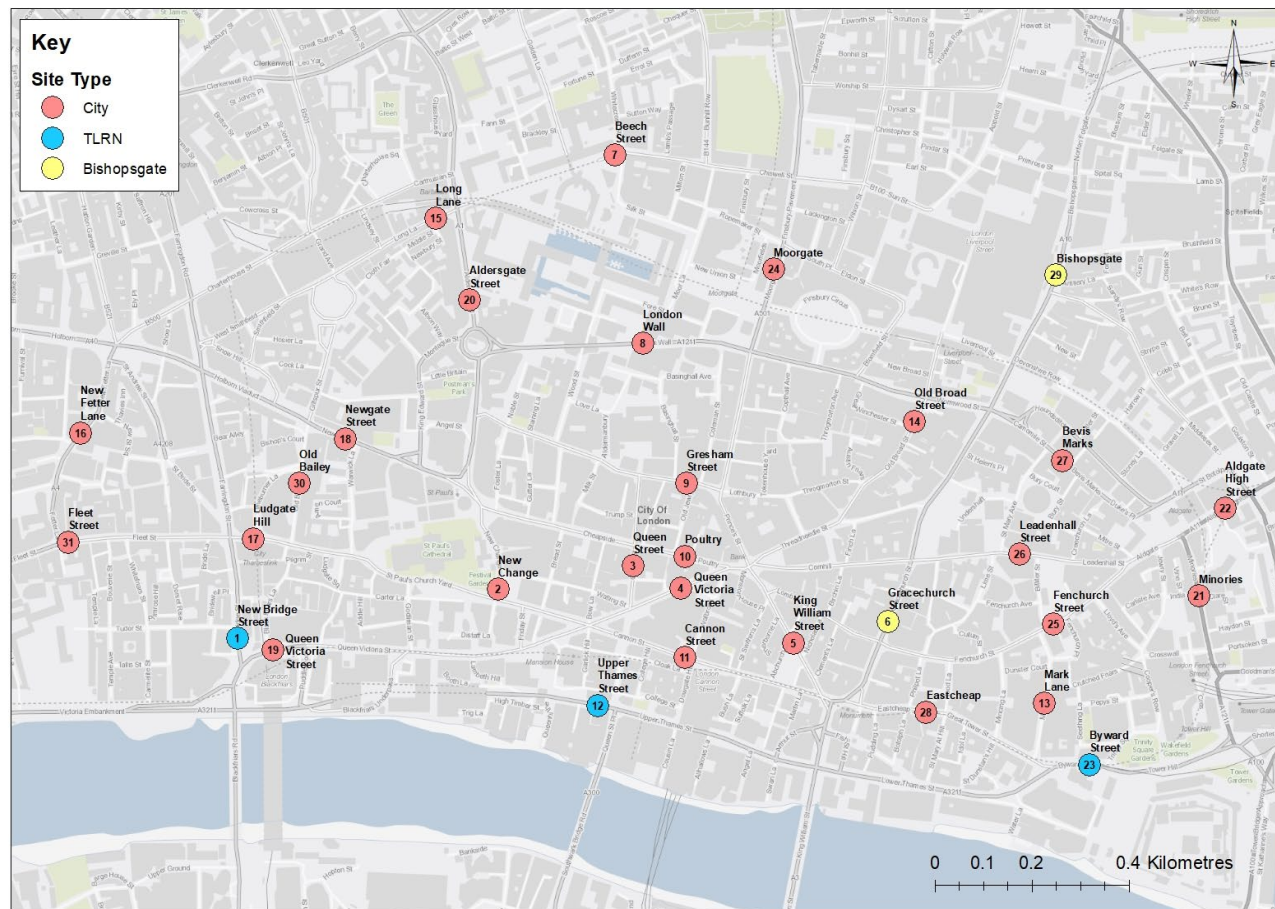


City Streets 2023 summary report



Traffic and pedestrian count data

The City of London Corporation has conducted a City-wide traffic survey roughly every two years during the autumn since 1999 to better understand the levels and patterns of traffic in the City. These surveys specifically collect data on the volumes and types of modes using the City's streets. The survey was expanded in 2016 from 12 to 24 hours in length and in 2017 to include data collection on pedestrian footfall in the City as well as vehicle activity.



