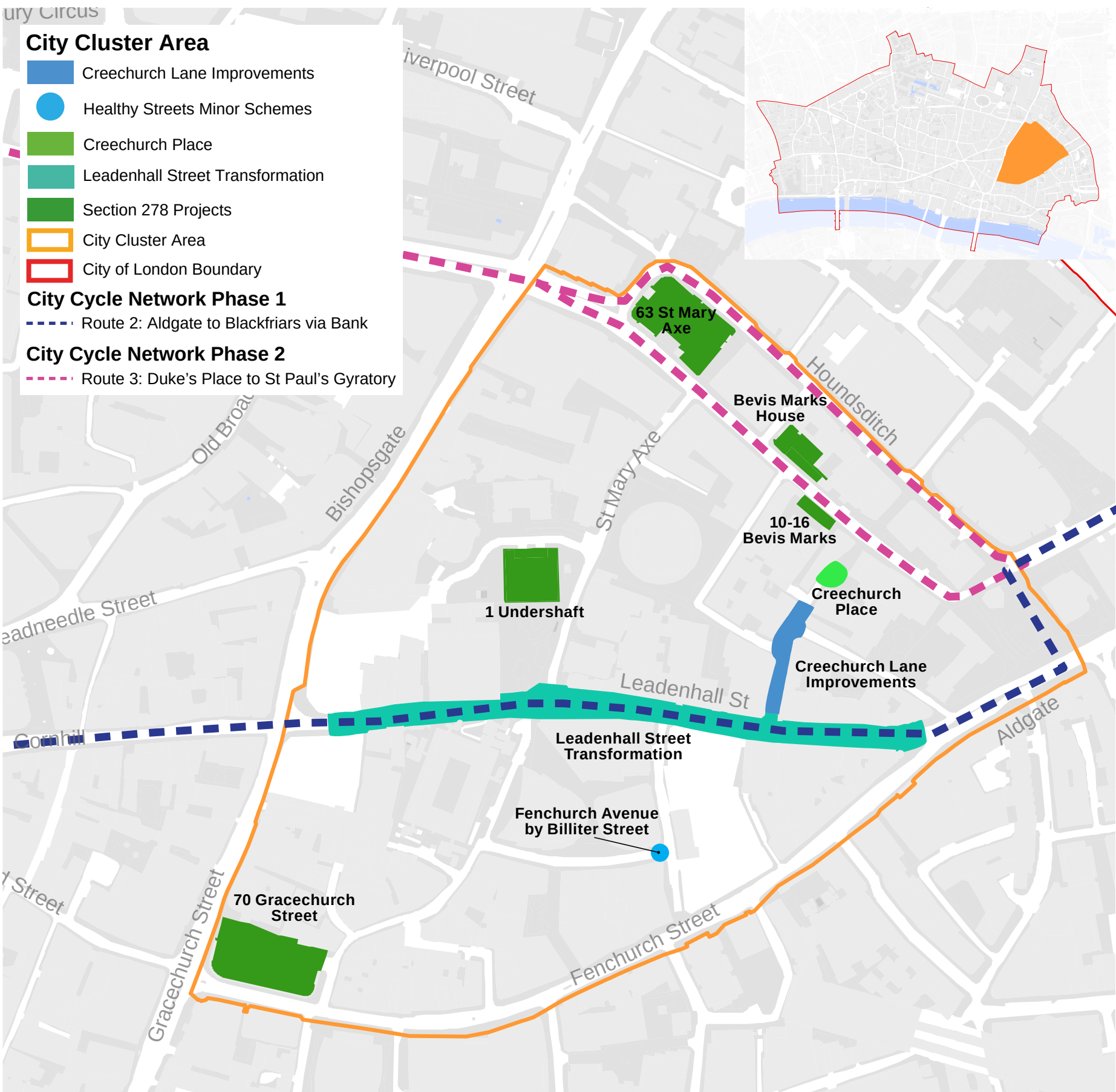
Photo: Katrina Campbell

Finsbury Circus Western Arm

City Cluster Area

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

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



Leadenhall Street Transformation

This project aims to enhance the experience of people walking, wheeling, and cycling on Leadenhall Street. The improvements will widen pavements along the street by up to three metres, improve existing and add new crossings, introduce trees and greening, and add seating. The project will also celebrate the rich history of the area by incorporating historical references into planters and seating. Construction is expected to begin in autumn 2026.

Start date: 2023/24

End date: 2027/28

Funding source: OSPR, CIL, S106, EC BID

Total cost: £9,500,000

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

Creechurch Lane

This project will deliver permanent improvements to replace the temporary seating and greening measures on Creechurch Lane, enhancing the environment and making it more comfortable for people walking, wheeling and cycling. The project will include raising the junction of Creechurch Lane, Bury Street and Mitre Street, pavement widening, seating, and tree planting and other greening (subject to underground utilities). Construction is due to be completed in July 2026.

Start date: 2023/24

End date: 2026/27

Funding source: S106, EC BID

Total cost: £430,000

Delivery of proposals 1, 2, 7, 8

Creechurch Place

The project seeks to improve the area in front of 1 Creechurch Place and Creechurch House to create a new green public space. The project is primarily funded by Howden Insurance. The aim is to create a welcoming environment to enhance the setting of the buildings and provide a new public space for workers, visitors and school children.

Start date: 2026/27

End date: 2027/28

Funding source: CAS, external contribution

Total cost: £750,000-£1,000,000

Delivery of proposal 8

Healthy Streets Minor Schemes

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

Current planned schemes include:

- Fenchurch Avenue by Billiter St – raised carriageway and tactile paving

Start date: 2025/26

End date: 2027/28

Funding source: LIP

Total cost: TBC

Delivery of proposals 1, 2, 16, 18

10-16 Bevis Marks

This project will deliver changes to the public highway around the development at 10-16 Bevis Marks through a Section 278 agreement. Improvements will cover paving, lighting and security infrastructure. Start and end dates are to be confirmed.

Funding source: S278

Total cost: £150,000-£450,000

Delivery of proposals 5, 20

70 Gracechurch Street

This project will deliver improvements on Fenchurch Street, Lime Street and Philpot Lane around the development at 70 Gracechurch Street through a Section 278 agreement. This will include pavement widening, crossing improvements, and access improvements. A separate Section 278 agreement is being delivered on Gracechurch Street with TfL. Costs and start and end dates are to be confirmed.

Funding source: S278

1 Undershaft

This project will deliver improvements in the vicinity of the development at 1 Undershaft through a Section 278 agreement. Details of the improvements, costs and start and end dates are to be confirmed.

Funding source: S278

Bevis Marks House

This project will deliver improvements in the vicinity of the development at Bevis Marks House through a Section 278 agreement. Details of the improvements, costs and start and end dates are to be confirmed.

Funding source: S278

63 St Mary Axe

This project will deliver improvements in the vicinity of the development at 63 St Mary Axe through a Section 278 agreement. Details of the improvements, costs and start and end dates are to be confirmed.

Funding source: S278

Liverpool Street Area

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

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



Ropemaker Street/Moorgate Junction

This project, which is part of the Moorgate Crossrail Station Links programme, will improve the junction for people walking, wheeling and cycling. Walking and wheeling improvements include wider pavements, shorter crossings, extended crossing times, and a new fully accessible diagonal crossing. For people cycling there will be new cycle lanes, a new cycle gate and early release on all arms. The scheme also includes two new trees, eight new seats and eight new cycle parking spaces. The main junction works were completed in April 2026 and the remaining resurfacing and repaving works will be completed by July 2026.

Start date: 2022/23

End date: 2026/27

Funding source: S106

Total cost: £1,200,000

Delivery of proposals 2, 8, 15, 22, 23

Moorgate Corridor

This project is part of the Moorgate Crossrail Station Links programme and will complement the improvements around 101 Moorgate and at the Ropemaker Street/Moorgate junction. It will enhance the experience for people walking, wheeling and cycling on Moorgate between Ropemaker Street and London Wall. The scheme will include wider pavements, improved crossings, cycle lanes, early release for people cycling at the Moorgate/London Wall junction, seating, and changes to waiting and loading restrictions. Works are scheduled to begin in August 2026 with completion expected in July 2027.

Start date: 2022/23

End date: 2027/28

Funding source: OSPR, S278

Total cost: £1,810,000

Delivery of proposals: 2, 12, 22

2-3 Finsbury Avenue

This project will deliver changes to the streets around the development at 2-3 Finsbury Avenue through a Section 278 agreement. The project will include repaving on Sun Street and Wilson Street, the removal of on-street parking bays, provision of a blue badge parking bay, and tree planting and other greenery. Construction is expected to begin in summer 2027, with the main works due to complete in autumn 2027 and tree planting in spring 2028.

Start date: 2023/24

End date: 2027/28

Funding source: S278

Total cost: £1,300,000

Delivery of proposals 2, 8

1-14 Liverpool Street

Improvement works on Blomfield Street to facilitate the development of 1-14 Liverpool Street. The project will include pavement resurfacing on the eastern side of Blomfield Street. Construction is expected to begin in September 2026.

Start date: 2023/24

End date: 2027/28

Funding source: S278

Total cost: £570,000

Delivery of proposals 2, 5, 15

1 Appold Street

This project will include repaving on the eastern side of Appold Street.

Start date: 2027/28

End date: 2028/29

Funding source: S278

Total cost: £60,000-£150,000

Delivery of proposal 5

1-5 London Wall Buildings

Improvement works to the junction of London Wall and Blomfield Street to facilitate the development of 1-5 London Wall Buildings. The project will include pavement widening, a northbound contra-flow cycle lane on Blomfield Street, improved junction layout, and the removal of guardrails. Construction is expected to begin in 2027.

Start date: 2022/23

End date: 2028/29

Funding source: S278

Total cost: £790,000

Delivery of proposals 2, 5, 16, 22

55 Old Broad Street

This project will improve the public realm surrounding the development at 55 Old Broad Street, including improvements to crossings on Wormwood Street and Old Broad Street to align with new and existing walking routes, pavement widening on Old Broad Street with inset loading bays where feasible, repaving and resurfacing around the site and in the Churchyard, and improved lighting and removal of street clutter in the Churchyard. Construction is expected to be complete by spring 2029.

Start date: 2025/26

End date: 2029/30

Funding source: S278

Total cost: £1,500,000-£3,500,000

Delivery of proposals 2, 5, 14, 15, 16

20 Primrose Street

Public realm improvements surrounding the development at 20 Primrose Street including bollard replacement and enhancing the existing raised table crossing. Start and end dates are to be confirmed.

Funding source: S278

Total cost: TBC

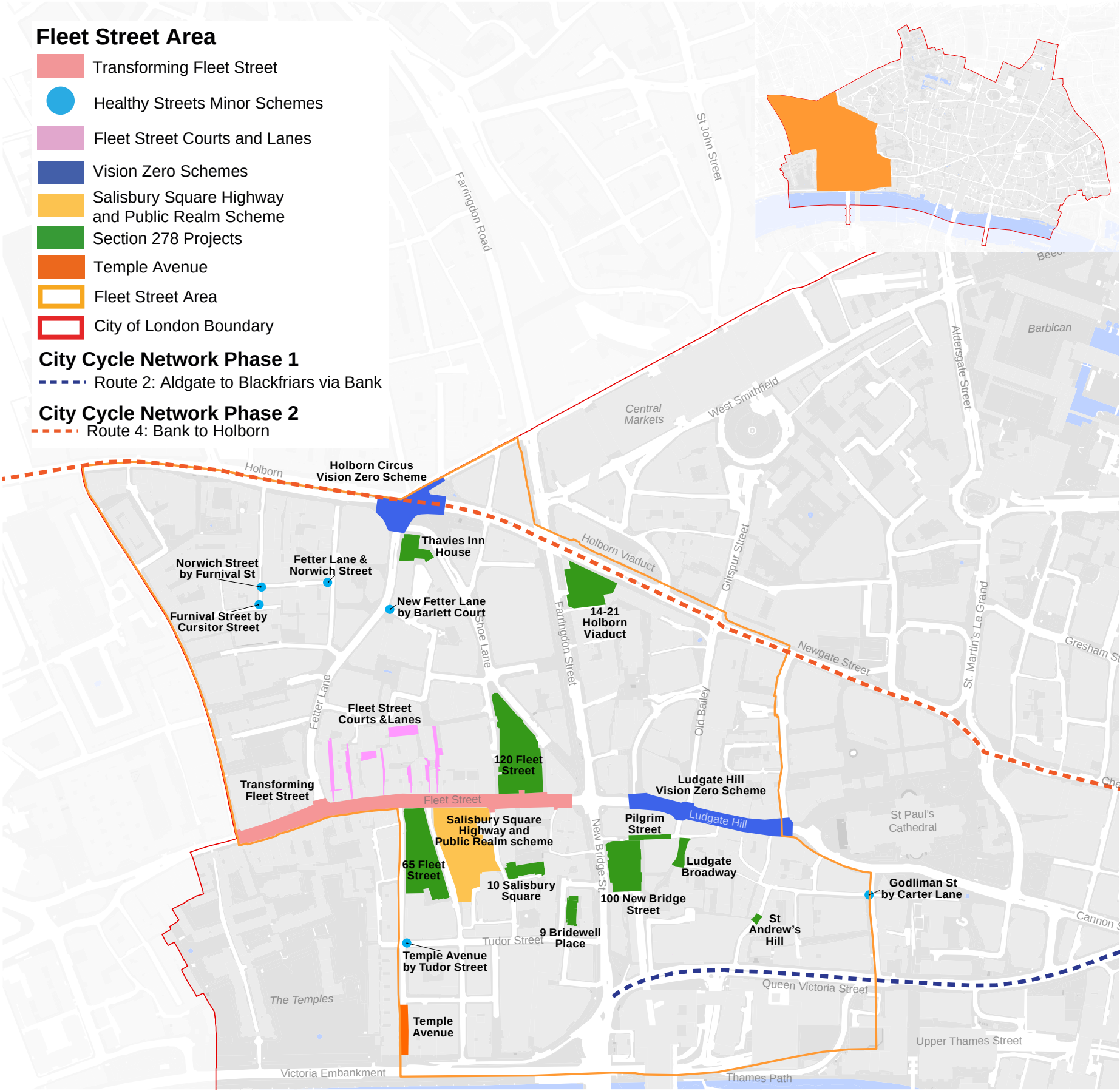
Delivery of proposals 2, 15, 20



Moorgate Corridor visualisation

Fleet Street Area

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



Transforming Fleet Street

This is the largest project in the area. It will transform Fleet Street for people walking, wheeling and cycling, and create a more vibrant and attractive place to spend time. It aims to provide wider pavements, on-street greenery, seating, enhanced crossings and improved accessibility. The project will also make safety improvements to the Fleet Street/Bouverie Street junction which has been identified as one of the top 10 locations for collisions in the City and forms part of the Vision Zero Programme. A public consultation commenced in May 2026.

Start date: 2024/25

End date: 2029/30

Funding source: CIL, FSQ BID

Total cost: £9,000,000 - £9,500,000

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

Fleet Street Courts and Lanes

The Fleet Street Courts and Lanes project aims to deliver public realm, lighting and greening improvements to the courts and lanes off Fleet Street, as well as the activation of Johnson’s Court and Gough Square through the introduction of greening, planting and seating. The courts and lanes provide convenient walking routes and public spaces but are currently underused and negatively perceived. A consultation has been completed, and construction is expected to begin in late 2026.

Start date: 2024/25

End date: 2026/27

Funding source: CIL, S278, FSQ BID

Total cost: £660,000

Delivery of proposals 1, 2, 7, 8

Ludgate Broadway, Pilgrim Street and St Andrew’s Hill

These are complementary projects being completed as part of the City-wide Cool Streets and Greening programme to embed nature-based adaptation to climate change. The Pilgrim Street works are part of the 11 Pilgrim Street Section 278 agreement. Improvement works on these streets will include wider pavements, sustainable drainage and tree planting. Ludgate Broadway and Pilgrim Street will have raised carriageways to improve accessibility. Construction is due to complete in summer 2026.

Start date: 2025/26

End date: 2026/27

Funding source: S106, S278, CAS

Total cost: £700,000

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

Temple Avenue

This project will create a high-quality public space in the southern section of Temple Avenue, between Tallis Street and Victoria Embankment, with improvements to accessibility, the public realm and the walking and wheeling environment. The project includes the removal of motor traffic at the southern end of the street, the provision of raised crossing points, and the relocation of parking bays to a nearby location to provide space for trees, planting, and seating. Cycle access through the street will be maintained. A detailed design is under development and construction is expected to begin in early 2027.

Start date: 2025/26

End date: 2027/28

Funding source: S106, CAS

Total cost: £700,000 - £850,000

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

Healthy Streets Minor Schemes

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

Current planned schemes include:

- Fetter Lane/Norwich Street – raised junction
- Furnival Street by Cursitor Street - raised carriageway, tactile paving
- Godliman St by Carter Lane - extended raised carriageway, tactile paving
- New Fetter Lane by Bartlett Court - raised carriageway, tactile paving
- Norwich St by Furnival St - raised carriageway, tactile paving
- Temple Avenue/Tudor Street/Bouverie Street - raised junction

Start and end date: rolling programme

Funding source: LIP

Delivery of proposals 1, 2, 16, 18

Ludgate Hill Vision Zero Scheme

This project will make this junction safer for people walking, wheeling and cycling by introducing new signalised crossings and pavement widening on Old Bailey and Ludgate Hill. This will reduce crossing distances and provide a safer route for people walking and cycling through this area.

Start date: 2025/26

End date: 2027/28

Funding source: OSPR

Total cost: £425,000

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

Holborn Circus Vision Zero Scheme

This project is currently exploring the feasibility of further improvements to this junction, which could include improving infrastructure for people cycling, junction layout and visibility, and traffic signals and timings.

Start date: 2026/27

End date: 2029/30

Funding source: OSPR

Total cost: £500,000-£2,000,000

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

Salisbury Square Highway and Public Realm scheme

Public realm and highway improvements connected to the development of a new headquarters for the City of London Police, a Courts facility and a commercial office building around the Salisbury Square. This project will create an enhanced public space in Salisbury Square, and pavement and carriageway improvements on Dorset Rise, Salisbury Court, Whitefriars Street, Fleet Street and Primrose Hill. The construction pack is being produced with ongoing liaison with the development’s main contractor. Construction is due to begin in autumn 2026.

Start date: 2023/24

End date: 2028/29

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

Total cost: £5,500,000 - £6,500,000

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

100 New Bridge Street

This project includes public realm changes to facilitate and complement the development at 100 New Bridge Street. The improvements will include repaving and repairs to existing paving, a section of raised carriageway, two new trees (if feasible), and additional seating. The project is being delivered in two phases, with improvements on Waithman Street and the upper part of Pilgrim Street due to be completed in summer 2026 and improvements on the lower part of Pilgrim Street, Apothecary Street and the raised walkway over the railway lines between Blackfriars Lane and Apothecary Street expected to be completed in 2027. TfL are delivering a separate S278 project on New Bridge Street which will include repaving and raised entry treatments.

Start date: 2023/24

End date: 2027/28

Funding source: S278

Total cost: £500,000-£1,000,000

Delivery of proposals 2, 5

14-21 Holborn Viaduct

This project will deliver improvements to Newcastle Close, including resurfacing pavements in natural stone and resurfacing the carriageway. Other improvements include resurfacing the section of Holborn Viaduct that adjoins the new development and the easterly Gatehouse. TfL are delivering a separate Section 278 project for this development on Farringdon Street. Construction is scheduled to begin in autumn 2027 with completion expected by the end of 2027.

Start date: 2023/24

End date: 2027/28

Funding source: S278

Total cost: £160,000

Delivery of proposals 2, 5

Thavies Inn House

This project will deliver changes to the streets around the development at Thavies Inn House. Public realm improvements include a raised table crossing at St Andrew Street, seating, planters, new trees, an enhanced courtyard, and increased permeability between the Courtyard, Fetter Lane and St Andrew Street. The public realm works will also include repaving of surrounding carriageways and pavements. A S106 agreement has been finalised with the developer and Section 278 works are expected to commence in early 2028.

Start date: 2026/27

End date: 2027/28

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 5, 8, 15

65 Fleet Street

Through a Section 278 agreement, this project will deliver changes to the streets around the development at 65 Fleet Street, where the existing building is being redeveloped into student accommodation. Improvements will be made to Fleet Street, Whitefriars Street and Bouverie Street. A S106 agreement has been finalised with the developer and the Section 278 works will commence in late 2027.

Start date: 2026/27

End date: 2027/28

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 5

9 Bridewell Place

Through a Section 278 agreement, this project will deliver changes to the streets around the development at 9 Bridewell Place, where an existing office building is being converted to hotel use. The works will include carriageway resurfacing, repaving, and greening and planters along Bridewell Place. The works are due to commence in late 2027.

Start date: 2026/27

End date: 2027/28

Funding source: S278

Total cost: TBC

Delivery of proposals 5, 8

10 Salisbury Square

This project plans to deliver improvements to St Bride’s Passage. It will include paving, greenery, lighting and cycle parking. Discussions with the developer have commenced.

Start date: 2026/27

End date: 2027/28

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 5, 7, 9, 21, 23

120 Fleet Street (on hold)

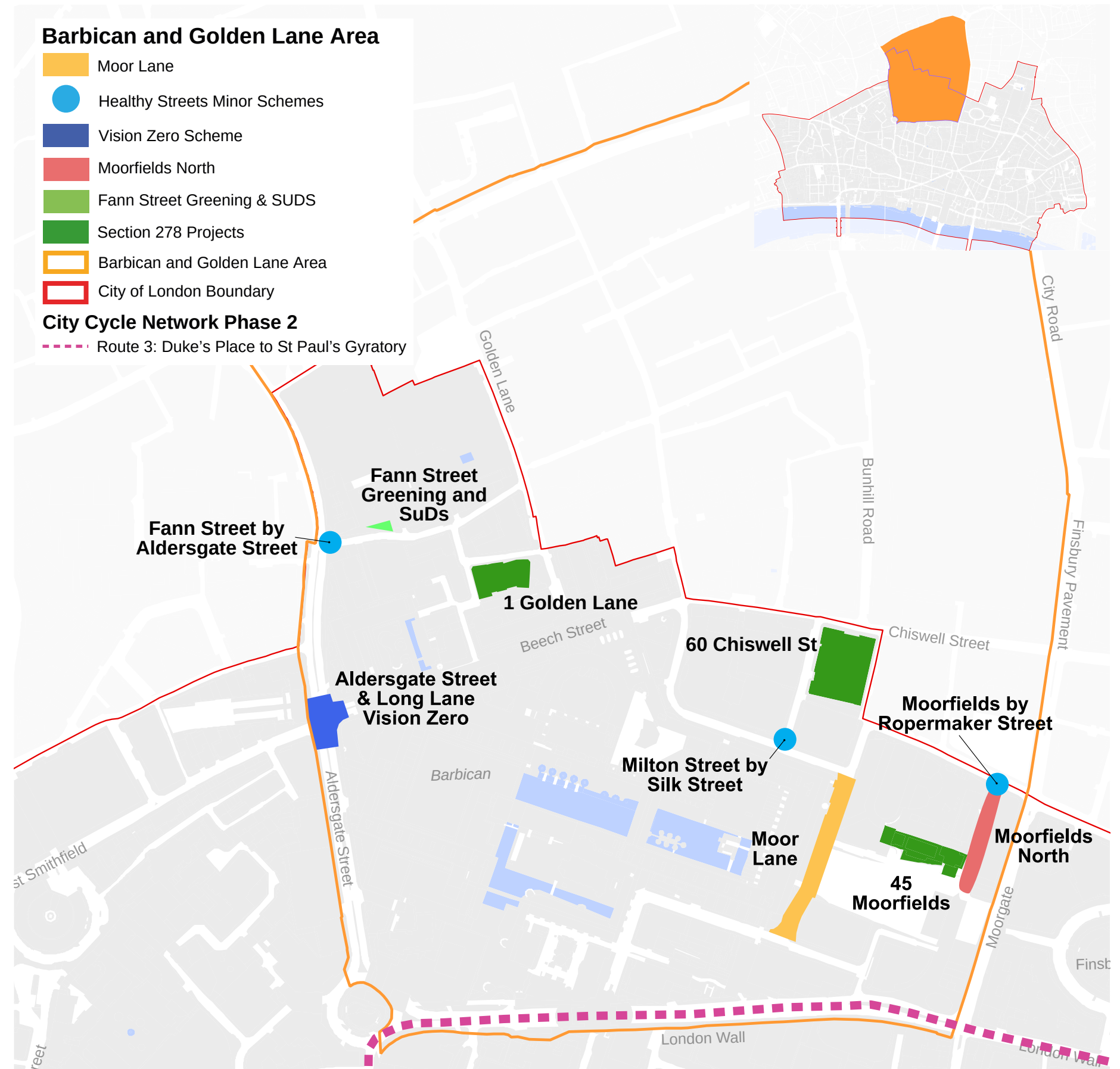
In June 2024, the developer paused this development and there is not a confirmed timeline for recommencing. The project is therefore on hold, but once restarted it will deliver public realm improvements on surrounding streets such as Fleet Street, Shoe Lane, St Bride Street and Poppin’s Court.



Fleet Street visualisation

Barbican and Golden Lane Area

The Barbican and Golden Lane area is the City's largest residential area. The cultural offer in the Barbican also attracts substantial numbers of visitors each year. The Bunhill, Barbican and Golden Lane Healthy Neighbourhood Plan, developed in partnership with Islington Council, was approved in May 2025. The plan sets out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy. It will also look at any opportunities created by new developments in the Barbican, Bunhill & Golden Lane area.



Moor Lane

This project explores opportunities to enhance Moor Lane (between Silk Street and Fore Street) as a greener, more people-focused street, with the aim of creating a high-quality, inclusive environment and improving the experience, accessibility and safety for people walking, wheeling and cycling. Emerging proposals consider removing through traffic, increasing urban greening, including tree planting where feasible, and introducing additional planting to improve the public realm.

Start date: 2021/22

End date: 2027/28

Funding source: CAS, S106

Total cost: £2,970,000

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

Moorfields North

A preferred concept design for Moorfields North has been agreed by the project stakeholder group. It proposes wider pavements, tree planting where space permits, and one-way southbound working for motor vehicles with a contraflow northbound cycle lane. The proposal has been costed. There will be a Section 278 financial contribution from the new development at 45 Moorfields but additional funding will be required to complete this phase of work.

Start date: 2024/25

End date: 2029/30

Funding source: S278, OSPR, CIL

Total cost: £1,600,000 - £1,800,000

Delivery of proposals 2, 5, 8, 11, 12

Fann Street greening and sustainable drainage

A project to introduce new planting beds and permeable paving at the western end of the street. This includes replacing the existing concrete planters with in-ground corten steel planters. Sustainable drainage will be introduced through permeable paving. Construction began in April 2026 with completion expected in January 2027.

Start date: 2025/26

End date: 2026/27

Funding source: CAS, S106

Total cost: £180,000

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

Aldersgate Street/Long Lane Vision Zero scheme

This project will make the junction of Aldersgate Street and Long Lane safer for people walking, wheeling and cycling by reducing crossing distances, exploring traffic movement options, and introducing advanced early release for cyclists.

Start date: 2026/27

End date: 2031/32

Funding source: OSPR

Total cost: £1,000,000 - £2,000,000

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

Healthy Streets Minor Schemes

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

Current planned schemes include:

- Fann Street by Aldersgate Street – raised carriageway, kerb build-out, tactile paving
- Moorfields by Ropemaker Street – raised carriageway, kerb build-out
- Milton Street by Silk Street – raised carriageway

Start and end date: rolling programme

Funding source: LIP

Delivery of proposals 1, 2, 16, 18

1 Golden Lane

Section 278 works for the 1 Golden Lane redevelopment. This will include making Brackley Street one-way, pavement widening, raised crossing points, and planting and repaving improvements around the development. Construction is due to begin in May 2026 with completion expected in January 2027.

Start date: 2024/25

End date: 2026/27

Funding source: S278

Total cost: £780,000

Delivery of proposals 2, 5, 8, 11, 12

45 Moorfields

This project will deliver improvements around the development at 45 Moorfields, including repaving and resurfacing, and provision of an on-street disabled parking bay. This Section 278 is also contributing to the Moorfields North project outlined separately.

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 5, 15

60 Chiswell Street

The project will deliver public highway improvements by repaving around the development.

Start date: 2026/27

End date: TBC

Funding source: S278

Total cost: £75,000

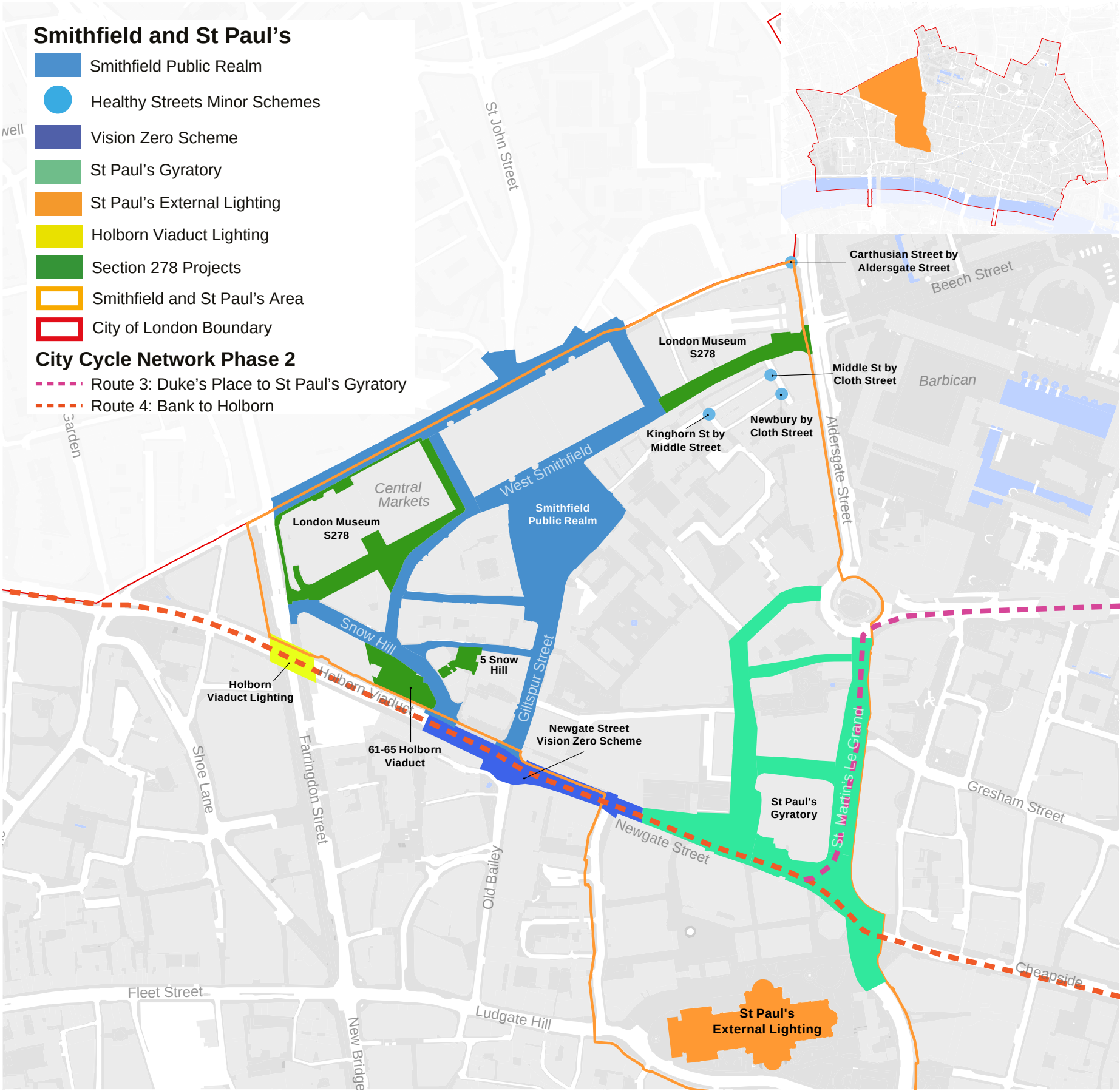
Delivery of proposals 2, 5



Fann Street visualisation

Smithfield and St Paul's Area

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



St Paul’s Gyratory

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

The first phase of the project will create a new public square (Greyfriars Square) by partially removing the gyratory system, delivering significant benefits for people walking, wheeling and cycling, along with a transformation of the public realm. Construction of the new highway layout started in April 2025 and is programmed for completion in September 2026. Two-way working will then be introduced, enabling the closure of the southern section of King Edward Street and the construction of Greyfriars Square. Completion of phase one is programmed for April 2027.

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

Start date: 2013/14 phase 1

End date: 2026/27 phase 1

Funding source: CIL, OSPR, S278

Total cost: £19,700,000

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

Smithfield Public Realm

This project is delivering transport and public realm improvements in the Smithfield area. These will be delivered in phases to align with key developments in the area.

The first phase will support the opening of the London Museum with public realm improvements on Snow Hill, West Smithfield, East Poultry Avenue, part of Charterhouse Street and Long Lane. Potential traffic changes are being explored, with the aim of full design and public consultation to be completed by the end of 2026.

Subject to funding and approvals, the second phase would support the planned transformation of the Meat Market, with potential public realm improvements across Charterhouse Street, Lindsey Street, Hosier Lane, Cock Lane, Giltspur Street, West Smithfield, the Smithfield Rotunda Garden, and Smithfield car park, if Royal Assent is granted.

Start date: 2019/20

End date: Phase 1 2028/29, Phase 2 post 2030

Funding source: S106, OSPR, CIL

Total cost: Phase 1 £10,300,000

Delivery of proposals 2, 7, 12

London Museum S278

The Section 278 works for the London Museum build programme are integrated with Phase 1 of the wider Smithfield Public Realm project. The project will deliver wider pavements around the Museum building. A separate S278 with TfL will deliver improvements to the pavement on Farringdon Street.

Start date: 2019/20

End date: 2028/29

Funding source: S278

Total cost: £3,000,000 - £4,000,000

Delivery of proposals 2, 7, 12

St Paul’s External Lighting

A new innovative, sustainable and energy efficient lighting system to replace the ageing external lighting of St Paul’s Cathedral. St Paul’s Cathedral is one of the most famous and iconic landmarks in the City and the project aims to bring it back into the City’s and London’s skyline after dark. This new architectural lighting is also looking to enhance the quality of the evening environment that will encourage people to dwell and spend more time in the area.

Start date: 2013/14

End date: 2026/27

Funding source: S106, external sponsorship, CIL

Total cost: £2,075,000

Delivery of proposal 7, 21

Holborn Viaduct Lighting

As part of Fleet Street Quarter’s ‘Era of Change’ vision, this architectural lighting project will transform Holborn Viaduct, an iconic gateway into the City, in time for the London Museum’s move to Smithfield. The lighting will enhance the look and feel under the bridge, improve safety and inclusivity, celebrate heritage and highlight the Viaduct as a landmark.

Start date: 2024/25

End date: 2027/28

Funding source: FSQ BID

Total cost: £405,000 - £500,000

Delivery of proposal 7, 21

Newgate Street Vision Zero scheme

This project will make safety improvements for people walking, wheeling and cycling on Newgate Street between Warwick Lane and Snow Hill, including at the junction with Giltspur Street, through junction and crossing improvements and safer cycling facilities.

Start date: 2025/26

End date: 2029/30

Funding source: OSPR

Total cost: £1,500,000

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

Healthy Streets Minor Schemes

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

Current planned schemes:

- Carthusian Street by Aldersgate Street - raised carriageway, tactile paving
- Kinghorn Street/Middle Street – raised junction
- Middle Street by Cloth Street – raised carriageway, tactile paving
- Newbury Street by Cloth Street – raised carriageway

Start and end date: rolling programme

Funding source: LIP

Total cost: TBC

Delivery of proposals 1, 2, 16, 18

5 Snow Hill

Minor improvements around the development at 5 Snow Hill, including repaving, a new disabled parking bay and a new micromobility parking bay. Works are due to begin in April 2026, with completion expected in the summer.

Start date: 2023/24

End date: 2026/27

Funding source: S278

Total cost: £60,000

Delivery of proposals 7, 8, 9, 10

61-65 Holborn Viaduct

This project will include repaving on Snow Hill and Holborn Viaduct. Delivery of this project is subject to a priority undertaking to strengthen the pipe subways in the area which must be completed before the Section 278 works can begin. The current estimated start date for construction is summer 2027, with completion by the end of 2028.

Start date: 2024/25

End date: 2028/29

Funding source: S278

Total cost: £250,000

Delivery of proposals 2, 5



Greyfriars Square (St Paul's Gyratory) visualisation

Bank and Guildhall Area

The Bank and Guildhall area includes some of the City's key retail and hospitality destinations including Cheapside, Bow Lane and the Royal Exchange. The Bank and Guildhall Area Healthy Streets Plan is due to be developed in 2027. A number of projects to support the ongoing evolution of the area and improve the experience of people living in, working in and visiting the area are underway. These complement recently completed projects such as the transformation of Bank junction.

Bank and Guildhall Area Healthy Streets Plan

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

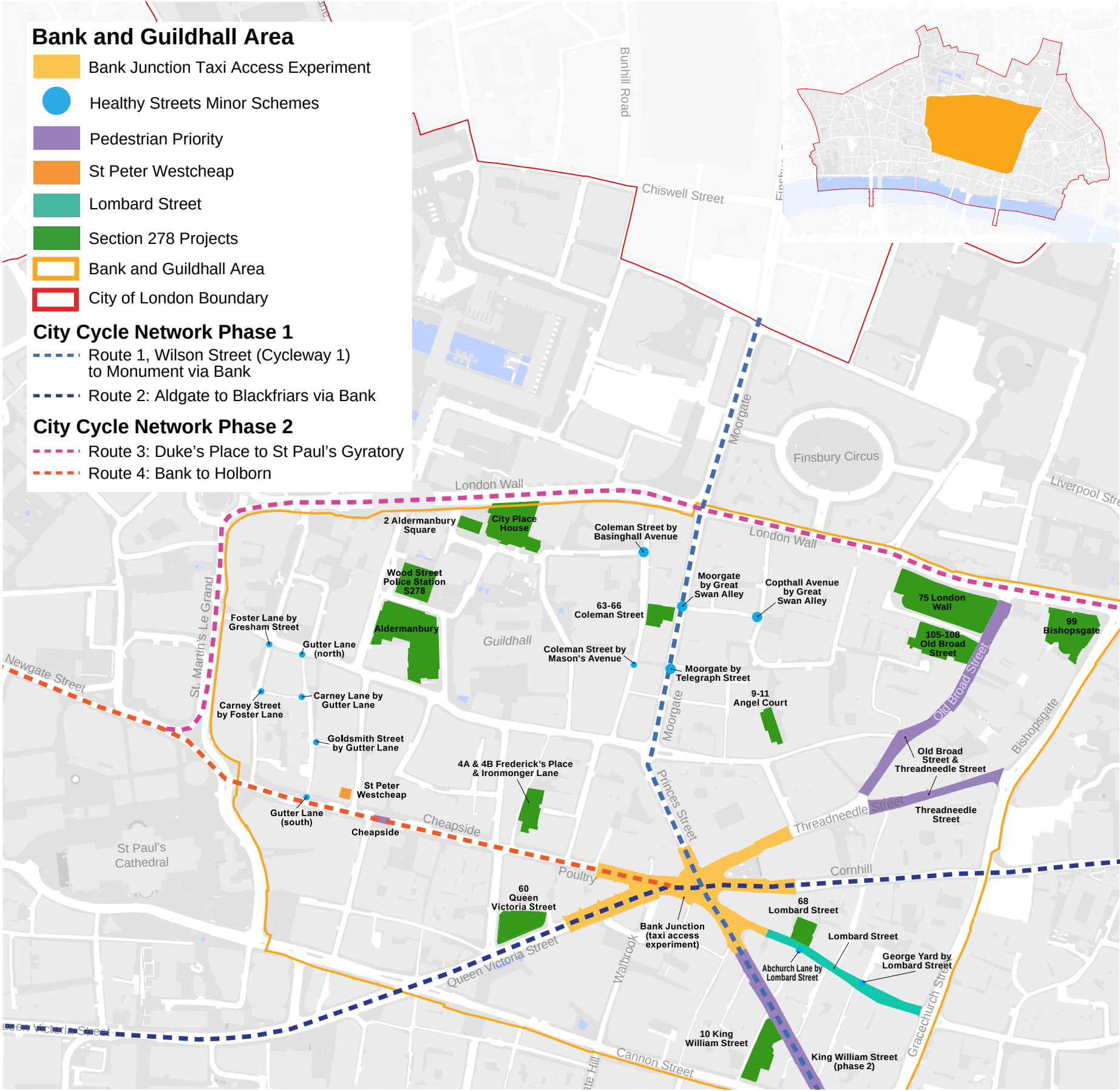
Start date: 2027/28

End date 2027/28

Funding source: TBC

Total cost: TBC

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



Bank Junction taxi access experiment

This traffic experiment allows licensed taxi access on the Cornhill and Poultry arms of Bank junction for east and west movements only during the restricted hours. The trial began in July 2025 and a decision on whether to make taxi access permanent is expected to be made in autumn 2026.

Start date: 2023/24

End date 2026/27

Funding source: OSPR

Total cost: £800,000

Delivery of proposal 12

Enhancing Cheapside Programme

This programme focuses on improving Cheapside and surrounding streets to make one of the City’s busiest retail and hospitality areas more welcoming and accessible. The programme includes a range of coordinated improvements, including new seating, increased planting, and walking and wheeling enhancements. Current projects include improvements to Bow Churchyard and new planting and seating on Cheapside near the junction with Bread Street at the point where traffic access is restricted to buses, cycles and taxis only.

Start date: 2021/22

End date: 2027/28

Funding source: CIL, OSPR, S106

Total cost: £2,200,000

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

King William Street Pedestrian Priority Phase 2

Phase one of the transformation of King William Street, which included significant pavement widening, accessibility improvements, seating and trees, is complete. Construction was split into two phases to facilitate the new development at 10 King William Street. Phase two includes the section between Nicholas Lane and Abchurch Lane and will include further pavement widening, greening and seating improvements. Works on this section are due to begin in summer 2026 alongside the 10 King William Street Section 278 works.