The most recent traffic survey was conducted on 23rd November 2022 at 31 sites across the City, 30 of which are currently used in reporting. 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. In 2023 this included:

- 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

All traffic data collected includes both local and through traffic.

Data is collected on a variety of different modes of travel. A detailed summary of mode classes can be found in Table 1 on page 3.

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
Lorries (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 HumanForest bikes, TfL Cycle Hire (Santander) cycles, e-bikes, 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, in wheelchairs, in assisted mobility scooters, and those being pushed in prams or in other assisted mobility devices

1 Counted mode classifications

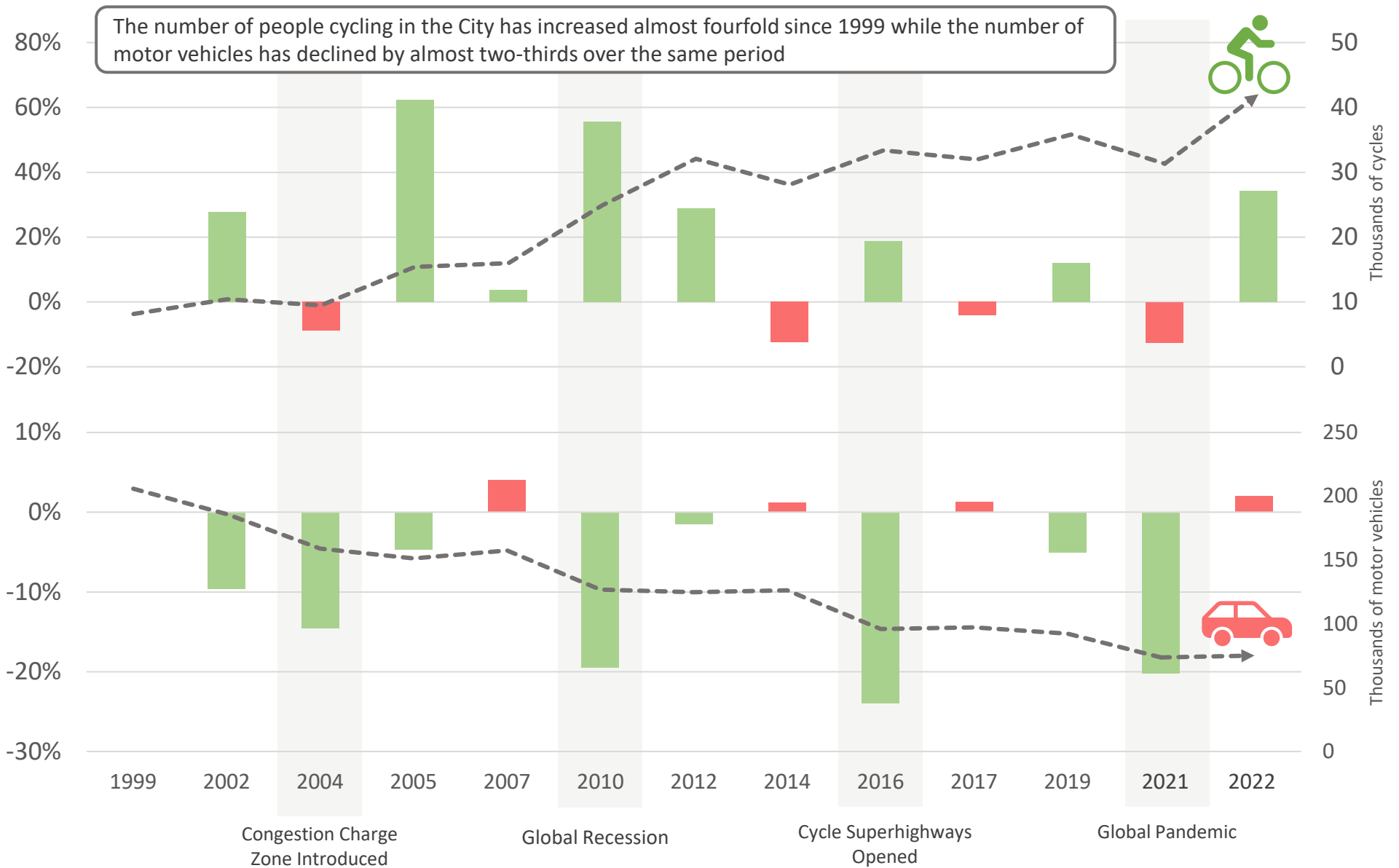
Figure 2 on page 5 shows long-term trends of the numbers of motor vehicles and people cycling during a 12-hour (7am – 7pm) period at a subset of 12 sites across the City.