Start date: 2021/22

End date: 2026/27

Funding source: CAS, OSPR, S106

Total cost: £1,200,000

Delivery of proposals 2, 7, 8

Old Broad Street / Threadneedle Street Pedestrian Priority

This project will transform Threadneedle Street and Old Broad Street up to Throgmorton Street through the reallocation of street space, to provide more space for people walking and wheeling whilst facilitating safe cycling in both directions. Improvements will include pavement widening and carriageway narrowing, a continuous eastbound contra-flow cycle lane, a raised carriageway at the junction of Old Broad Street and Finch Lane, and an inset loading bay which will function as part of the pavement when not being used. This project forms part of the Pedestrian Priority Streets programme and complements the public realm and transportation improvements already delivered by the All Change at Bank scheme. Construction is due to begin in autumn 2026, with estimated completion in spring 2027.

Start date: 2021/22

End date: 2027/28

Funding source: CAS, S106

Total cost: £1,100,000

Delivery of proposals 2, 7, 14, 15, 22

Lombard Street

Jointly funded by the Eastern City Business Improvement District (EC BID), TfL and the City, this project aims to transform the street into a more people-friendly environment. A key feature includes raising the carriageway to pavement level to create a seamless, accessible space. Currently in the design phase, the scheme also incorporates significant accessibility upgrades and optimised loading layouts. Construction will be possible once several developments on the street are complete and is expected to begin in spring 2028, with completion in spring 2029.

Start date: 2025/26

End date: 2029/30

Funding source: CIL, EC BID, LIP

Total cost: £1,000,000

Delivery of proposals 2, 14, 15

St Peter Westcheap

This relandscaping project aims to improve an underutilised green space near Cheapside. Enhancements to St Peter Westcheap will include new permeable paving, a reconfigured layout, additional planters with climate resilient and biodiverse planting, new seating, and improved signage. There will also be repairs to the garden delivered in parallel with the relandscaping. Construction is scheduled to begin in autumn 2026 and is expected to be completed by summer 2027.

Project start: 2023/24

Project end: 2027/28

Funding source: OSPR

Total budget: £350,000

Delivery of proposals 7, 8, 9, 10

Healthy Streets Minor Schemes

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

- Coleman Street by Mason’s Avenue – raised carriageway, tactile paving
- Moorgate by Telegraph Street - raised carriageway, tactile paving
- Moorgate by Great Swan Alley - raised carriageway, tactile paving
- Gutter Lane (north) - road closure and raise to footway level
- Gutter Lane (south) - road closure and raise to footway level
- Foster Lane by Gresham Street - raised carriageway, tactile paving
- Carey Lane by Foster Lane - raised carriageway, tactile paving
- Carey Lane by Gutter Lane - raised carriageway, tactile paving
- Goldsmith Street by Gutter Lane - raised carriageway, tactile paving
- Copthall Avenue by Great Swan Alley - raised carriageway, tactile paving

Start and end date: Rolling programme

Funding source: LIP

Total cost: TBC

Delivery of proposals 1, 2, 16, 18

Moorgate cycle lane

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

Start date: 2025/26

End date: TBC

Funding sources: TfL

Total cost: £35,000

Delivery of proposals 1, 18, 22

10 King William Street

This Section 278 scheme involves highway and public realm improvements to complement and accommodate the new development at 10 King William Street. Primarily focused on Abchurch Lane, this will see the street improved with a level carriageway and footways, accessibility improvements and a heritage-style paving arrangement to compliment the nearby Square. The scheme will be constructed in tandem with King William Street Phase 2.

Start date: 2024/25

End date: 2026/27

Funding source: S278

Total cost: £750,000

Delivery of proposals 2, 5, 15

65 Gresham Street

These Section 278 works around the development at 65 Gresham Street will enhance safety, comfort and accessibility for people walking and wheeling. Through the full pedestrianisation of Aldermanbury between Love Lane and the access road to Guildhall Yard, a new public space will be created and the refurbished building will be better integrated with the surrounding streetscape. The new public space will include greening, seating and public amenities, with the existing mature trees retained and historic features acknowledged, such as the line of the Roman Wall. Minor junction improvements will further support a safer and more accessible walking and wheeling environment and there will also be some adjustments to car parking, private cycle parking and TfL Cycle Hire parking. Construction is due to begin in 2027 and completion is expected in 2028.

Start date: 2023/24

End date: 2027/28

Funding source: S278

Total cost: £4,170,000

Delivery of proposals 2, 5, 7, 8, 13, 14, 15

2 Aldermanbury Square

The Section 278 works associated with the 2 Aldermanbury Square development will deliver enhanced conditions for people walking, wheeling and cycling along London Wall and Basinghall Street. Adjustments to the Basinghall Street/Basinghall Avenue junction will also help to integrate the new pedestrian route through the development, improving connectivity with the surrounding street network. New seating is also proposed for Aldermanbury Square. Construction is expected to be completed in May 2026.

Start date: 2022/23

End date: 2026/27

Funding source: S278

Total cost: £880,000

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

4A & 4B Frederick’s Place (Dauntsey House) and Ironmonger Lane

This project involves improvements to Ironmonger Lane related to the redevelopment of 4A & 4B Frederick’s Place (Dauntsey House). A Section 278 agreement will include raising a section of Ironmonger Lane as well as new paving and lighting around the development. The City Corporation will also be raising the carriageway on the remainder of Ironmonger Lane as a separate project delivered alongside the Section 278 works. Construction is expected to begin in autumn 2026, with completion by spring 2027.

Start date: 2023/24

End date: 2026/27

Funding source: S278, OSPR

Total cost: £450,000

Delivery of proposals 2, 5, 15

63-66 Coleman Street

This Section 278 highway improvement scheme is scheduled for completion in 2026. The works include pedestrianisation of Great Swan Alley between Coleman Street and Moorgate, as well as improvements to pavement levels and the overall condition of materials.

Start date: 2024/25

End date: 2026/27

Funding source: S278

Total cost: £140,000

Delivery of proposals 2, 5, 7, 11, 15, 21

Wood Street Police Station

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

Start date: 2023/24

End date: 2027/28

Funding source: S278

Total cost: TBC

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

75 London Wall

Improvements to London Wall, Old Broad Street and Great Winchester Street in the vicinity of the development at 75 London Wall (Winchester House), including pavement widening and repaving. These works will complement the Old Broad Street/Threadneedle Street Pedestrian Priority project nearby.

Start date: 2025/26

End date: 2027/28

Funding source: S278

Total cost: £1,500,000-£2,500,000

Delivery of proposals 2, 5, 7

9-11 Angel Court

This project includes public realm improvements in the vicinity of the 9-11 Angel Court development. It is expected to result in an enhanced walking and wheeling experience through new seating, signage to improve legibility and possible historic interpretation linked to the now buried River Walbrook. The scope of the Section 278 is still under discussion, with an agreement expected by the end of 2026. Construction is expected to begin in summer 2027 with completion in autumn 2027.

Start date: 2026/27

End date: 2027/28

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 5, 7

60 Queen Victoria Street

This Section 278 project will improve the public realm surrounding the development at 60 Queen Victoria Street, including repaving and the potential introduction of an additional disabled bay.

Start date: 2027/28

End date: 2027/28

Funding source: S278

Total cost: £60,000-£150,000

Delivery of proposals 2, 5, 14, 15

99 Bishopsgate

This project includes public realm improvements on Wormwood Street in the vicinity of the development at 99 Bishopsgate. A Section 278 project on Bishopsgate will be delivered separately with TfL.

Start date: TBC

End date: 2030/31

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 5, 7

105-108 Old Broad Street

This project will deliver improvements in the vicinity of the development at 105-108 Old Broad Street. The details of the improvements and start and end dates are to be confirmed.

Funding source: S278

Total cost: TBC

68 Lombard Street

This Section 278 project will improve the public realm surrounding the development at 68 Lombard Street, including repaving and the relocation of cycle parking on Change Alley. Start and end dates are to be confirmed.

Funding source: S278

Total cost: TBC



Cheapside visualisation

Riverside Area

This area includes the Thames Path and streets connecting to it. The Riverside Area Healthy Streets Plan will be developed in 2027 and will identify a future programme of improvements across the area. In the meantime, a series of smaller projects are in progress including Healthy Streets Minor Schemes, Arthur Street and new outdoor fitness equipment at Old Watermen’s Walk.

Riverside Area Healthy Streets Plan

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

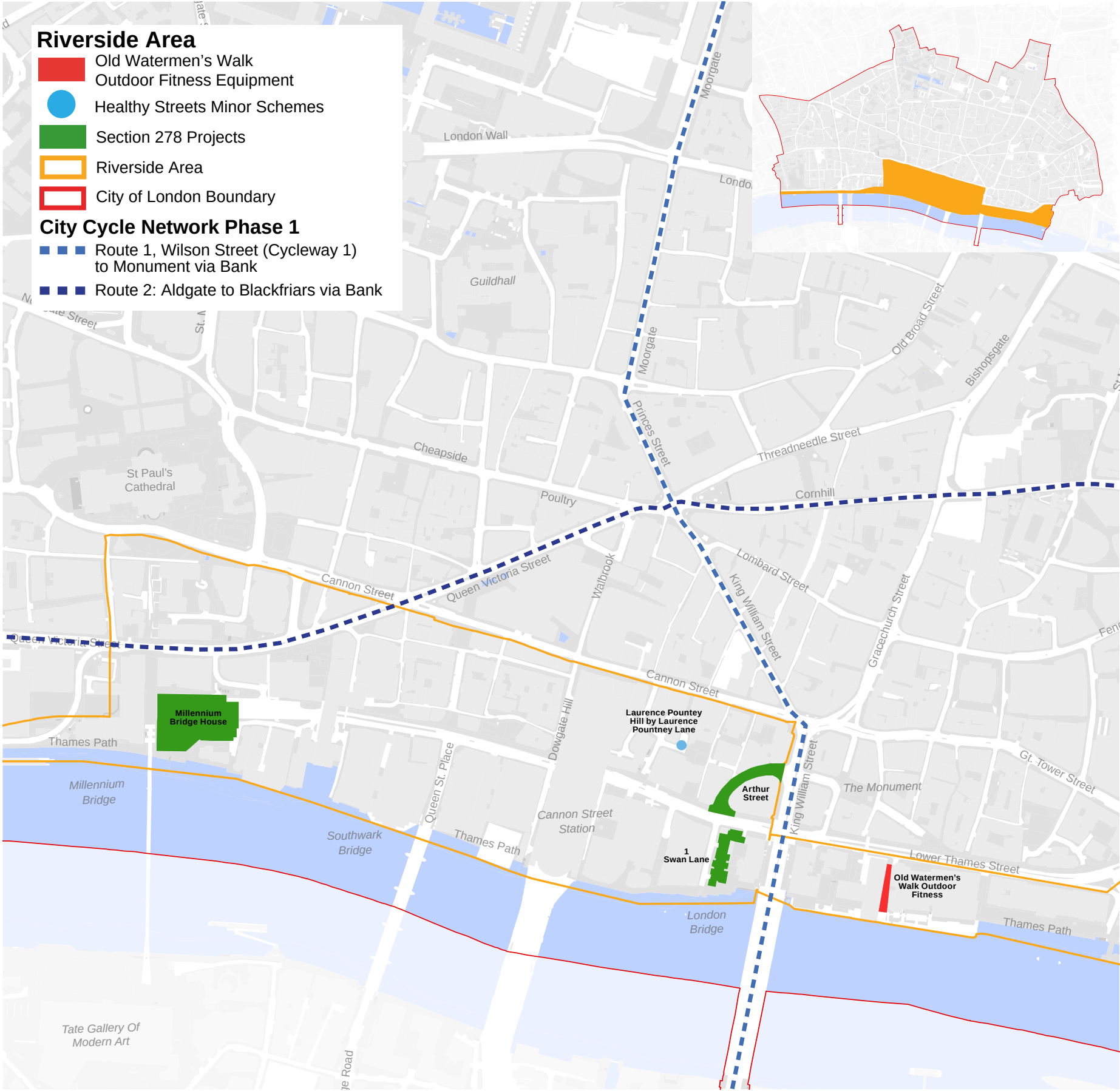
Start date: 2026/27

End date 2027/28

Funding source: TBC

Total cost: TBC

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



Old Watermen’s Walk Outdoor Fitness Equipment

This project involves the creation of the first free outdoor gym site in the Square Mile, replacing old wooden fitness equipment with new high-quality gym equipment. This supports priorities set out in the City of London Sports Strategy to activate our streets and public spaces to encourage physical activity and it will also help to activate the riverfront. The designs ensure that there is adequate space around the equipment for people to move through the area.

Start date: January 2025

End date: April 2027

Funding source: OSPR

Total cost: £90,000

Delivery of proposals 3, 6, 7, 16

Arthur Street

Creation of a small public space with greening and seating on Arthur Street, with the junction of Arthur Street and King William Street open for walking and cycling only. This junction has been closed for some time to facilitate TfL’s Bank Station capacity upgrade works. Construction is expected to be completed in autumn 2026.

Start date: 2022/23

End date: 2026/27

Funding source: S278

Total cost: £635,000

Delivery of proposals 1, 2, 22

Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. There will be raised carriageways introduced at junctions in this area in 2026/27 to reduce road danger, improve accessibility, and enhance the walking and cycling experience.

Current planned locations in this area:

- Laurence Pountney Hill by Laurence Pountney Lane - raised carriageway and drop kerbs

Start and end date: rolling programme

Funding source: LIP

Total cost: TBC

Delivery of proposals 1, 2, 16, 18

Millennium Bridge House

This project will deliver changes to the public highway in the vicinity of the redevelopment at Millenium Bridge House through a Section 278 agreement.

Start date: 2021/22

End date: 2026/27

Funding source: S278

Total cost: £300,000

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

1 Swan Lane

As part of a Section 278 agreement, this project will deliver changes to the public highway in the vicinity of the redevelopment at Seal House at 1 Swan Lane. This project will include improvements to the Thames Path and Swan Lane, not including Swan Lane Pier.

Start date: 2027/28

End date: 2027/28

Funding source: S278

Total cost: £350,000-£1,000,000

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

Aldgate, Tower and Portsoken Area

The upcoming Aldgate, Tower and Portsoken Area Healthy Streets Plan will set out a programme of projects designed to improve the quality, safety and accessibility of the area. A number of projects are already underway including improvements on Aldgate High Street in line with the Vision Zero Action Plan, Healthy Streets Minor Schemes, and multiple Section 278 projects.

Aldgate, Tower and Portsoken Healthy Streets Plan

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

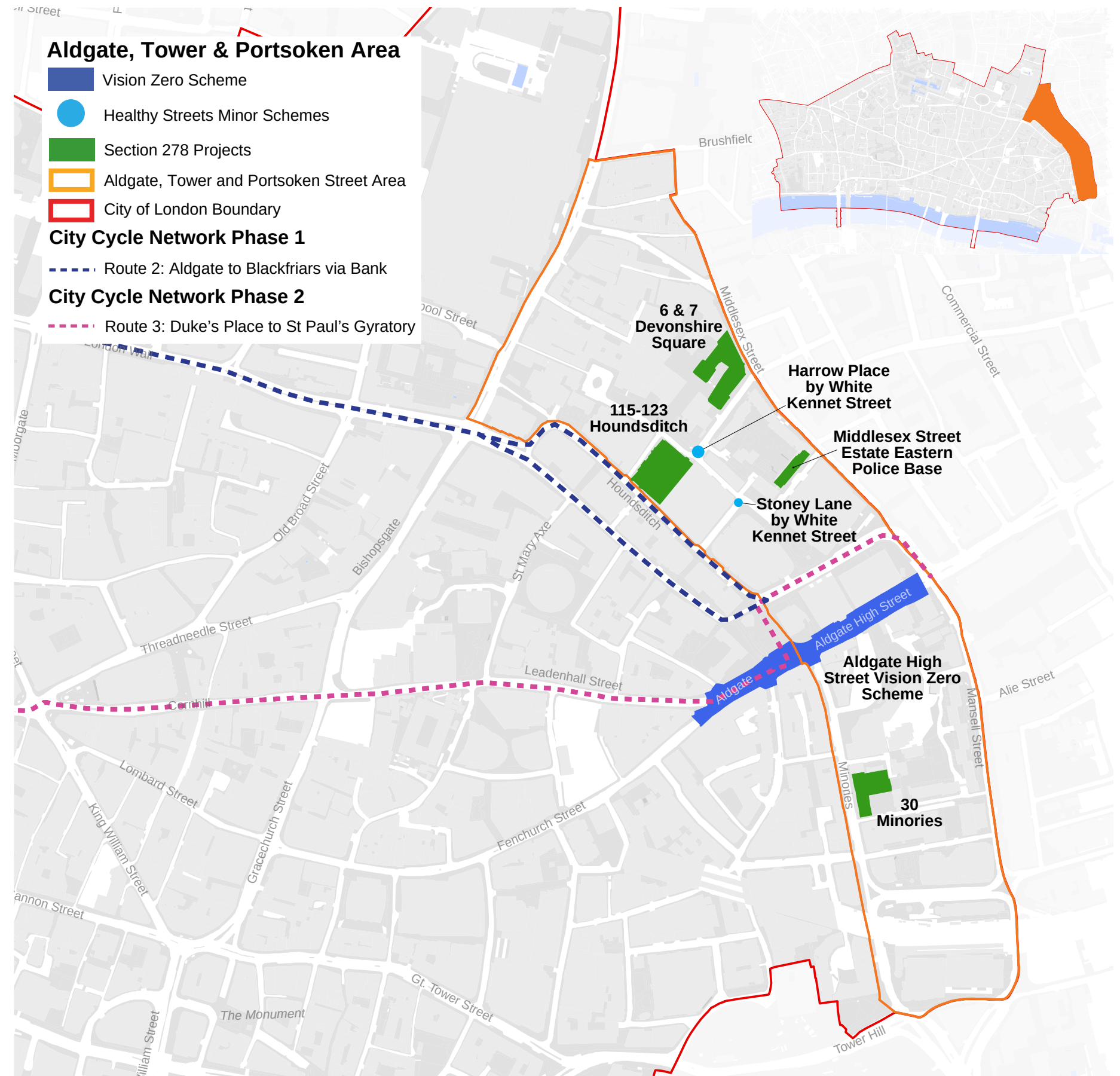
Start date: 2026/27

End date: 2027/28

Funding source: S106

Total cost: £250,000

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



Aldgate High Street Vision Zero scheme

This project will make Aldgate High Street safer for people walking, wheeling and cycling through the area by signalling the junction with Minories, providing a new pedestrian crossing on the eastern arm of the Aldgate High Street / Fenchurch Street junction and installing a cycle gate.

Start date: 2025/26

End date: 2030/31

Funding source: OSPR

Total cost: £885,000-£1,500,000

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

Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. There will be raised carriageways introduced at junctions in this area in 2026/27 to reduce road danger, improve accessibility, and enhance the walking and cycling experience.

Current planned locations in this area:

- Stoney Lane by White Kennett Street - raised carriageway at t-junction
- Harrow Place by White Kennett Street - raised carriageway at t-junction, junction narrowing and pavement widening

Start and end date: rolling programme

Funding source: LIP

Total cost: TBC

Delivery of proposals 1, 2, 16, 18

City of London Police Eastern Base

Resurfacing, additional greening and other improvements in Gravel Lane as part of Section 278 works for the City of London Police Eastern Base, which gained planning approval in 2024. Works are expected to begin in summer 2026, with completion by the end of 2026.

Start date: 2024/25

End date: 2026/27

Funding source: S278

Total cost: £1,000,000

Delivery of proposals 2, 7, 8

115-123 Houndsditch

A Section 278 project which will deliver improvements to the walking environment in Cutler Street and Houndsditch, including pavement and junction improvements. The draft Section 278 agreement is being developed, with construction is expected to begin in autumn 2027 and finish in summer 2028.

Start date: 2024/25

End date: 2028/29

Funding source: S278

Total cost: £400,000-£1,000,000

Delivery of proposals 2, 7, 8, 9

6&7 Devonshire Square

This Section 278 project will include repaving on Devonshire Square and Harrow Place. The project is due to be initiated in June 2026 and is expected to be completed in November 2027.

Start date: 2026/27

End date: 2027/28

Funding source: S278

Total cost: £130,000

Delivery of proposals 2, 5

30-33 Minories

This Section 278 project will include improvements to the public realm in the vicinity of 30-33 Minories and Writers’ House, a Victorian warehouse building. The details of the improvements, costs and start and end dates are to be confirmed.

Fenchurch Street Area

The Fenchurch Street Healthy Streets Plan was adopted in 2025 and brings together a range of projects aimed at improving the quality and accessibility of the local area. This includes public realm enhancements at Lloyds Avenue, a series of smaller Healthy Streets improvements and upgrades to open spaces such as the St Mary at Hill Churchyard and St Dunstan's Hill, including the introduction of sustainable drainage features.



Lloyds Avenue sustainable drainage

This project will add greening, sustainable drainage and seating to Lloyds Avenue. It will include a series of rain gardens with seating at the north and south ends of Lloyds Avenue, with associated pavement widening through the relocation of parking. The design work is complete, and the works are planned to commence in early 2027.

Start date: 2023/24

End date: 2026/27

Funding source: CAS, S106

Total cost: £450,000

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

St Dunstan's Hill sustainable drainage

Relandscaping project to deliver sustainable drainage tree pits through reallocation of carriageway and creation of new public realm.

Start date: 2025/26

End date: 2026/27

Funding source: CAS, S106, external contributions

Total cost: £150,000-£200,000

Delivery of proposals 7, 8, 10

St Mary at Hill Churchyard

The St Mary at Hill churchyard, one of the few open spaces in the Fenchurch and Monument area, is in a state of disrepair with low quality paving, poor access and limited planting. A phased project approach will first improve access to the churchyard via a connecting passage, followed by relandscaping to improve the visitor experience of the space. Construction is due to complete in August 2027.

Start date: 2026/27

End date: 2027/28

Funding source: S106

Total cost: £425,000

Delivery of proposals 7, 8

Fenchurch Street Corridor Scheme

This scheme will improve Fenchurch Street through pavement widening, planting, seating, reducing clutter, crossing improvements and cycling improvements. Sections of the corridor will be implemented through Section 278 agreements in the area. Start and end dates, total cost and funding sources are to be confirmed.

Healthy Streets Minor Schemes

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

Current planned schemes

- Botolph Lane by Eastcheap - raised carriageway, tactile paving
- India Street by Jewry Street - raised carriageway, tactile paving
- Jewry Street by Saracen's Head Yard – raised carriageway and footway redesign
- Mark Lane by Fenchurch Street – raised carriageway
- Muscovy Street by Trinity Square – pavement widening and raised carriageway with granite setts
- Savage Gardens by Trinity Square – pavement widening and raised carriageway with granite setts
- Savage Gardens/Pepys Street – raised junction
- Pepys Street/Seething Lane – raised junction
- St Dunstan's Lane by St Mary at Hill - raised carriageway with granite setts

Funding source: LIP

Total cost: TBC

Delivery of proposals 1, 2, 16, 18

100 Minorities

Section 278 funded repaving and highway improvements around 100 Minorities and the creation of a new public space.

Start date: 2019/20

End date: TBC

Funding sources: S106, S278

Total cost: £650,000 - £850,000

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

122 Minorities

This section 278 project will improve the public realm around the development at 122 Minorities and 14 Crosswall, including a raised table at the junction of Vine Street and Crosswall, widened pavements and tree planting (subject to additional funds).

Start date: 2026/27

End date: 2027/28

Funding source: S278

Total cost: £50,000-£100,000

Delivery of proposals 2, 5, 8, 15

65 Crutched Friars (Migration Museum)

This Section 278 project around the development at 65 Crutched Friars will improve pavements and crossings, and create a new pocket park in Rangoon Street, which will be delivered at a later phase. The development will also create a new permanent home for the Migration Museum.

Start date: 2024/25

End date: 2027/28

Funding source: S278

Total cost: £200,000-£2,000,000

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

50 Fenchurch Street

A Section 278 project which will deliver improvements to Fenchurch Street, Mark Lane, Mincing Lane and London Street around the development of 50 Fenchurch Street, in line with the Fenchurch Street Healthy Streets Plan. Improvements will include pavement widening, raised carriageways, and crossovers and pedestrian refuges. Construction is expected to begin in summer 2028, with completion by spring 2029.

Start date: 2024/25

End date: 2028/29

Funding source: S278

Total cost: £1,200,000

Delivery of proposals 2, 5, 7, 8

5-10 Great Tower Street

This Section 278 project will deliver minor improvements to accessibility on St Dunstan's Hill.

Start date: 2025/26

End date: 2026/27

Funding source: S278

Total cost: £50,000-£100,000

Delivery of proposals 2, 5

America Square

Closure of carriageway to create new area of public realm with extensive greening. Delivered as part of the City-wide Cool Streets and Greening Programme.

Start date: 2025/26

End date: 2026/27

Funding source: S106, S278

Total cost: £700,000-£800,000

Delivery of proposals 7, 8, 10

6-11 Crescent

This Section 278 project will deliver minor improvements on Crescent, including a dropped kerb or similar to ensure access to the development.

Start date: 2025/26

End date: 2026/27

Funding source: S278

Total cost: £3,600

Delivery of proposal 15

60 Gracechurch Street

This project will deliver improvements in the vicinity of 60 Gracechurch Street through a Section 278 agreement. The details of the improvements and start and end dates are to be confirmed.

Funding source: S278

Total cost: TBC



Lloyds Avenue visualisation

City-wide projects

Our programme of City-wide projects brings together a range of initiatives designed to make it easier, safer and more enjoyable to move around the Square Mile. This includes delivering the City Cycle Network, expanding cycle and micromobility parking, and continuing to improve Legible London wayfinding. Together, these projects aim to support safer, more accessible and sustainable travel, while helping people navigate the City more easily and get the most out of its streets and spaces.

City Cycle Network

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

Phase 1

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

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

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

Route 1 links Cycleway 1 (Wilson Street) to Cycleway 4 (Monument), creating a direct north-south cycling connection through the City via Bank Junction. It will be delivered through separate but coordinated projects, including Moorgate area, All Change at Bank, the Pedestrian Priority Streets Programme, and other developer-funded projects. Delivery of the minor street improvements for cycling will be delivered in 2026/27 in coordination with other planned construction activities on the highway.

At Aldgate proposed improvements include:

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

Key:

City Cycle Network Phase 1

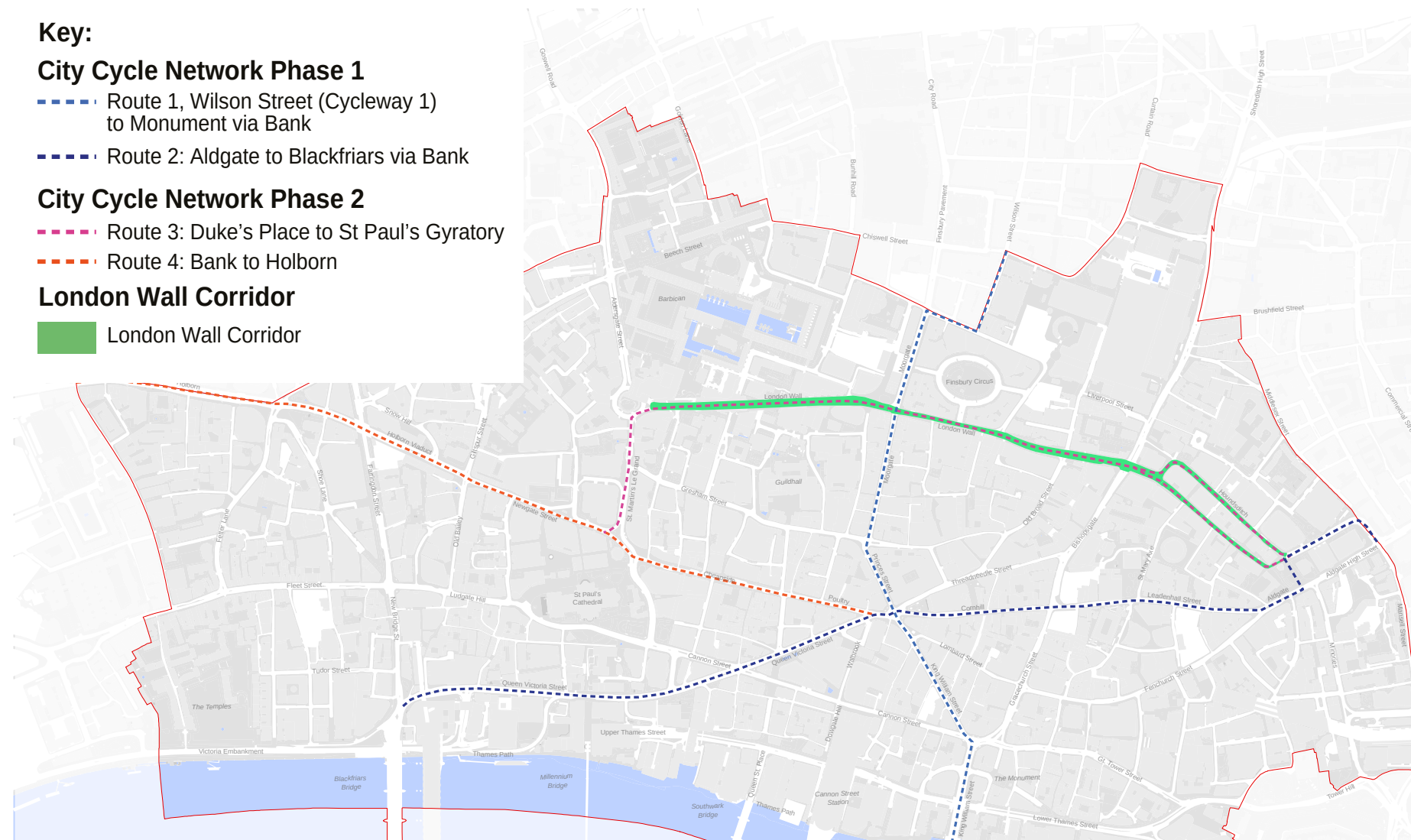
- Route 1, Wilson Street (Cycleway 1) to Monument via Bank
- Route 2: Aldgate to Blackfriars via Bank

City Cycle Network Phase 2

- Route 3: Duke's Place to St Paul's Gyratory
- Route 4: Bank to Holborn

London Wall Corridor

- London Wall Corridor



Between Aldgate and Queen Street:

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

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

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

Phase 2

Development and delivery of improvements to:

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

Route 4: Bank to Holborn

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

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

Funding sources: TfL

Total cost: £2,000,000 - £4,000,000 (Phase 1), Phase 2 - TBC

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

London Wall corridor

A programme of work to make improvements to walking, wheeling and cycling along the length of London Wall, including safety improvements at the junctions of London Wall/Moorgate and London Wall/Old Broad Street which are in the top ten locations for collisions in the City. The programme will be delivered through multiple projects, including a combination of developer funded projects and (subject to funding) additional City Corporation funded improvements. Feasibility work is complete, but the programme timeline and structure is to be decided. The first of the projects is expected to be initiated in 2026/27 and will include the removal of the Bevis Marks/Camomile Street gyratory.

Start date: 2024/25

End date: TBC

Funding source: S278, CIL, OSPR

Total cost: TBC

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

Cycle and micromobility programme

This is a rolling annual programme to provide new and improved parking for private cycles and dedicated parking bays for dockless bikes and e-scooters.

In 2026/27, around 50 cycle stands for private cycles will be introduced. The design of this cycle parking focuses on improving cycle security and reducing the impact on other people using pavements. To support the growing demand for cycle, dockless cycle and e-scooter hire, and cargo cycle parking we will continue to monitor and identify suitable locations for new parking facilities. With planning colleagues we will work on the requirements and minimum standards for cycle hubs where these are being provided and subsidised by third parties.

Start date: 2020/21

End date: 2028/29

Funding sources: LIP, TfL, dockless operators

Total cost: £60,000, officer time

Delivery of proposals 2, 6, 14, 16, 22, 23, 24, 40

Legible London updates

A programme of updates to the maps and directional information on over 300 Legible London map and directional signs across the City to ensure that locations, street layouts and key attractions are up to date. The signage will be updated in area-based phases.

Start date: 2024/25

End date: 2027/28

Funding sources: OSPR, CIL, S106

Total cost: £450,000

Delivery of proposal 6



Queen Victoria Street visualisation

Strategic transport initiatives

Delivery of the Transport Strategy is supported through a range of policy initiatives, programmes and areas of work that help shape how people move around the City. This includes the Future Transport Programme, Sustainable Servicing Programme and Zero Emission Network, alongside work on Managing Micromobility, Deliveries and Consolidation, and the Kerbside Review.

The programme also covers the development of key strategies and plans, such as the EV Infrastructure Plan and improving access for disabled people travelling by taxi and private hire.

Together, these initiatives involve research, analysis, feasibility studies and pilot projects, helping to test and develop new approaches before they become part of everyday practice.

Sustainable servicing programme

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

Start date: 2026/27

End date: 2028/29

Funding sources: CoL

Total cost: Officer time

Delivery of proposals 34, 35

Future transport programme

A programme of work to monitor and investigate new and upcoming transport modes and technology, including Autonomous Delivery Robots and Autonomous Vehicles.

We are exploring the potential use cases for Autonomous Delivery Robots within the Square Mile and investigating opportunities to trial these use cases to better understand how the technology could be integrated.

We are also engaging with Autonomous Vehicle Taxi operators to understand their plans and timelines and how this may affect the City of London in the next few years starting in 2026, as well as opportunities for collaboration. Following the passing of the Automated Vehicles Act into law in 2024, we expect Autonomous Vehicles to be operating within the Square Mile by no later than mid 2027 following initial trials involving a small number of boroughs within London, potentially including the City of London. TfL will be the licensing authority for these vehicles.

Start date: 2024/25

End date: Ongoing

Funding sources: CoL

Total cost: Officer time

Delivery of proposals 39, 40

Zero Emission Network (ZEN)

In partnership with the London Boroughs of Hackney, Newham, Tower Hamlets, and the City of Westminster, the City Corporation is part of the Zero Emissions Network (ZEN), funded by the Mayor's Air Quality Fund (MAQF4), with an overall aim to decarbonise local transport.

ZEN is currently in the second of a three-year delivery programme, during which it will deliver:

- A network of cargo bike share hubs for public use, building on the existing network in Hackney, providing 28 bikes in total across the City and neighbouring boroughs
- Discounts and offers for local residents or businesses, including bike servicing, cargo bike trials, trials of cargo bike courier deliveries and cycle training (all free of charge)
- Events that promote air quality improvements or active travel
- 24 grants to workplaces for cargo bikes and e-bikes across the partner boroughs
- Micro logistics hub pilots.

Start date: 2024/25

End date: 2026/27

Funding source: GLA - Mayors Air Quality Fund, CoL

Total budget: £884,000, officer time

Delivery of proposals 6, 23, 34

Managing micromobility

Dockless cycles and hired e-scooters are a growing part of the City and London's transport mix. To ensure these services are well managed we are reviewing Memoranda of Understanding and engagement with both existing and potential dockless cycle hire operators. This review seeks to strengthen these agreements to secure sustainable financial contributions, enhance data sharing, and drive higher standards of parking compliance and safety for all street users.

A pan-London micromobility licensing regime is being developed by the Department for Transport and Transport for London, under powers from the English Devolution and Community Empowerment Act 2026. This is expected to be in place by 2028.

Deliveries and consolidation

A programme of work to support Transport Strategy Outcome 7: Delivery and servicing needs are met more efficiently, and impacts are minimised.

This includes:

- Area based work to promote consolidation for freight deliveries to existing buildings in partnership with Business Improvement Districts (BIDs).
- Last Mile Delivery Bay Pilot (i.e. micro-consolidation) at Snow Hill.
- Delivery and servicing monitoring system for development with Section 106 Delivery, Servicing and Management Plan obligations.

Start date: 2024/25

End date: 2026/27

Funding sources: CoL

Total cost: Officer time

Delivery of proposals 2, 11, 34, 35

Kerbside review

A programme of work to review parking and kerbside provision and policy, covering payment parking bays, motorcycle bays, coach parking bays, disabled bays, taxi rest bays and ranks, off-street car parks, loading bays, multi-use spaces, single yellow lines, and waiting and loading restrictions. A review of the Controlled Parking Zone was launched in March 2026 and will explore options for extending the operational hours of the Controlled Parking Zone, the charging hours for the payment parking bays, and the tariff structure during charging hours. Any changes resulting from this review would be introduced in April 2027.

Start date: 2022/23

End date: 2027/28

Funding sources: LIP, CoL

Total cost: £135,000, officer time

Delivery of proposals 11, 14

EV Infrastructure Action Plan

Ensuring adequate provision of electric vehicle charging infrastructure to deliver reliability and convenience. Sites for five on-street rapid charging points will be put to tender in 2026. Further on-street charge points will be provided with funding secured from the Office for Zero Emission Vehicles (OZEV), with total numbers and locations to be determined once an operator has been procured. We are also in dialogue with TfL regarding additional charge points for black cabs. We have reviewed fleet forecasting and needs to provide an action plan for the five years up to 2030.

Start date: 2019/20

End date: 2030/31

Funding sources: DfT, CoL, TfL, private sector

Total cost: TBC

Delivery of proposal 26

Access for disabled people travelling by taxi and private hire

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

Start date: 2023/24

End date: 2026/27

Funding sources: CoL

Total cost: £10,000

Delivery of proposals 1, 15

Events and campaigns

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

Road danger reduction campaigns

Opportunities to align with national campaigns, along with locally targeted behaviour change and community engagement activities to promote safe behaviours. This will be delivered in partnership with the City of London Police. This includes supporting the Police 'Exchanging Places' roadshows, which take place at least six times a year.

Start date: 2019/20

End date: Ongoing

Funding sources: LIP

Total cost: £25,000 (for 2026/27)

Delivery of proposals 6, 18, 19, 24

London Walking, Wheeling and Cycling Conference

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

Start date: 2017/18

End date: 2030/31

Funding source: Self-funding, sponsorship, officer time

Delivery of proposals 1, 6, 24



Photo: Gary Manhine

London Walking Wheeling and Cycling Conference 2025

City Streets 2026

Summary Report



Introduction

Since 1999, the City of London Corporation has undertaken a City-wide traffic survey approximately every two years during the autumn to monitor traffic levels and patterns across the City. From 2022 onwards, an additional summer survey programme has been introduced, following a similar methodology and frequency.

These traffic surveys collect comprehensive data on the volume and composition of traffic using the City's street network. The methodology has evolved over time, with the survey duration extended in 2016 from 12 to 24 hours and further enhanced in 2017 to include pedestrian footfall data alongside vehicle activity.

This report presents the results of the most recent summer traffic survey, conducted on Thursday 3 July 2025, and compares these findings with the summer surveys undertaken in 2023 and 2022. It should be noted that the 2022 and 2023 surveys were carried out on a Wednesday, whereas the 2025 survey was conducted on a Thursday. This may introduce some variation in the results.

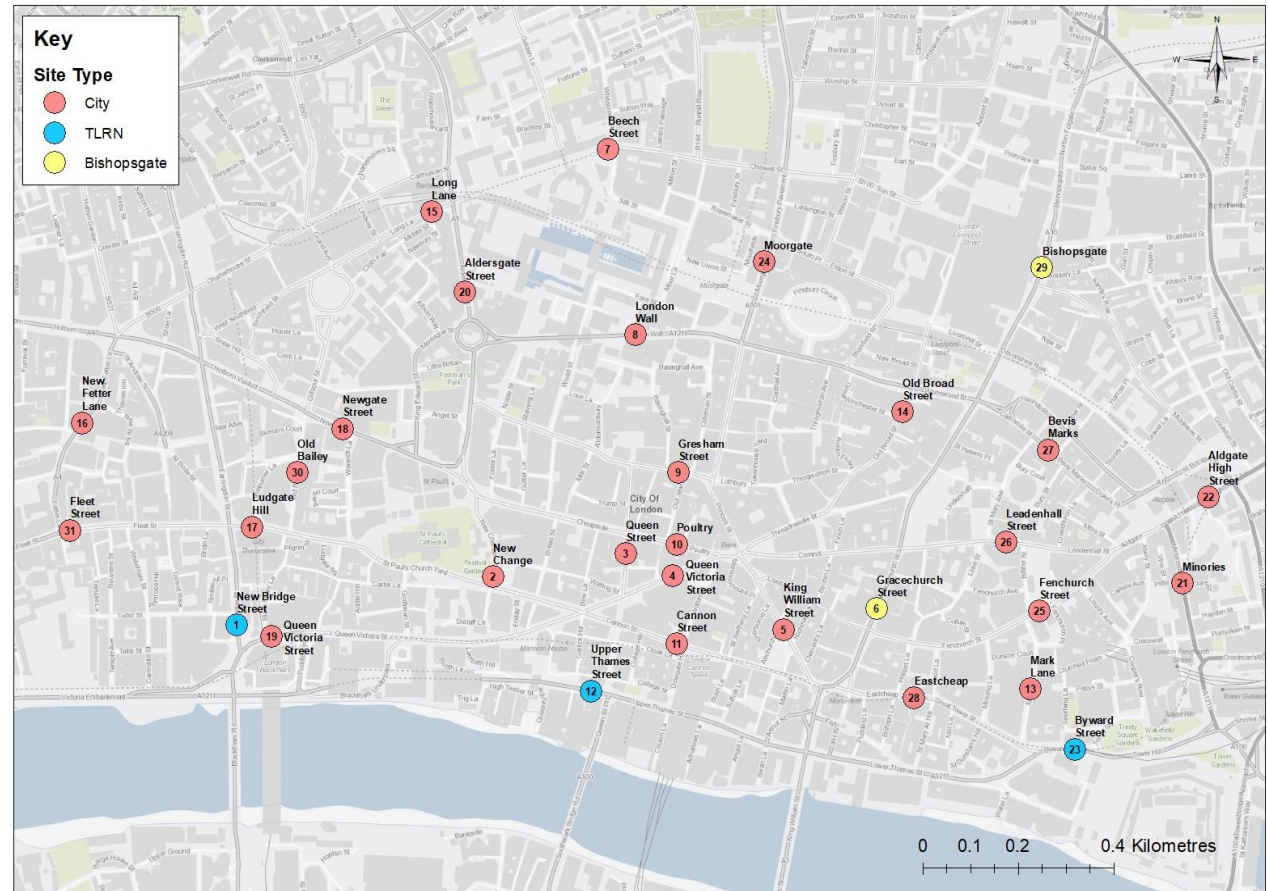
In 2025 we also undertook Cycle Intercept surveys to understand more about who is cycling, where they come from, and journey purpose, particularly in the context of the recent rise in the numbers of people cycling in the City. It should be noted that this was a voluntary survey completed by a sample of people cycling and may overrepresent some groups who are more likely to answer surveys.