The number of motor vehicles counted has decreased nearly two-thirds since 1999. Most of the decrease in volumes has been observed during or immediately after significant changes or events in the City of London or the global economy, including the introduction of the Congestion Charge Zone in 2003, the Global Recession in 2008-09, the introduction of Transport for London's Cycle Superhighways in the City in 2015-16 and most recently the COVID-19 Pandemic in 2020-22. In contrast the number of cycles counted has increased nearly four-fold since 1999. Most of this increase took place between 1999 and 2012.

Most of the changes observed in the numbers of motor vehicles and people cycling are in alignment with City of London Transport Strategy policies and targets to reduce the number of motor vehicles and increase the number of people cycling. Data collected for 2022 continued a positive trend for cycling volumes but found the number of motor vehicles counted on our streets had increased from 2021. Progress against the Transport Strategy's key targets is summarised below:

- The number of motor vehicles counted over a 24-hour period has decreased 26% since 2017, exceeding our 2030 target of a 25% reduction
- The number of freight vehicles counted over a 24-hour period has decreased 14% since 2017, nearly meeting our 2030 target of a 15% reduction
- The number of freight vehicles counted during the morning and evening peak periods has decreased 11%, which is not on-track for meeting our 2030 target of a 50% reduction
- The number of cycles counted over a 24-hour period has increased 7% since 2017, which is not on-track for meeting our 2030 target of a 50% increase

A full list of the City of London Transport Strategy's key targets can be found in Table 10 on page 17. Please note that the survey method for some figures (denoted in italics) was revised in 2022 so these figures are not directly comparable to original targets.



2 Long term trends in motor vehicle and cycle volumes

(12 locations, 1999-2022, 7:00-19:00, Autumn counts)

Figure 3 on page 7 shows the change in the numbers of motor vehicles and cycles counted in our 2019, 2021, and 2022 surveys.

In 2022, over the 24-hour count period across our 30 sites a total of:

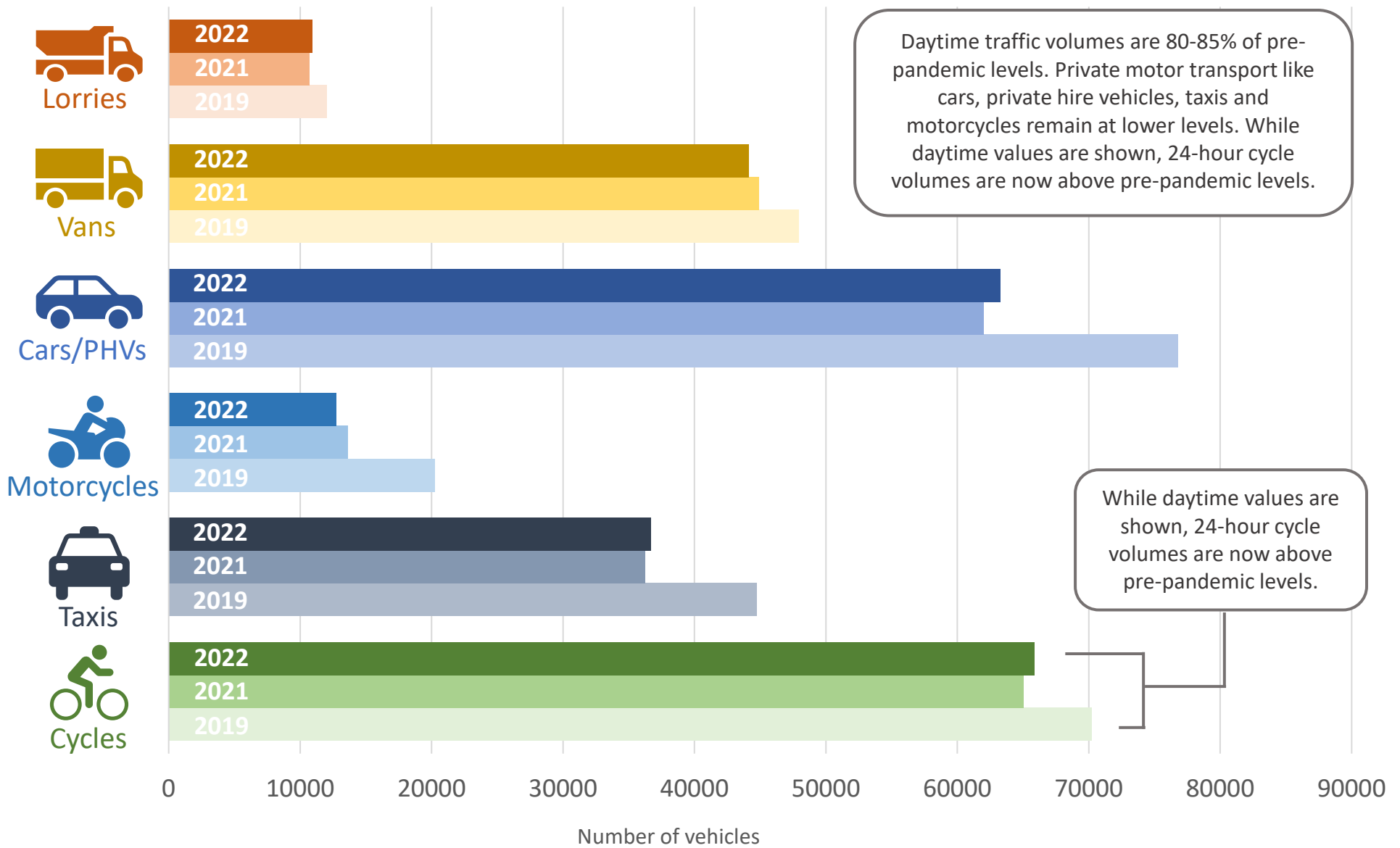
- 299,454 motor vehicles were counted, a 20% decrease from 2019 pre-pandemic levels
- 88,827 people cycling were counted, a 2% increase from 2019 pre-pandemic levels
- 670,146 people walking were counted, a 35% decrease from 2019 pre-pandemic levels

The number of motorcycles, taxis, cars and private hire vehicles counted in 2022 are further below 2019 pre-pandemic levels than other modes such as lorries or vans. In the case of taxis and private hire vehicles there has been a decline both in London and nationally in the number of licensed taxis and private hire vehicles from pre-pandemic levels, with the number of licensed taxis and private hire vehicles in London at 73% and 91% of pre-pandemic levels respectively. More in-depth stats are available in from data.gov.uk.

Figure 4 on page 8 shows the proportions of vehicles on City streets in 2019, 2021 and 2022. In 2022, people cycling made up a greater proportion of counted traffic than cars and private hire vehicles (27% and 26% respectively).