Count sites

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

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

- 3 sites on the Transport for London Road Network (TLRN)
- 2 sites on the Bishopsgate/ Gracechurch Street Corridor
- 26 sites on Local and City Access streets



Counted mode classifications

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

Tables and figures

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18. [Dockless hire cycle user survey results](#)
19. [TfL London Travel Demand Survey \(LTDS\) summary](#)

Summary

Walking, wheeling and cycling

Travel patterns in the City of London continued to shift strongly towards walking, wheeling and cycling in summer 2025. Compared to summer 2023, people cycling increased by 44% and walking and wheeling by 22% over a 24-hour period, meaning these modes now account for 78% of all daytime trips and 87% during peak hours. Footfall reached 83% of pre-pandemic levels when compared to autumn 2019 counts. Cycling growth has been pronounced over the past two years, driven largely by dockless hire bikes, which now make up 31% of all observed cycles (up from 9% in 2023). Cargo cycle use has also more than doubled since 2023. People cycling now accounts for 45% of all vehicular traffic during the daytime. At the 12 base sites, there are more people cycling than motor vehicles (Figure 1). Overall cycling volumes recorded in the autumn counts increased more than sevenfold between 1999 and 2024, while motor traffic declined by around 71%, reflecting a long-term shift in travel behaviour.

Cycle intercept

Cycle intercept surveys were undertaken in July 2025. These involved handing postcards to people cycling, containing details of a survey that could be completed later. The findings showed that 82% of respondents were commuting, 42% of respondents had either started or finished their journey in the City, and one in six respondents had started cycling in London within the last two years.

Motor traffic

The general trend shows that motor vehicle traffic is decreasing in line with targets. Compared with 2023, total motor vehicle volumes recorded in summer 2025 decreased by 1% over a 24-hour period. During the daytime period (7am–7pm), motor vehicle volumes were 9% lower than in 2023, with the largest reductions observed in cars and private hire vehicles (-11%), taxis (-11%), motorcycles (-11%), and buses and coaches (-17%).

Targets

Progress against the City of London Corporation Transport Strategy traffic KPIs is measured using autumn traffic counts against a 2017 baseline. The latest autumn counts (2024) show that cycling growth, overall traffic reduction and freight reduction are all currently ahead of their respective 2030 targets. Summer 2025 traffic volumes are broadly consistent with these trends. Peak-hour freight vehicle reduction remains behind the trajectory required to achieve the separate 2030 target of a 50% reduction in freight vehicles during peak hours. The 2030 targets are: 50% growth in people cycling over 24-hours; 25% reduction in motor vehicles over 24-hours; 15% reduction in freight vehicles over 24-hours; and 50% reduction in freight vehicles during peak hours.

Summer 2025 key results

In July 2025, over 24-hours at 30 sites the following were counted:

- 848,890 people walking and wheeling
- 169,734 people cycling, made up of:
 - 100,885 personal cycles
 - 52,018 dockless hire cycles
 - 11,800 Santander hire cycles
 - 5,031 cargo cycles
- 290,398 motor vehicles (all vehicles)
- 271,931 private motor vehicles (includes freight; excludes buses and coaches)
- 71,313 freight vehicles (vans and lorries)

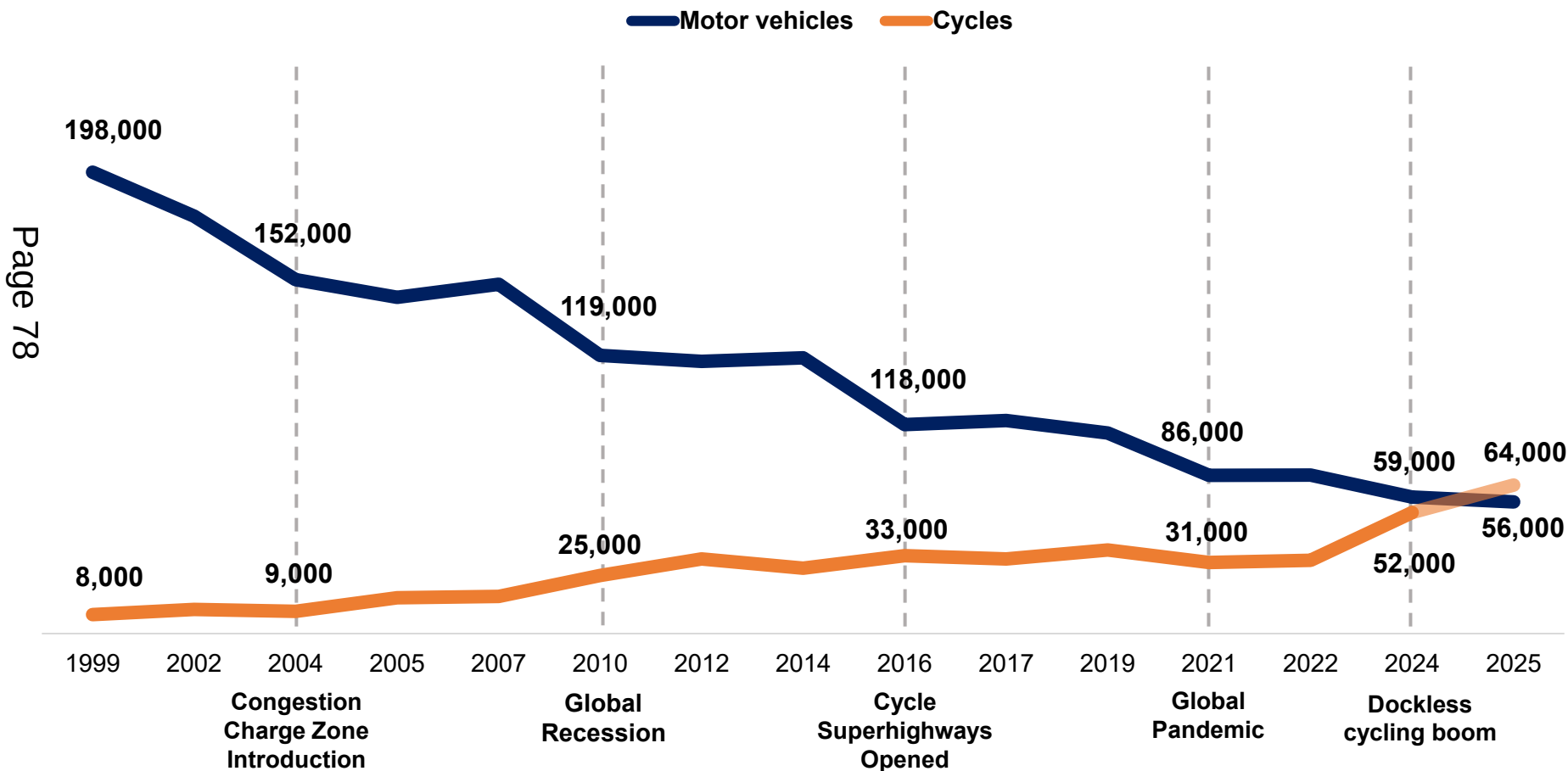
Figure 2 shows the composition of daytime traffic (7am–7pm) on City streets. Cycles were the most common vehicle type, accounting for 45% of all vehicles, which is more than twice the share of cars and private hire vehicles (20%).

Figure 3 shows how the volume and proportion of different vehicle types vary over a 24-hour period. People cycling account for roughly 60% of all vehicular traffic between 8–9am (62%) and 5–6pm (58%). Figure 4 shows that a third (33%) of all movements (including people walking and wheeling) occur between the peak hours of 8–10am and 5–7pm. Across the day, people walking, wheeling and cycling account for more than three quarters of all observed travel activity (78%). During peak periods, this rises to 87% between 8–9am and 88% between 5–7pm. There is also a notable increase in walking and wheeling activity during the mid-day peak (12–2pm).

Figure 6 shows a daily pattern in motor vehicle volumes, with a sharp overnight decline, a rapid morning increase, relatively stable daytime levels, and a peak during the evening period (6–7pm), before falling and partially recovering later at night. Figure 7 shows how the composition of motor vehicle traffic varies through the day. Cars and private hire vehicles dominate, with volumes peaking late in the evening at around 11pm. In contrast, van and lorry volumes rise to a morning peak around 6–7am before declining through the afternoon and evening. Taxi volumes increase more gradually, reaching their highest levels during the early to mid-afternoon and tapering slightly from 5pm. A substantial proportion of car movements occur outside Congestion Charge hours, with notable activity both before 7am and after 6pm.

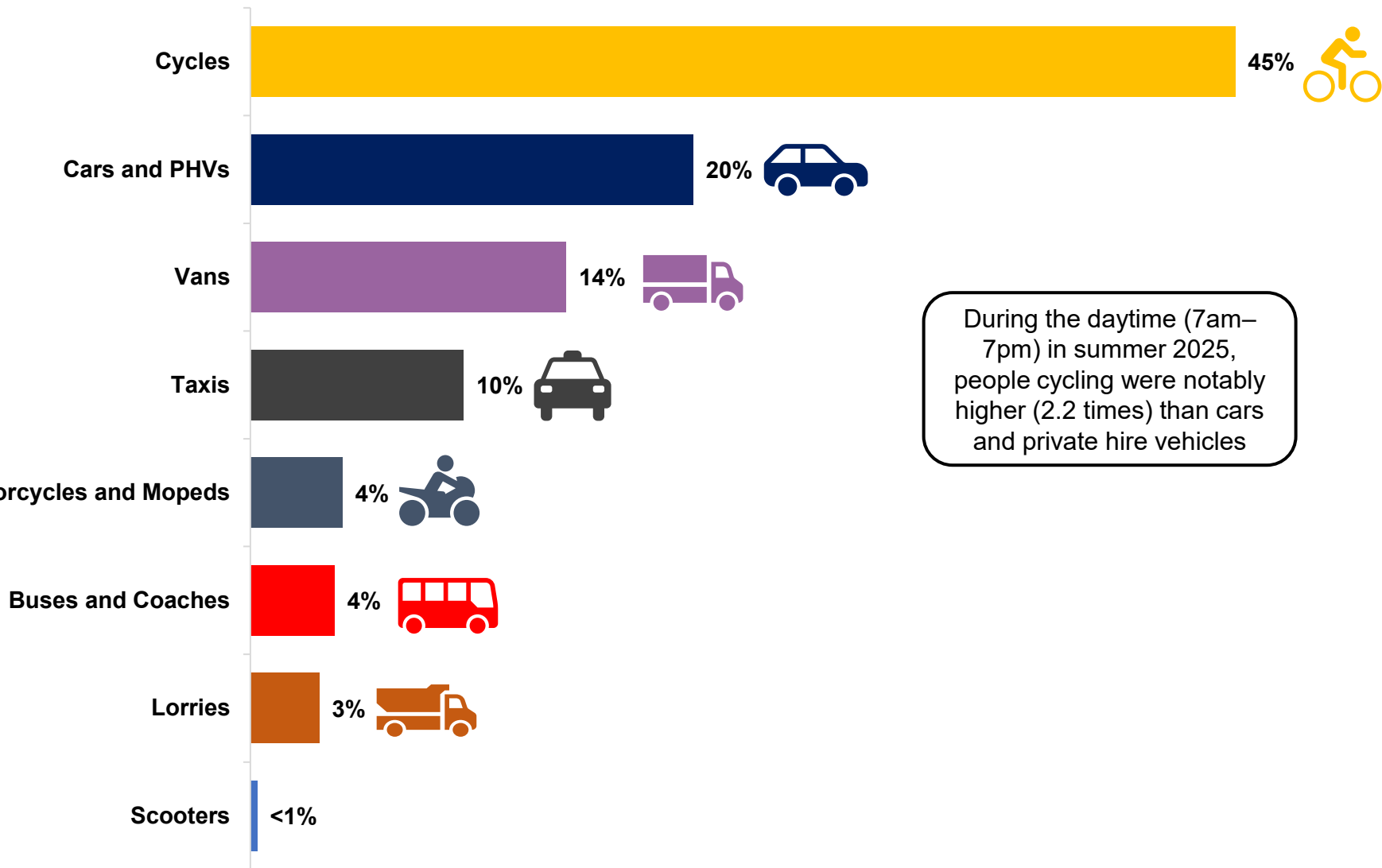
1 Motor vehicle and cycle volumes 1999-2025

The number of people cycling counted in summer 2025 was seven times higher than it was in autumn 1999, while the number of motor vehicles is 71% lower. While the long-term trend data is based on autumn counts, the summer 2025 counts show that during the day at our 12 original count sites the number of people cycling in the City overtook the number of motor vehicles for the first time, with 8,000 more cycles than motor vehicles observed at the 12 original count sites over 12 hours.

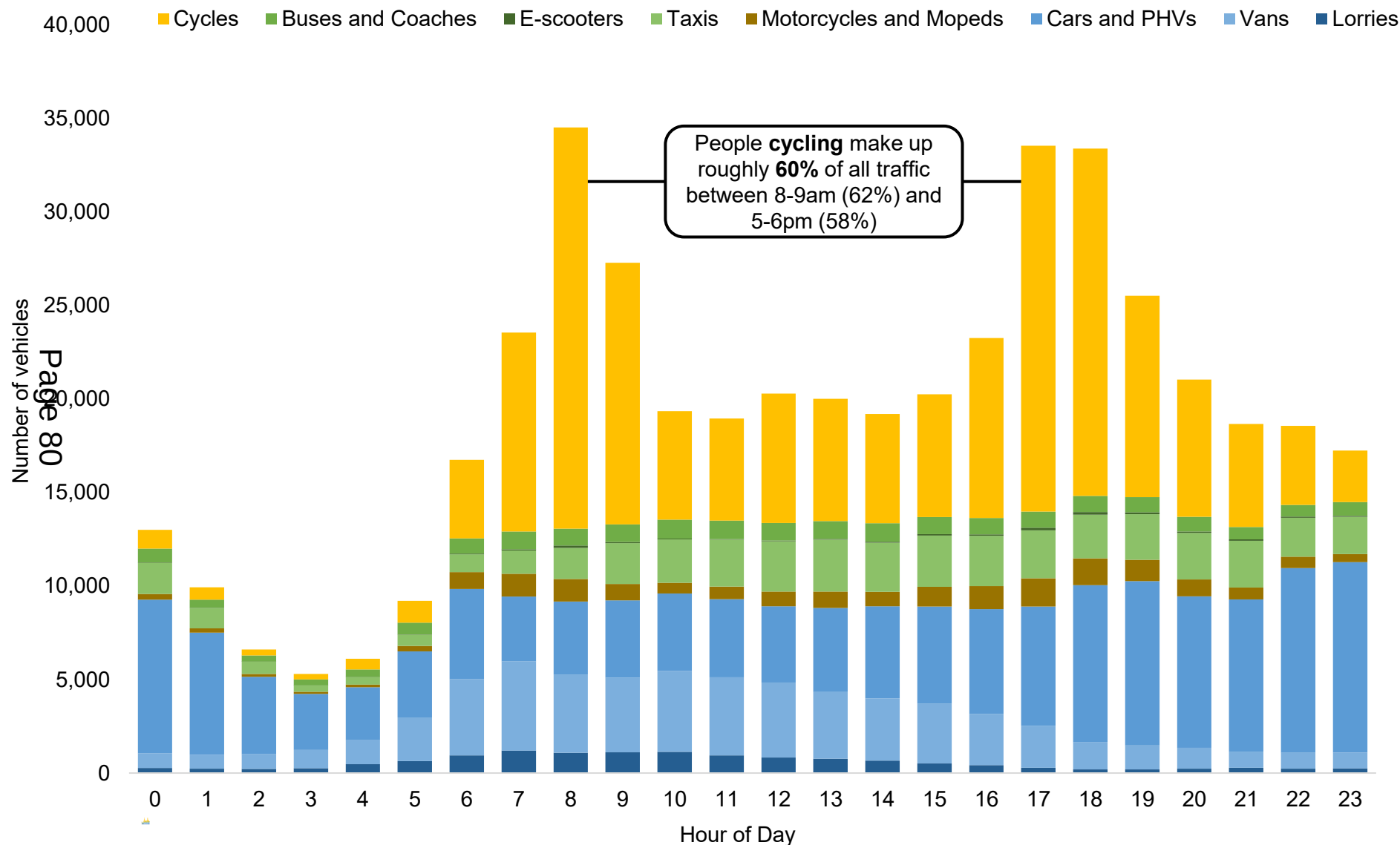


2 Daytime traffic mode share in summer 2025

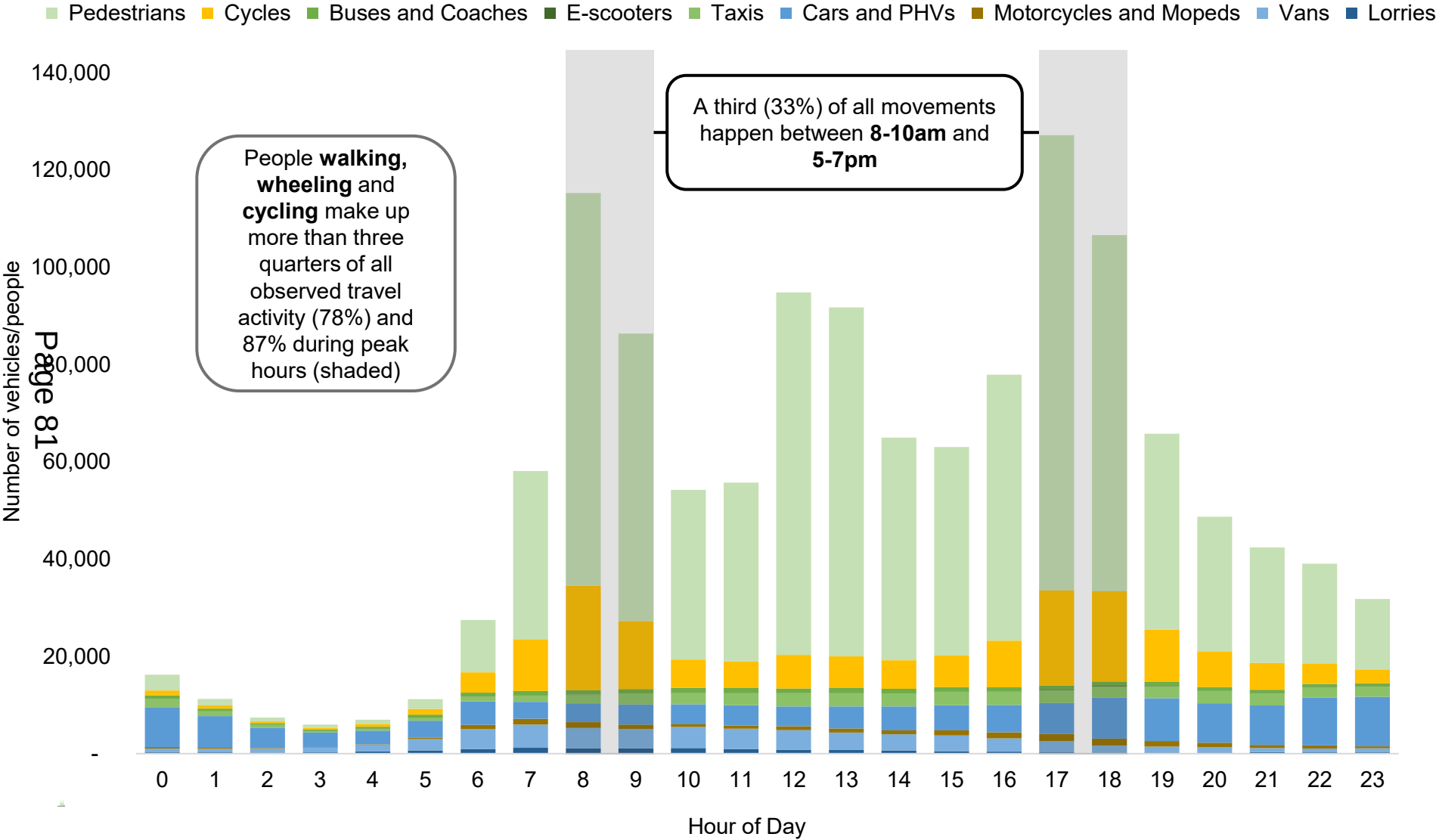
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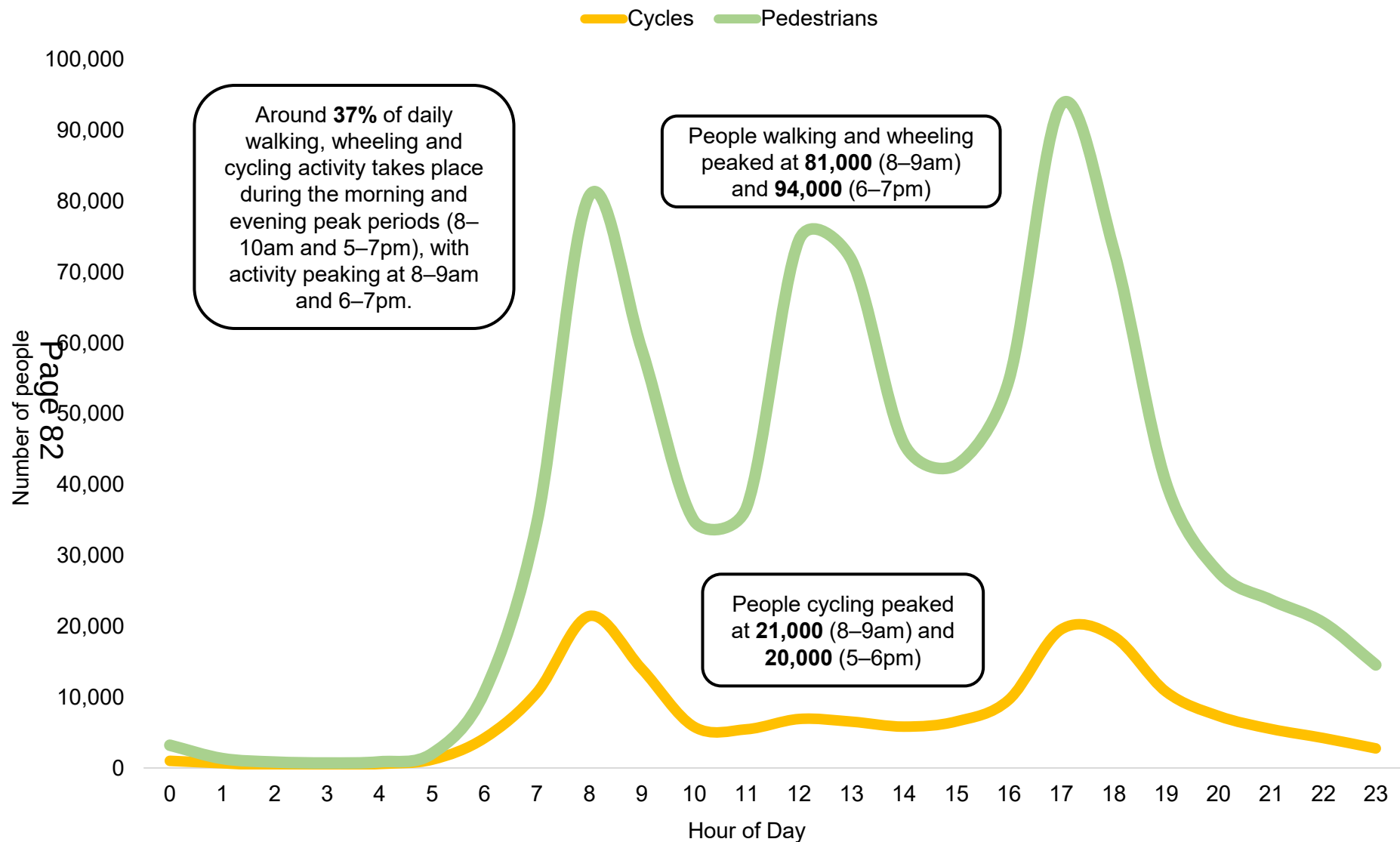
3 Traffic by mode and hour of day in summer 2025



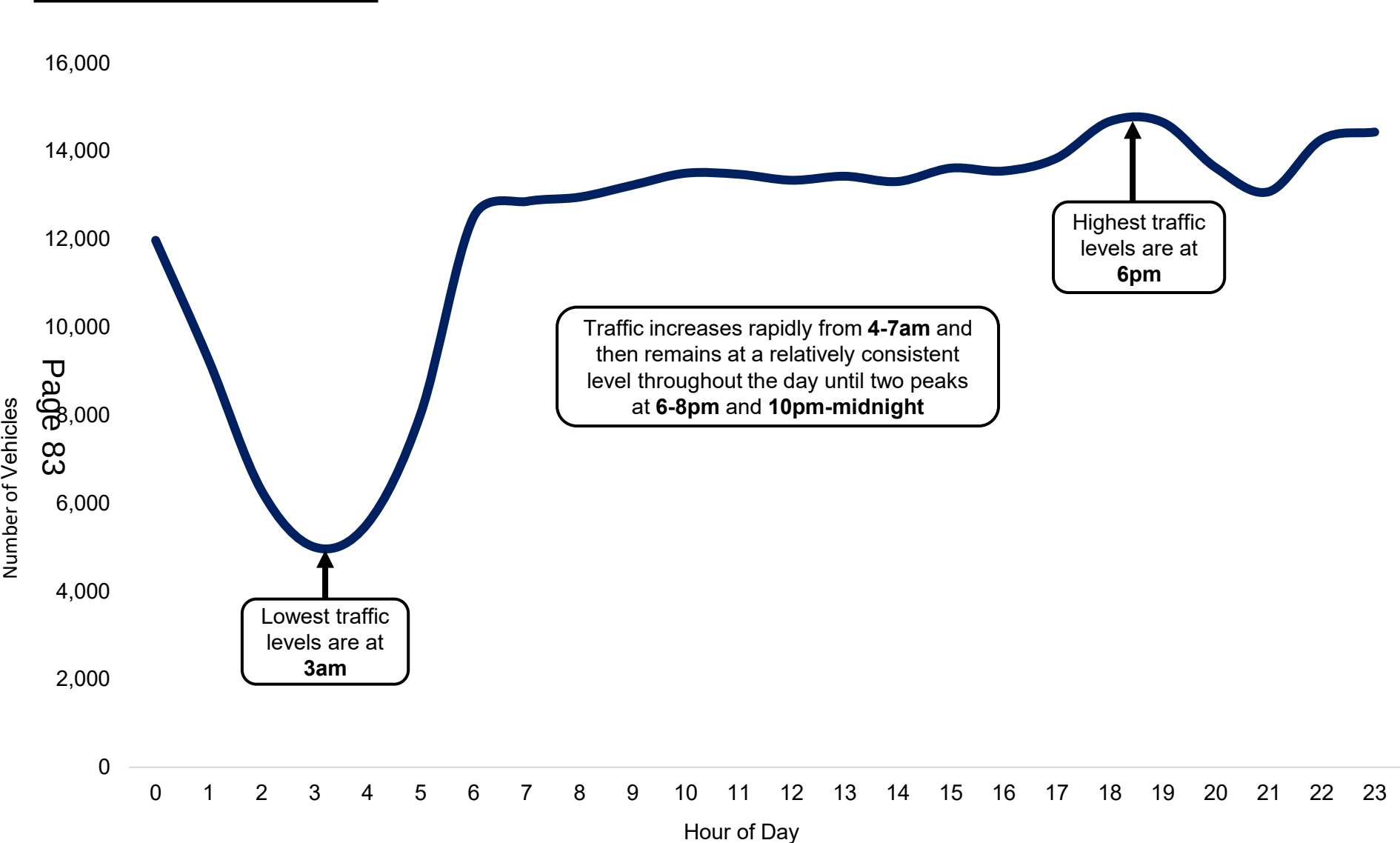
4 Travel activity by mode and hour of day in summer 2025



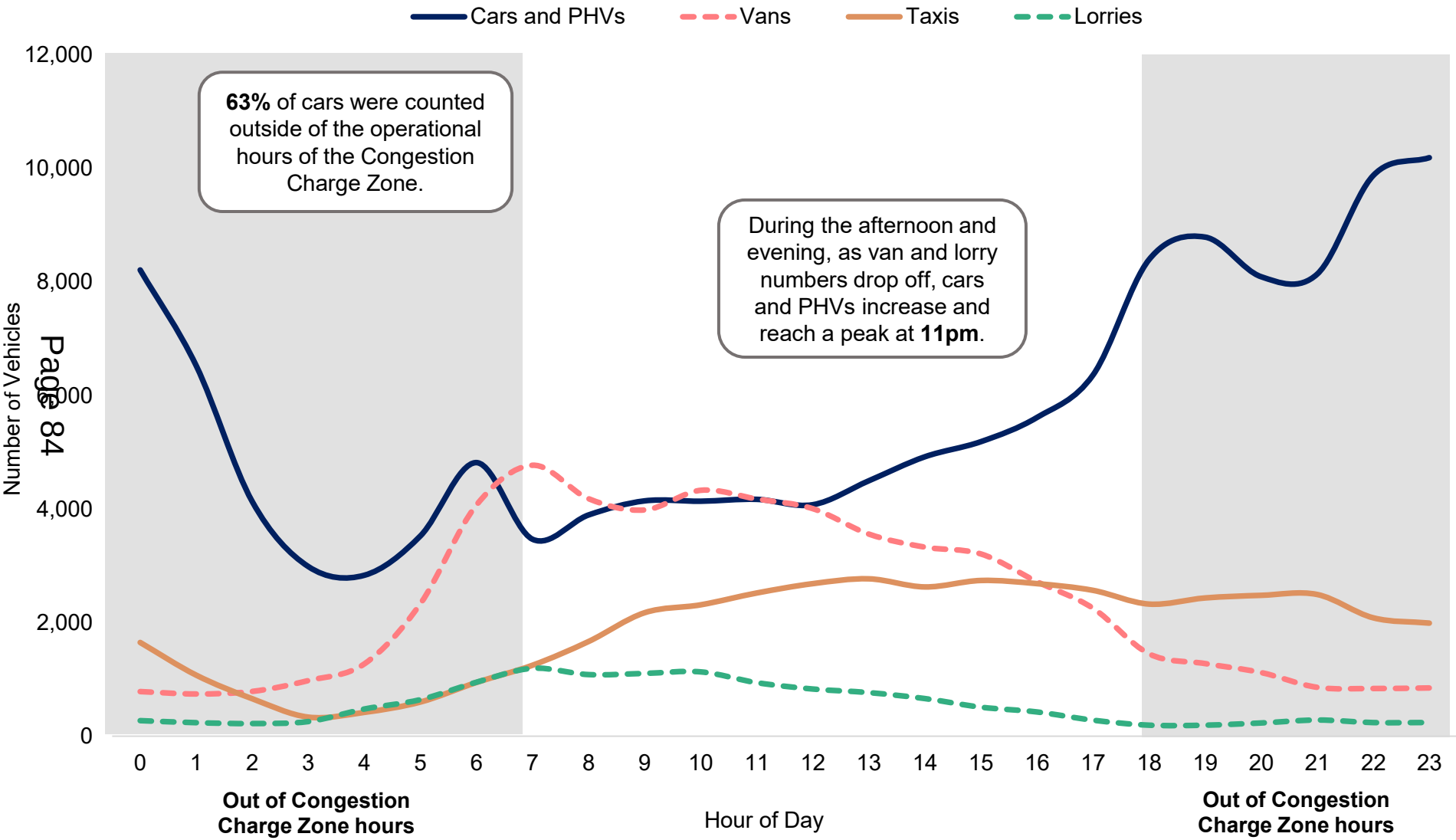
5 Walking, wheeling and cycling by hour in summer 2025



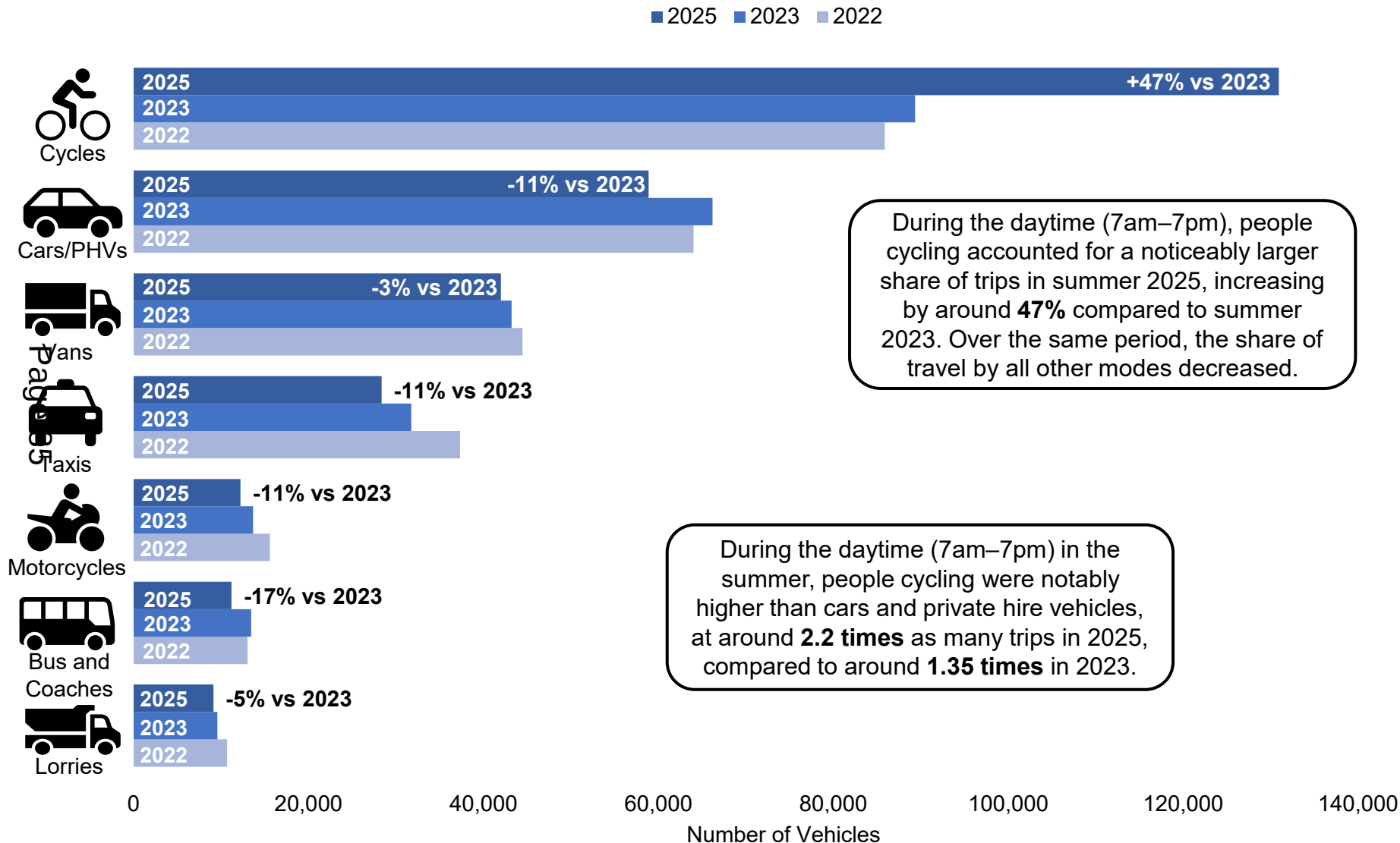
6 Motor vehicle volumes by hour of day in summer 2025



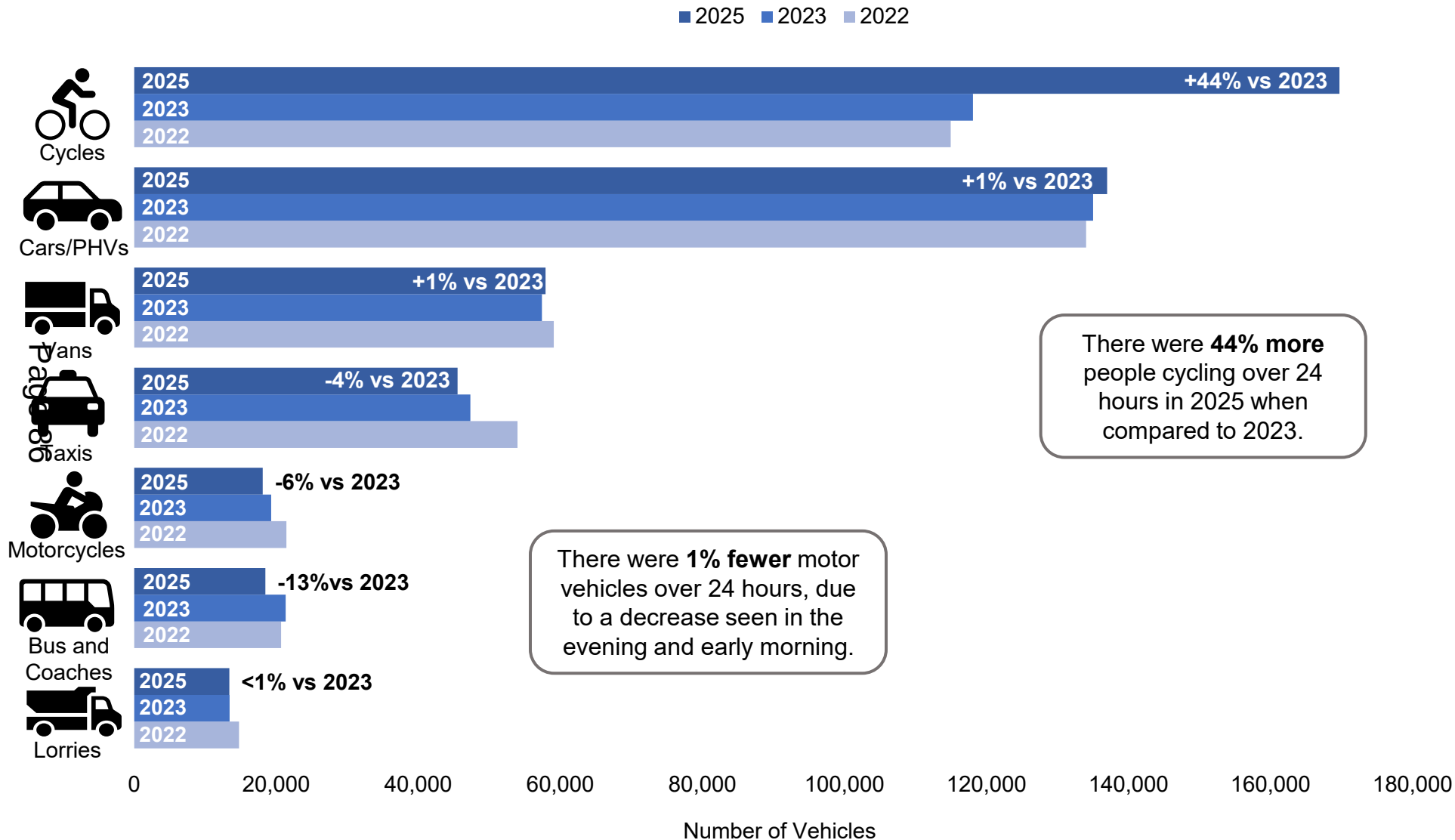
7 Cars, lorries, taxis and vans by hour of day in summer 2025



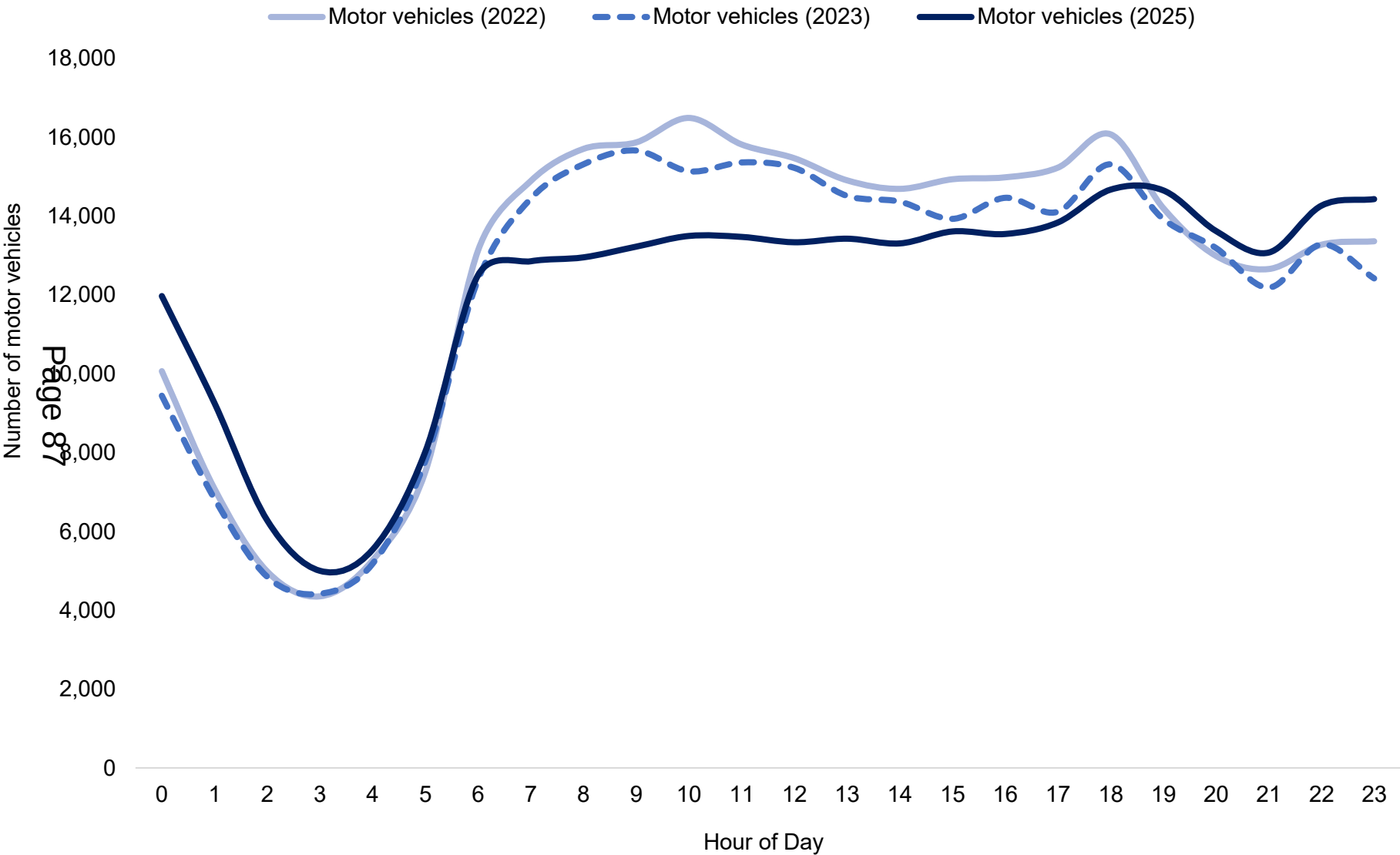
8 Daytime traffic mode totals since summer 2022