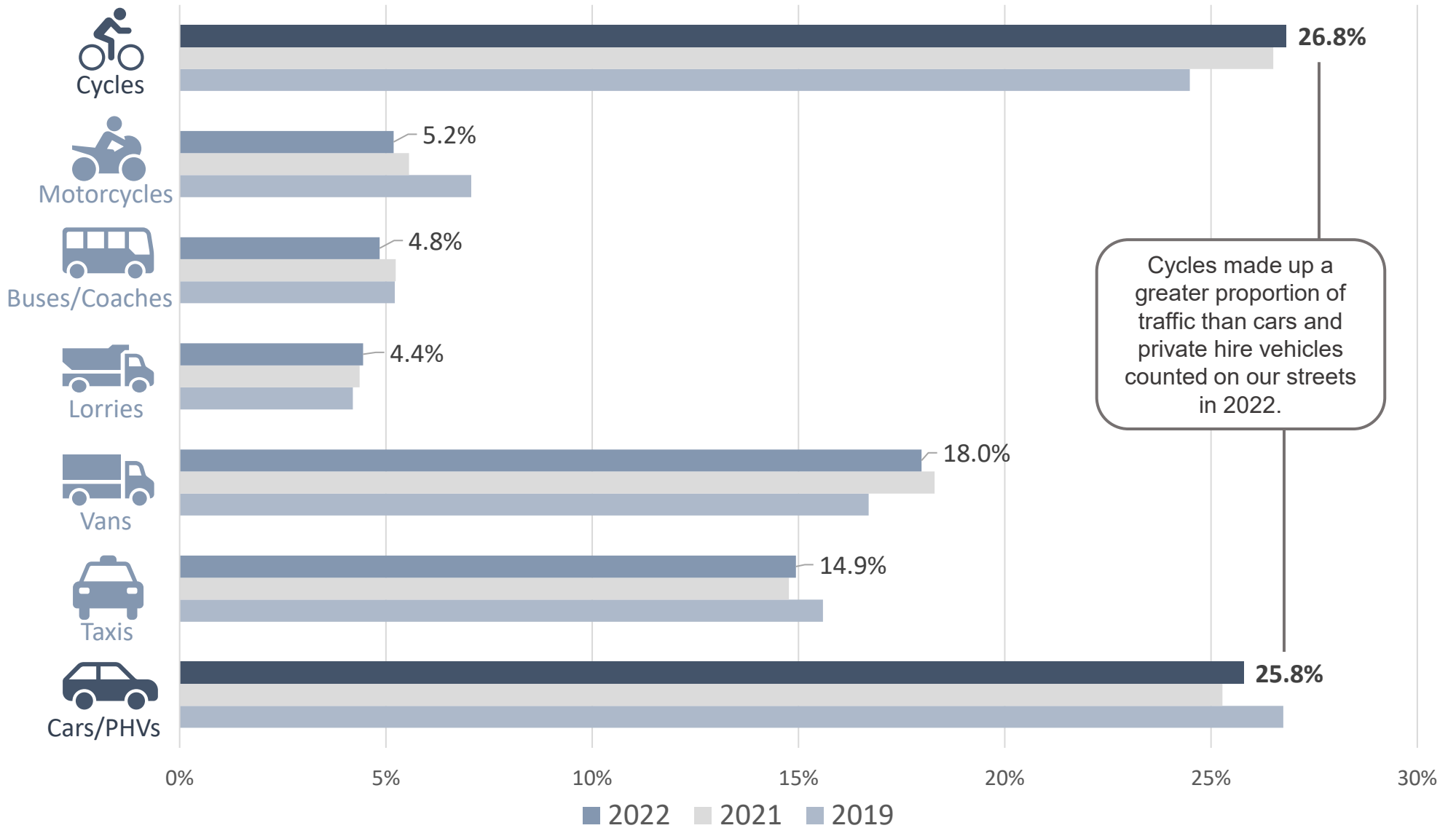
Figure 5 on page 9 shows the breakdown of counted vehicles and people walking by hour across the entire 24-hour count period in our 2022 traffic count. A third of all vehicle and people counted in the 24-hour survey were observed in just four hours between 8:00-10:00 and 17:00-19:00. Across the day, the number of people counted walking and cycling make up more than two-thirds of all counted traffic. Motor traffic volumes appear to plateau from around 10:00 and remain at a relatively consistent level throughout the day.