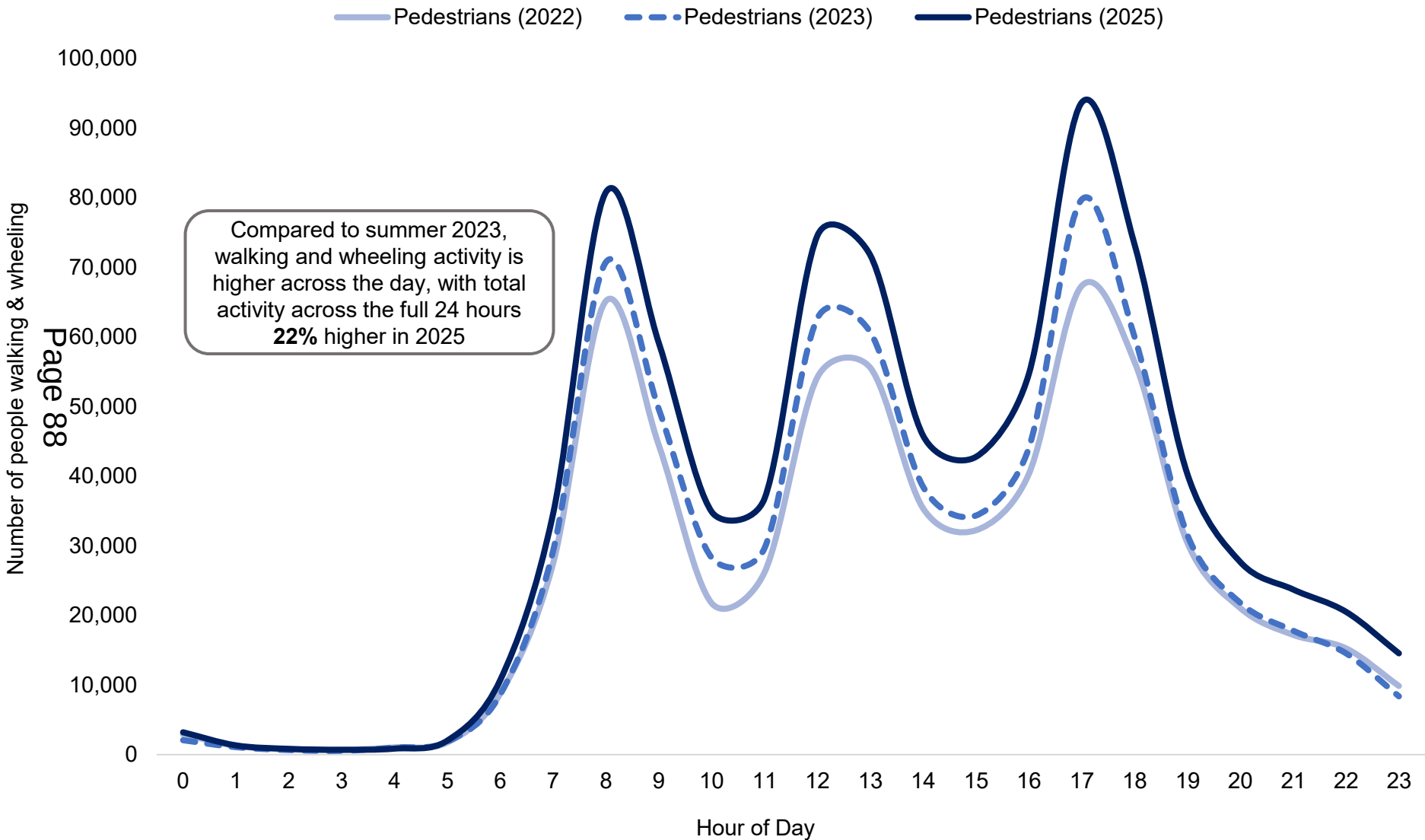
9 24-hour traffic mode totals since summer 2022



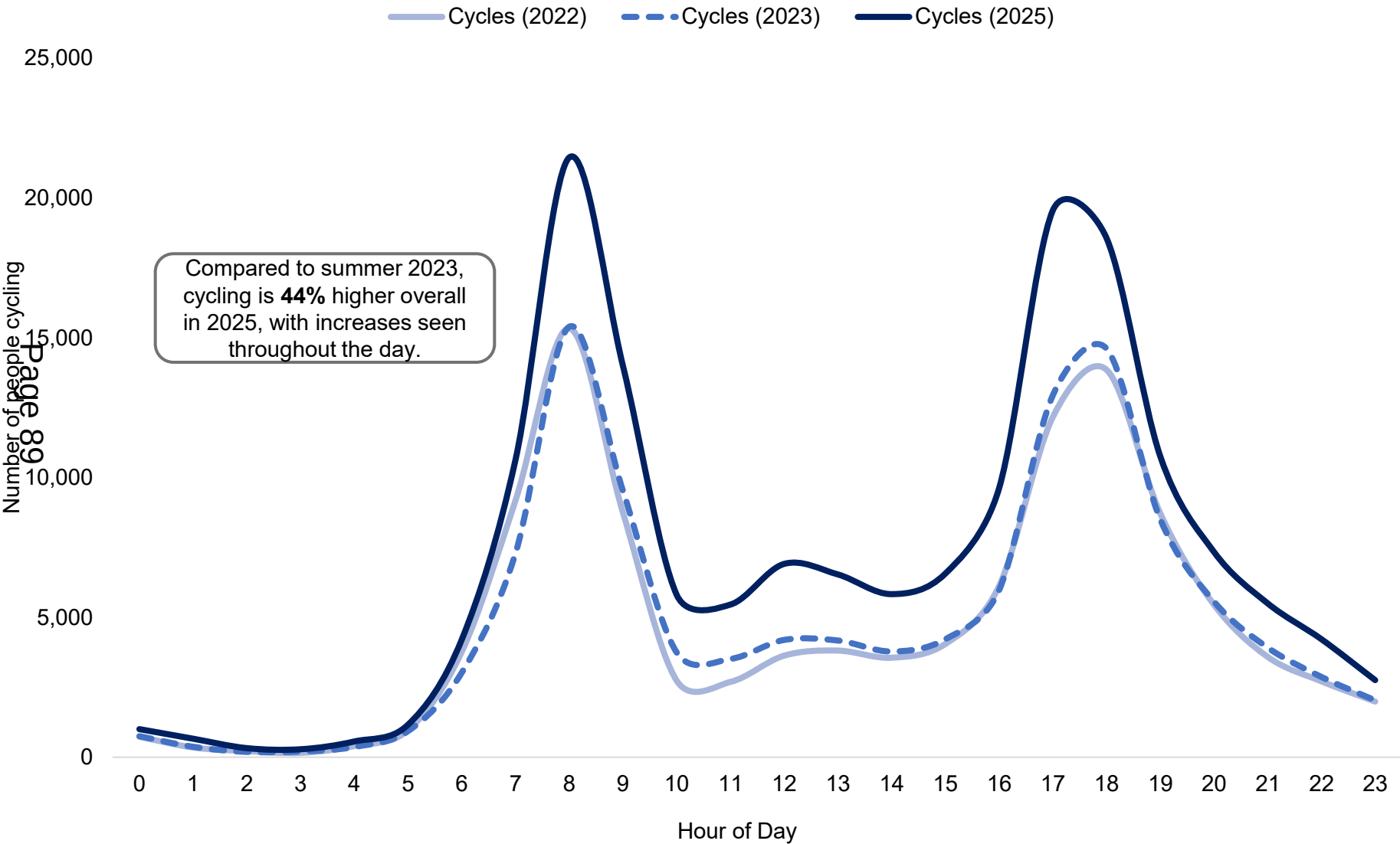
10 Motor vehicles by hour summer 2022, 2023 and 2025



11 Walking & wheeling by hour summer 2022, 2023 and 2025



12 Cycling by hour summer 2022, 2023 and 2025



Cycling in summer 2025

The last two years have seen a significant increase in cycling levels in the City of London, with summer 2025 counts showing a 44% increase in people cycling compared to summer 2023 across a 24-hour period.

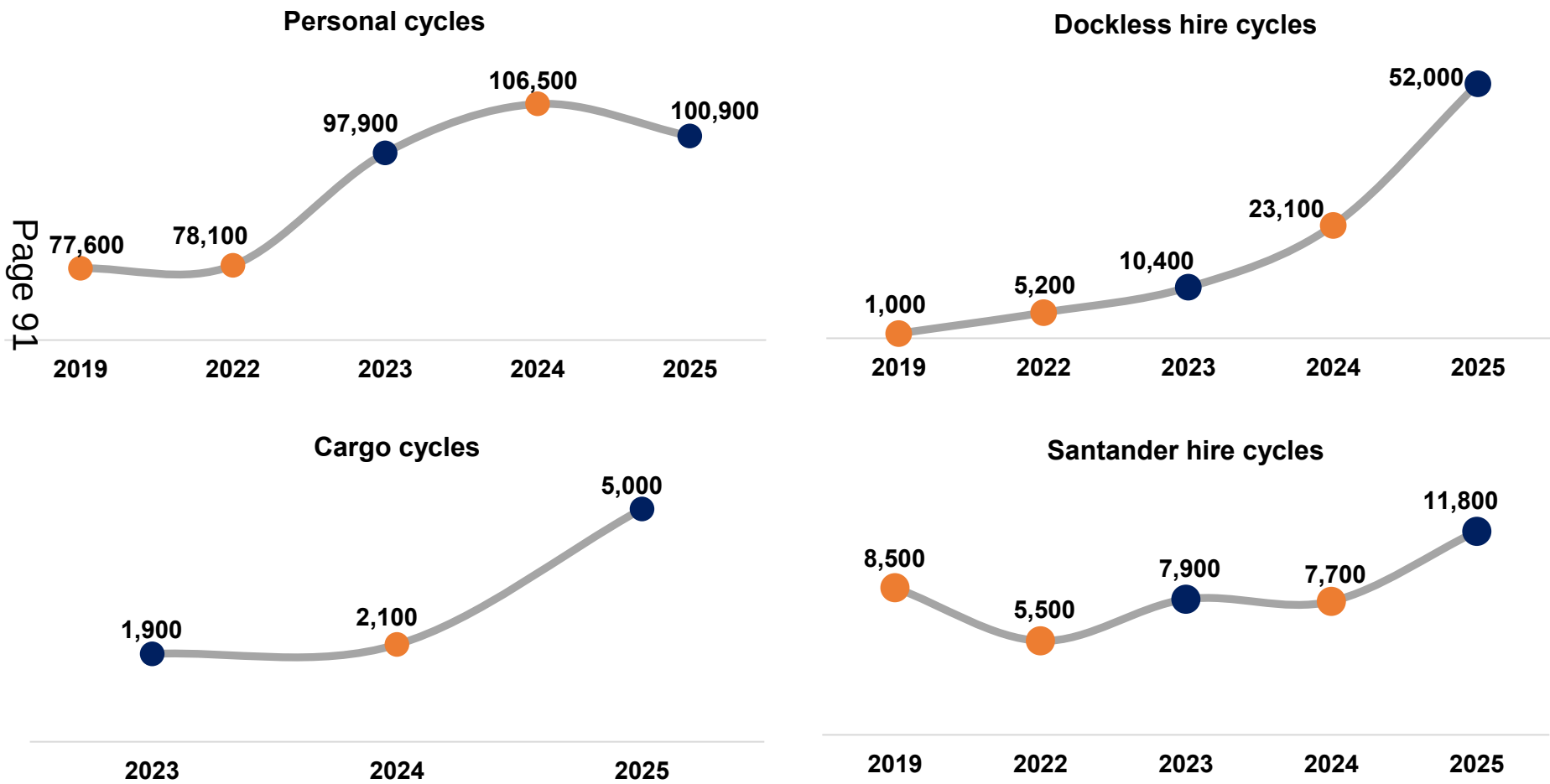
Figure 13 shows changes in cycle use by type over time. Personal cycles remain the dominant mode in 2025, increasing slightly by 3% and continuing to account for the majority of cycling activity. The most notable growth is in dockless hire cycles, which have risen sharply since 2023, alongside a doubling of cargo cycle activity over the same period, reaching around 5,000 cargo cycles per day. Santander hire cycles show a dip around 2022 followed by recovery, increasing by nearly 50% between 2023 and 2025.

Figure 14 highlights a clear shift in composition. The share of personal cycles has declined from 83% to 59%, while dockless hire cycles now account for nearly one in three cycles in 2025, representing a threefold increase in share since 2023. Santander hire cycles remain relatively stable in proportion, while cargo cycles, although still a small share at around 3%, have grown steadily and now account for approximately 5,000 cycles per day.

Overall, growth in cycling has been sustained over time, with notable increases in recent years, while motor vehicle volumes have continued to trend downward. By summer 2025, cycling volumes slightly exceeded motor vehicle volumes at these sites, indicating a significant shift towards active travel (figure 1).

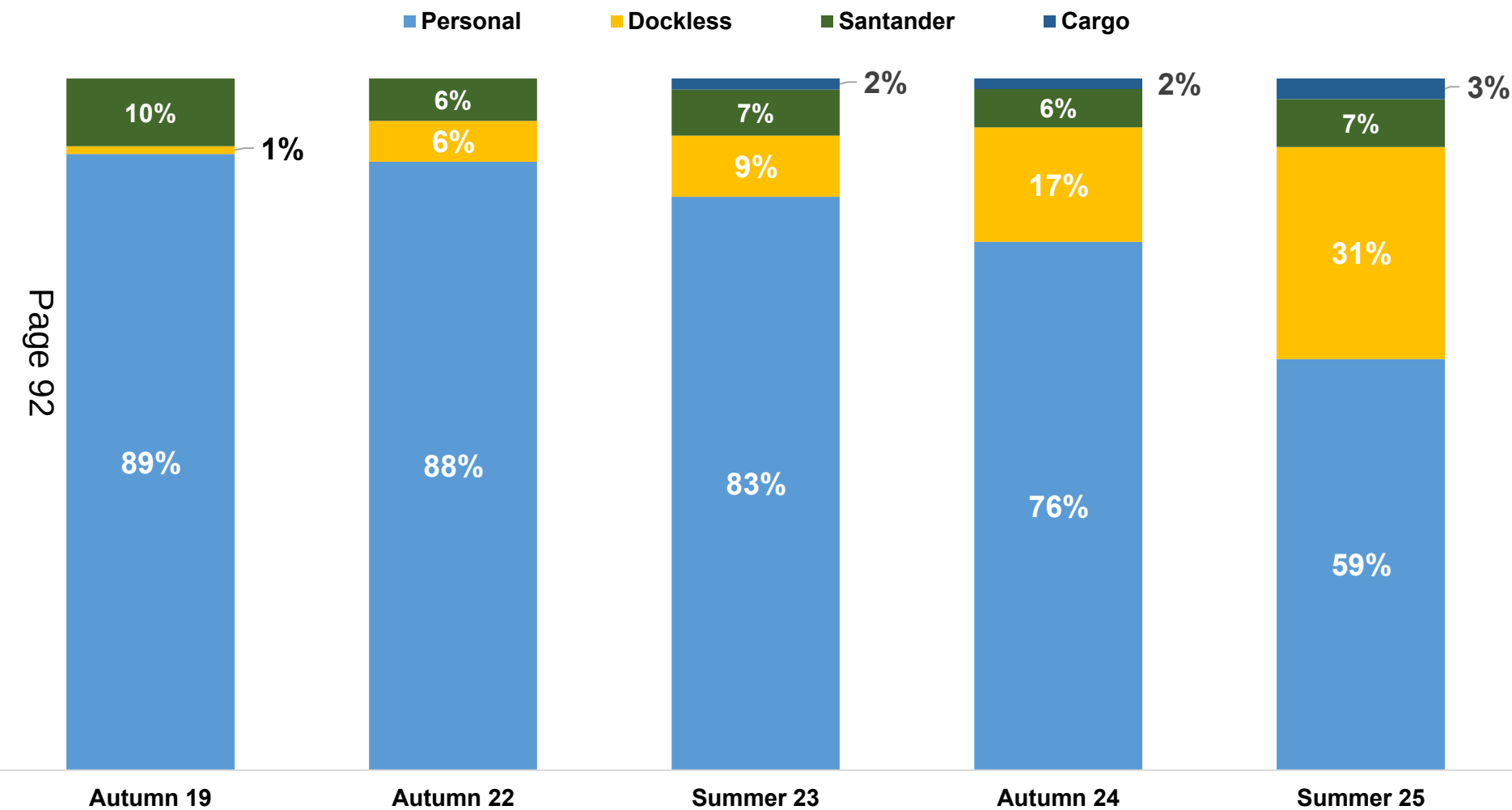
13 Trends by cycle type 2019-2025

Since summer 2023, cycling patterns have shifted noticeably. Many more people are using dockless hire cycles, with numbers around five times higher in 2025 compared with 2023. Cargo cycles use has also grown significantly, doubling over this period, while Santander hire cycle use has increased by around 50%. Personal cycling has seen a small rise of about 3%, and the number observed is below the count for autumn 2024. In the charts, autumn counts are shown with orange markers, and summer counts in navy.



14 Type of cycles as proportion of total 2019-2025

In summer 2025, nearly one in three cycles counted was a dockless hire cycle. This is a threefold increase in mode share since 2023.



Cycle intercept survey results

Cycle intercept surveys were conducted with people cycling through the City on **Wednesday 2nd July** and **Wednesday 16th 2025**. Between 7am and 10pm people cycling through six locations were given postcard invitations to participate in an online survey at a time convenient for them. The online survey was open for responses until **23rd July 2025** and **584 responses** were received.

The postcards were handed out at :

- Byward Street at Trinity Square
- New Bridge Street at Watergate
- Bishopsgate at Middlesex Street
- Newgate Street at Warwick Lane
- Cheapside at King Street/Queen Street
- Leadenhall Street at St Mary Axe/Lime Street

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A note on the survey sample

In our traffic counts, we recorded 170,000 people cycling in the City over 24-hours. This survey is based a sample of 584 people at six locations with high cycle volumes and may not represent all people cycling in the City. However, it is an interesting snapshot of who is cycling in the City and why. Postcards were predominantly distributed to people waiting at junctions during red light phases. People could refuse to take a postcard, and participating in the survey was voluntary. Therefore, the survey sample may overrepresent people more likely to obey traffic signals, take a postcard and participate in a survey. For example, data collected by the City of London Corporation suggests that people using dockless cycles are less likely to obey traffic signals and that men tend to be more likely to answer surveys than women. In the following pages, we make comparisons between “new” people cycling who started cycling in London less than two years ago, and people who have been cycling in London more than two years. Among the survey respondents, 96 were new to cycling in London and 488 had been cycling in London for more than two years. Therefore, any comparisons between these groups should be interpreted with the sample numbers in mind.

Key findings – cycle intercept

Who is cycling in the City?

- **82%** of respondents were commuters
- **42%** of respondents started or finished their journey in the City
- Respondents were disproportionately men (**77%**) compared to the working (62%) and resident (56%) populations.
- Among people who were new to cycling and have been cycling in London for less than two years, 67% were men
- **1 in 6** respondents started cycling in London less than 2 years ago

What cycles are people using?

- The most common type of cycle used by those surveyed was a privately owned pedal road cycle (27%)
- **81%** of respondents used their own cycle, 8% of which used a private electric cycle. This is higher than the proportion of private cycles observed in our traffic counts, which is closer to 60%
- **69%** of those surveyed reported they use a dockless hire cycle. This is lower than the proportion of dockless hire cycles observed in our traffic counts, which is closer to 31%.
- **15%** of respondents used folding cycles, which indicates they may be cycling as part of a journey that also uses public transport

How do people feel about their journey?

- **57%** of respondents felt safe on their journey
- **53%** of respondents had a pleasant journey
- **45%** of respondents thought the journey was accessible for people with different levels of confidence and cycle types

Who has started cycling in the last two years?

- **64%** are under 35
- **33%** are women
- **26%** are from Black, Asian or other ethnically diverse backgrounds
- **20%** are using dockless hire cycles and 16% are using Santander hire cycles

15 Demographics

Based on the survey sample, there are disproportionately more white men cycling in the City (**62%** of respondents) compared to the City's workforce and population.

23% of people cycling surveyed were women, compared to 38% of the City's workforce and 44% of City residents. There was a small increase of 2% in the proportion of women compared to the proportion recorded in 2023, and among newer people cycling (cycling in London less than 2 years), 33% were women.