Figure 6 on page 10 shows the breakdown of the counts of people walking by hour across 24-hours in 2019 count and our most recent 2022 count. The number of people counted in November 2022 was at 65% of 2019 pre-pandemic levels. Between 9:00 and 10:00 there were 50% fewer people counted in 2022 than in 2019. Evening footfall has recovered better than daytime footfall and is at approximately two-thirds of 2019 pre-pandemic levels. Overall, count data suggests that a greater proportion of walking occurs outside of peak periods when comparing 2022 and 2019 pre-pandemic count data.



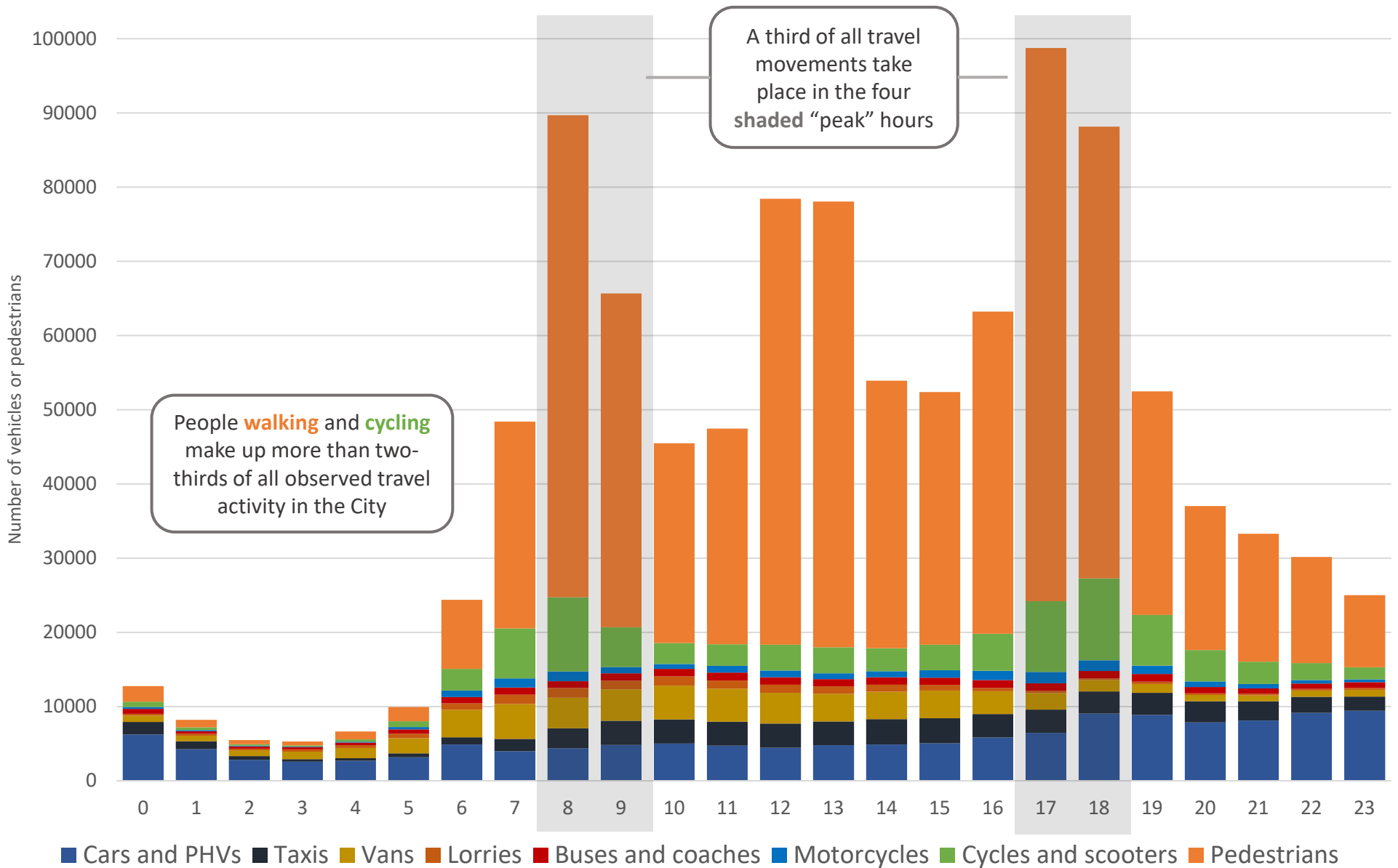
3 Changes in daytime traffic volumes from 2019 to 2022

(30 locations, 2019-2022, 7:00-19:00, Autumn counts)



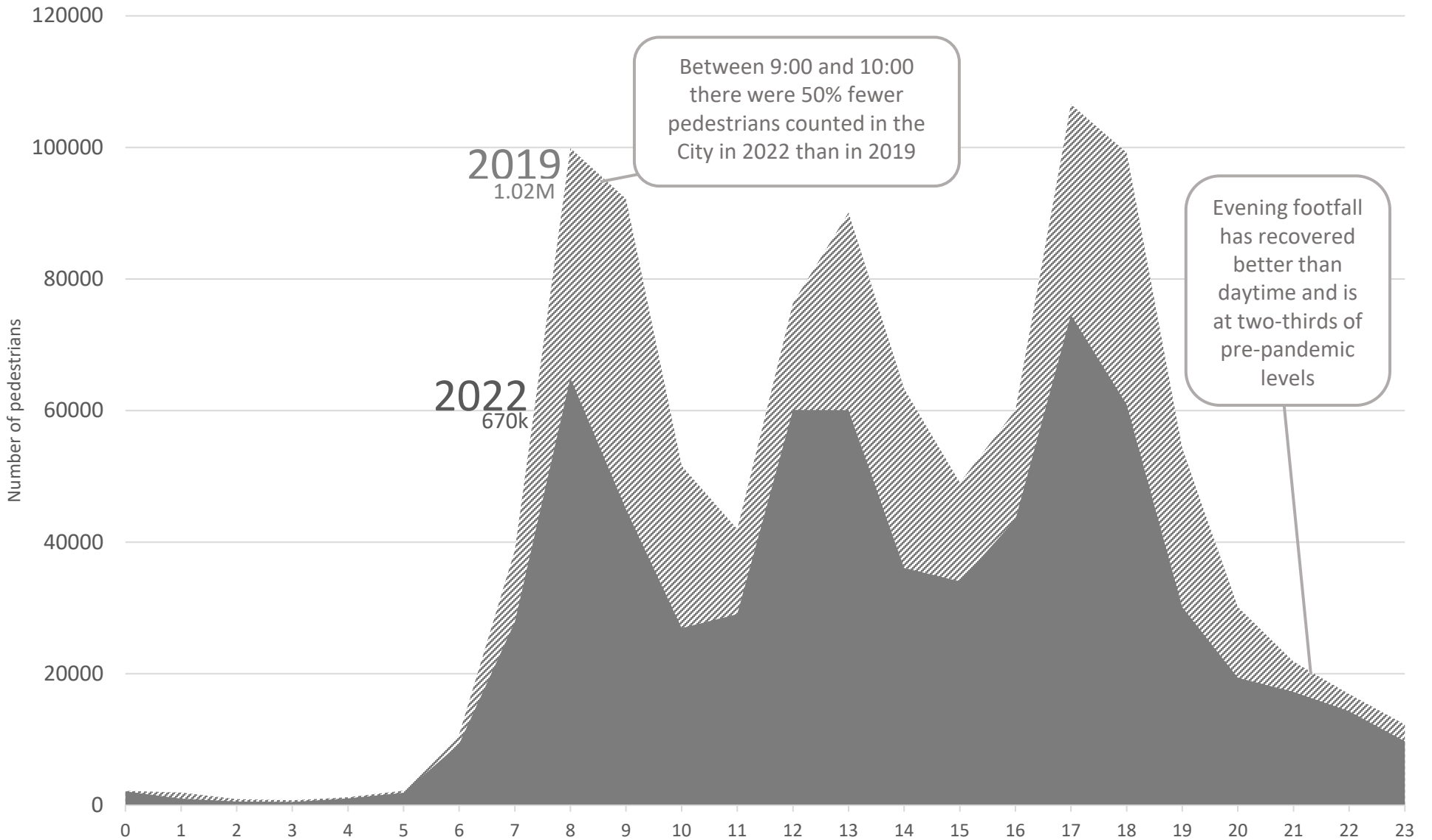
4 Changes in daytime traffic mode share from 2019 to 2022