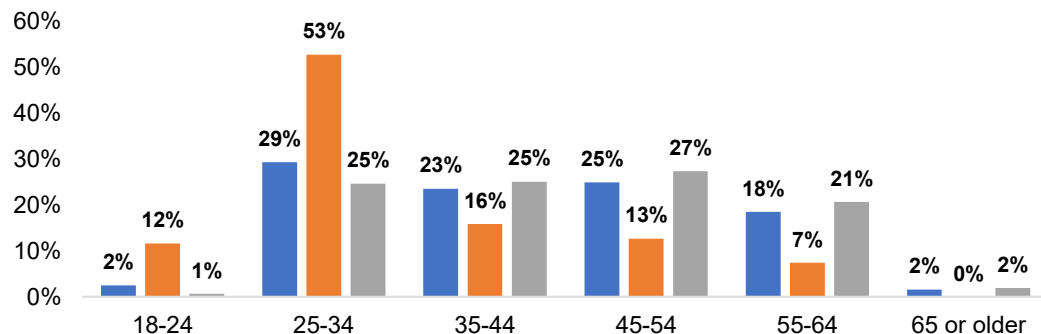
18% of people cycling surveyed were of black, Asian or minority ethnic origin, compared to 37% of the City's workforce and 31% of the City's population. This is lower than 2023. Among new people cycling, the figure is higher at 26%.

The survey respondents were across a range of ages. The age group making up the highest proportion of people cycling was **25-34 (29%)**, which is expected given that 56% of the City workforce are aged between 22 and 39 and 38% of residents are aged between 20 and 34. However, only 2% of people cycling surveyed were under 25 and only 2% were over 65. Of the new people cycling who responded, 65% were under 35.

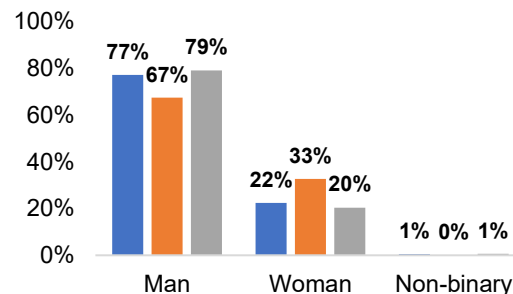
3% of survey respondents had a disability, compared to 24% of the UK population. There were no people with adapted cycles in the survey.

■ All ■ Cycling less than 2 years ■ Cycling more than 2 years

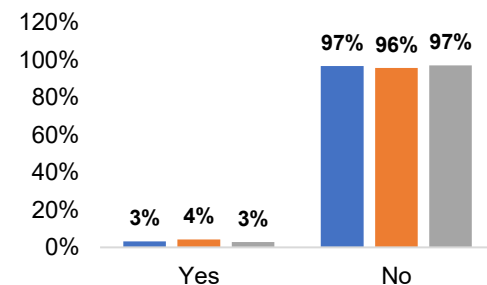
Age



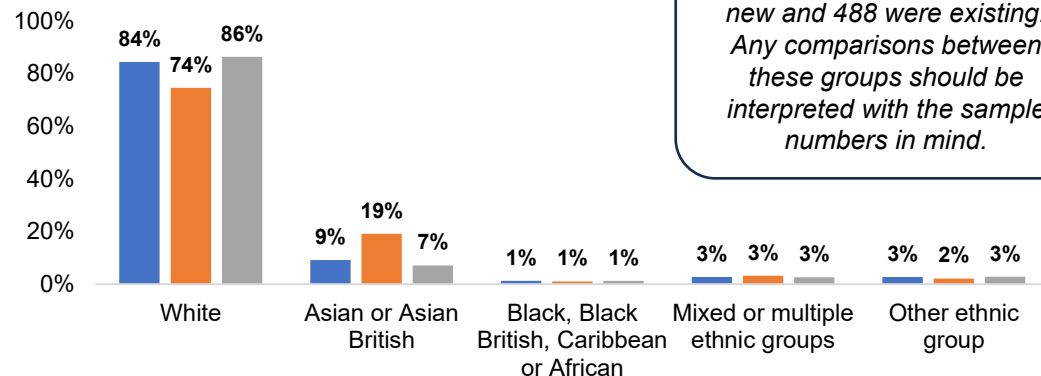
Gender



Disability



Ethnicity



96 survey respondents were new and 488 were existing. Any comparisons between these groups should be interpreted with the sample numbers in mind.

16 Journey purpose

9 in 10 people surveyed cycling in the City were commuting or cycling for other business purposes.

Most people surveyed (**58%**) were just passing through the City. 10% of journeys started in the City, 30% finished in the City and 2% of journeys started and finished in the City. The survey postcards were distributed on main cycle routes such as Cycleway 3 and Cycleway 6, so may overrepresent journeys through the City as people with an origin or destination in the City are more likely to use local streets.

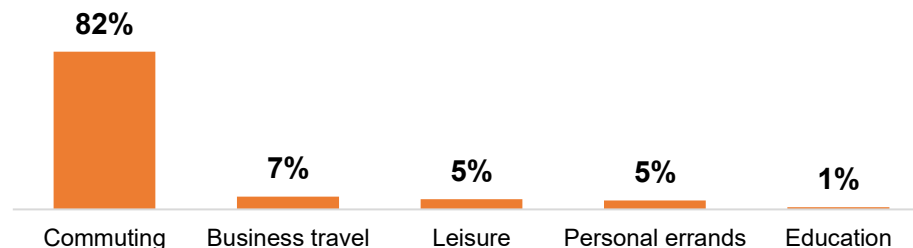
84% of people were using privately owned cycles, which is higher than the proportion observed in our traffic counts (66%). Most people (64%) were using privately owned standard bicycles, and the most common type was a road bike (27% of people cycling).

15% of respondents used folding cycles, which indicates they may be cycling as part of a journey that also uses public transport.

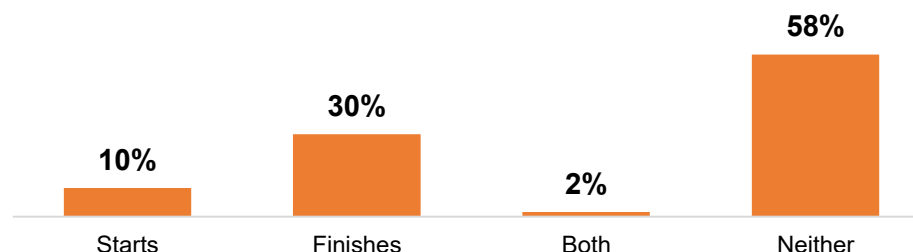
29% of people were using electric cycles. We did not ask respondents using Santander cycles whether they were electric or not.

9% of those surveyed reported they used a dockless hire cycle. This is lower than the proportion of dockless hire cycles observed in our traffic counts (31%).

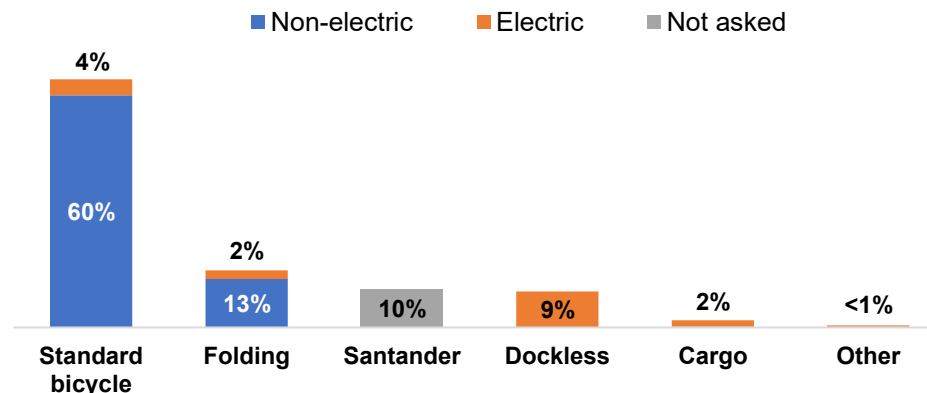
Journey purpose



Journey starts or finishes in the City?



Type of cycle used



17 Why people cycle

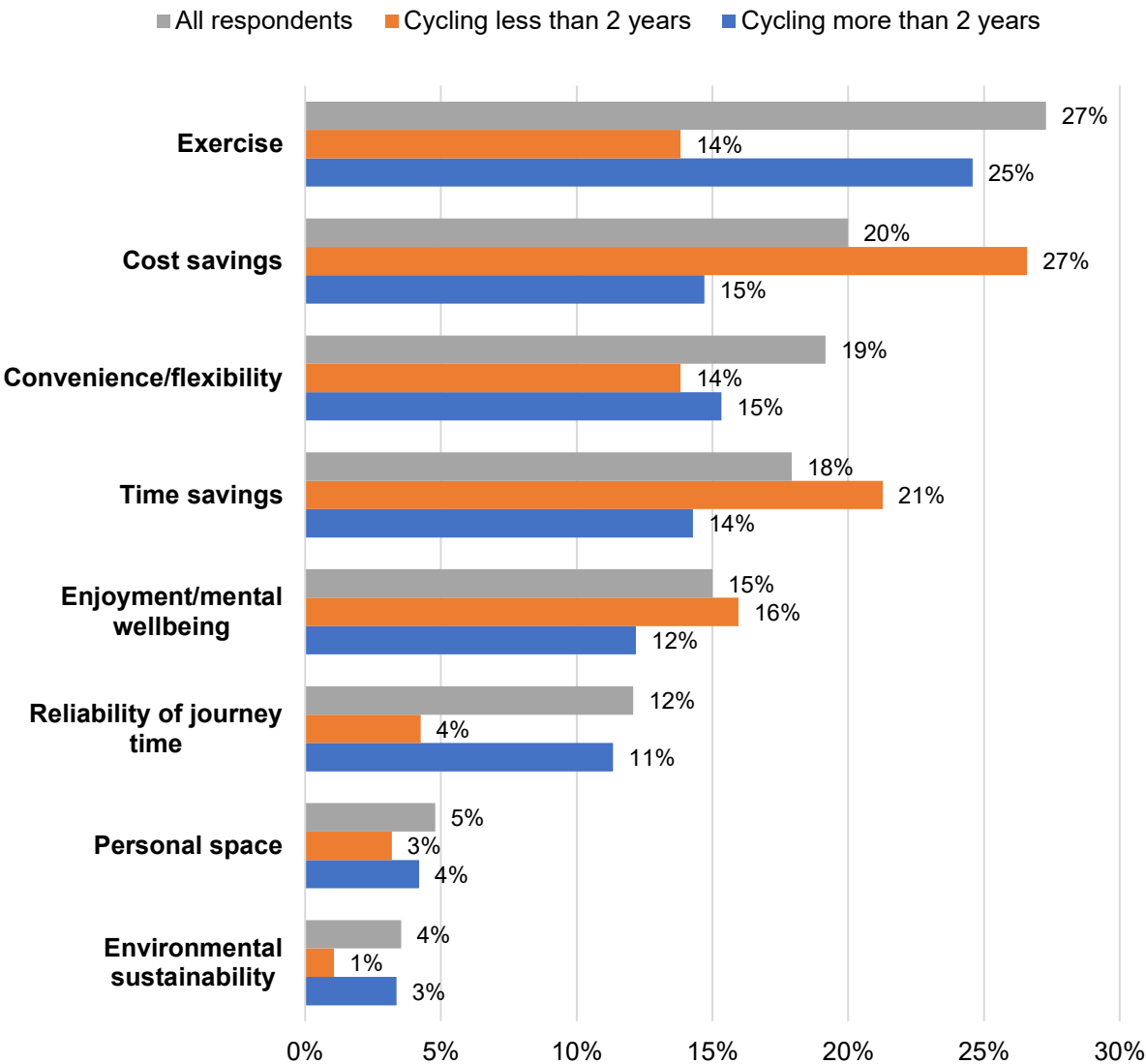
Survey respondents were asked about their single biggest motivating factor for choosing to cycle over other modes.

For people who have been cycling in London for more than two years, the biggest motivator is exercise (**25%**) followed by cost savings, convenience and flexibility, and time savings.

For people who have started cycling in London within the last two years, the biggest motivator is cost savings (**27%**), followed by time savings, and enjoyment and mental wellbeing.

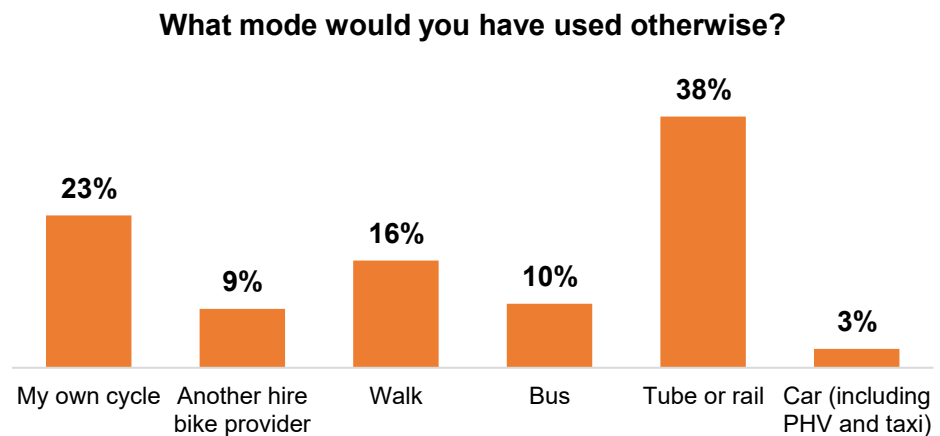
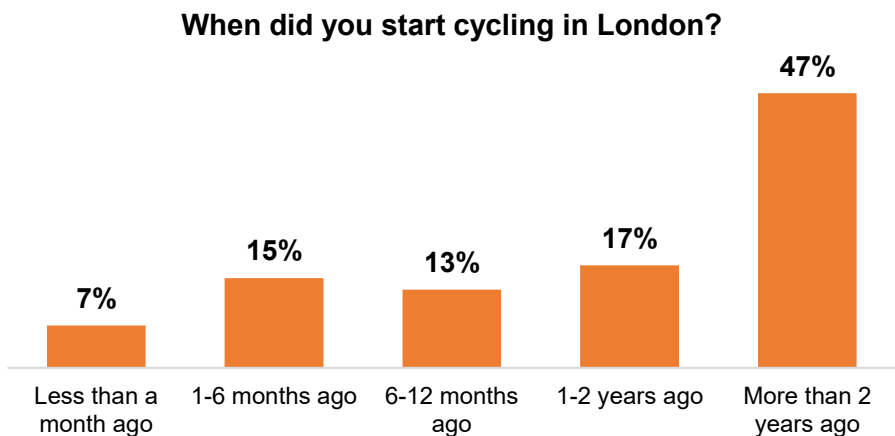
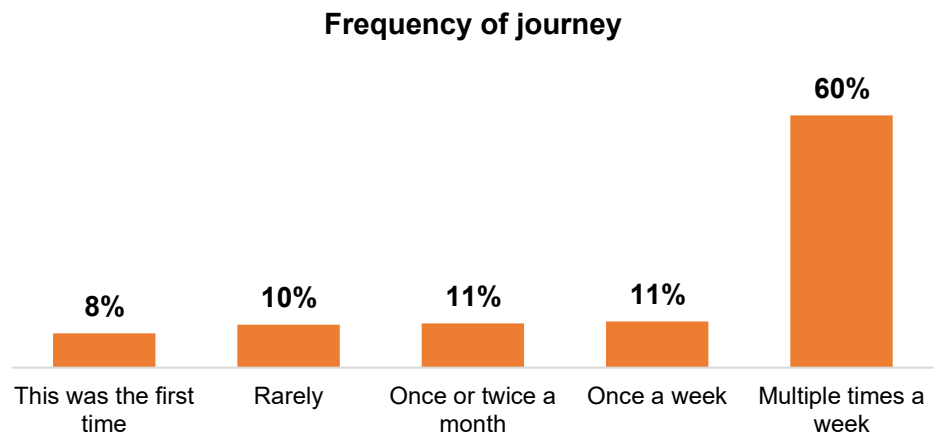
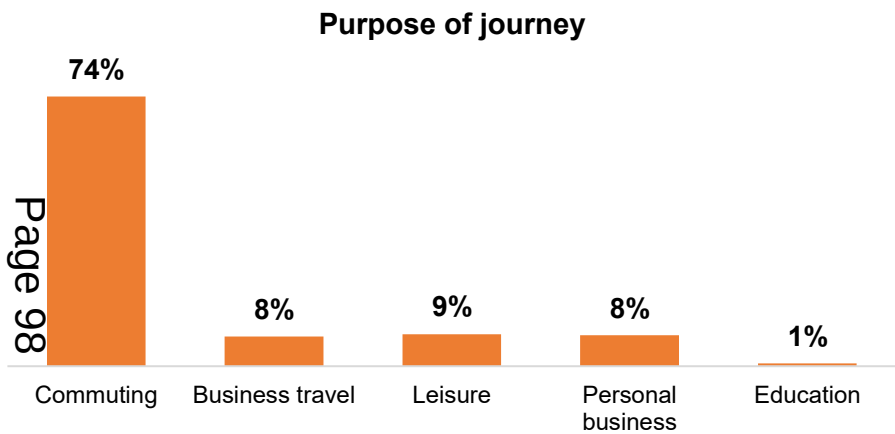
Personal space and environmental sustainability considerations were not particularly motivating for most people cycling.

Biggest factor for cycling over other modes



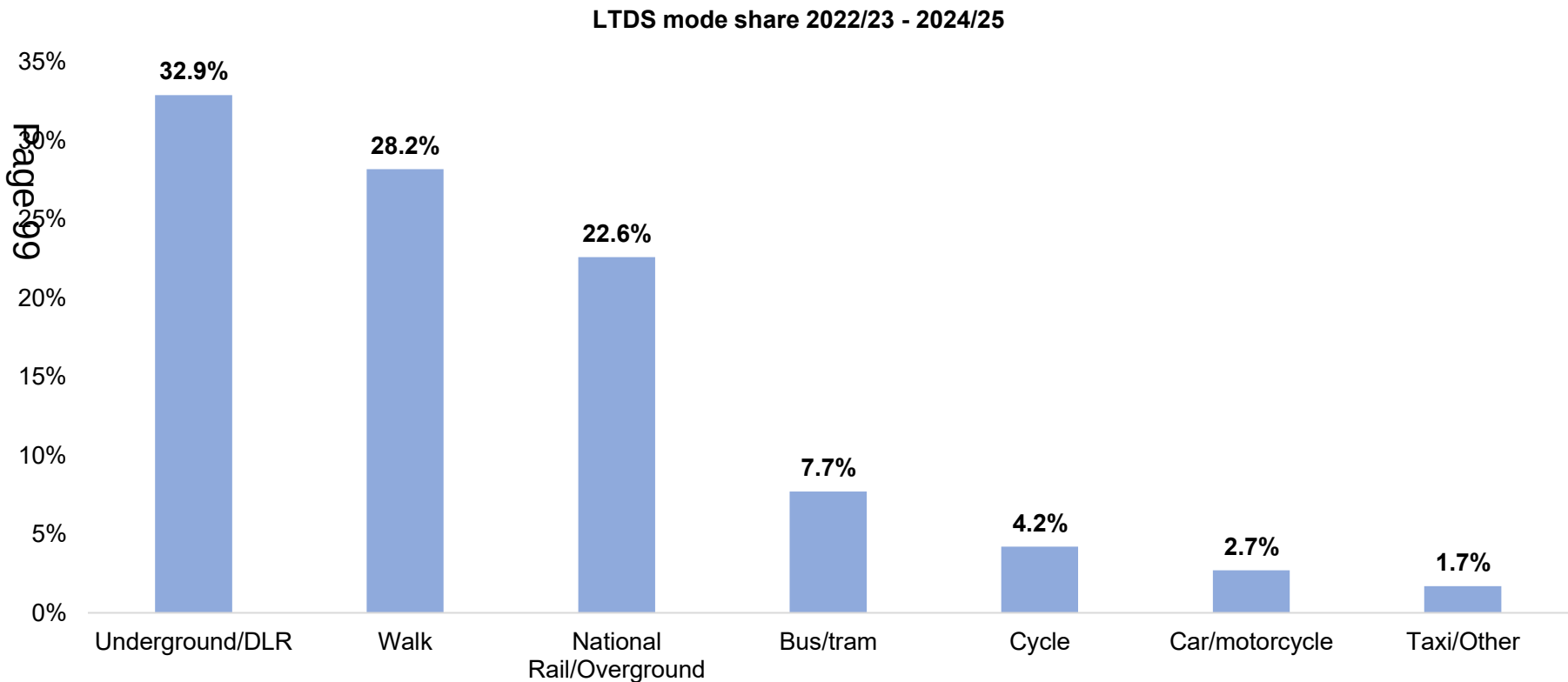
18 Dockless hire cycle user survey results

Dockless hire cycle providers Lime and Forest distributed online surveys to their users between September and November 2025, with 378 total responses. The surveys found that most people using dockless hire cycles in the City are using them to commute to work multiple times a week. More than half of users started cycling in London less than two years ago. Almost half of users (48%) would have otherwise used public transport, a third would have used another type of cycle, 16% would have walked and 3% would have used a car or taxi.



19 TfL London Travel Demand Survey (LTDS) summary

TfL conduct a travel survey every year with 8,000 households across Greater London to understand travel patterns in London. The LTDS covers London residents only so does not give a full picture of all travel in the City of London but is a good guide for mode share. The data includes all daily trips originating in the City of London based on the survey sample, so across 24 hour provides a picture for people coming in and out of the City for all purposes. The data is presented as an average of the three years from 2022/23 to 2024/25. A trip represents the main mode of travel used for a journey. Many trips in the City, especially those made by public transport, will involve some travel by another mode, mainly walking.



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