(30 locations, 2019-2022, 7:00-19:00, Autumn counts)



5 Traffic volumes by mode and hour of day in 2022

(30 locations, 2022, Autumn counts)



6 Pedestrian volumes by mode and hour of day in 2022

(30 locations, 2022, Autumn counts)

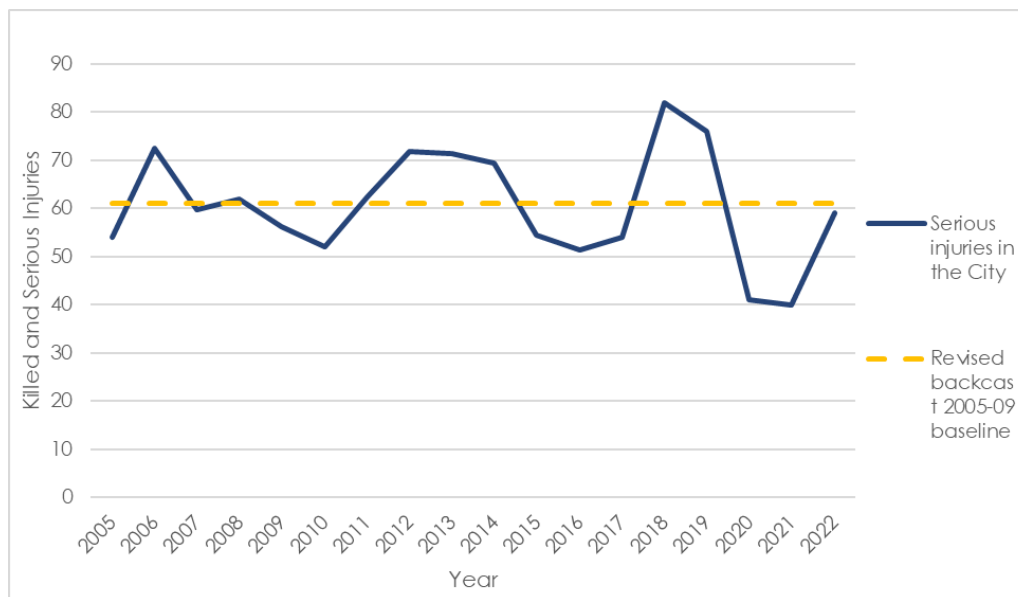
Road Collisions and Casualties

Data relating to collisions and casualties on the streets of the Square Mile is published by Transport for London each June for the previous calendar year. Unfortunately, 2022 figures show a significant increase in the number of serious injuries with a total of 59, compared to 2021 and 2020 with 40 each (shown below). In 2020, there was also a person tragically killed on the City's streets. This 48 per cent increase in fatal and serious injuries underlines the importance of the City Corporation and City Police's Vision Zero ambition and the need to deliver further action to reduce road danger.

Whilst the tragic increase in the numbers of people seriously injured represents a reversal of the progress made in recent years to reduce serious injury numbers, it is set against the backdrop of increasing levels of travel in the City. Indeed, most London boroughs saw an increase, with an 11% increase in fatal and serious injuries across London (10% for inner London).

Westminster increased by 19%, Islington 17% and Hackney 11%, whilst Southwark saw a reduction of 1%. The City's increase of 48% is the highest in inner London, and equal highest in London (with Harrow) and is a clear indication that we need to go further in our efforts to deliver Vision Zero.

The numbers for the City, (40 in 2021 to 59 in 2022) represent relatively smaller numbers compared to other boroughs, however as noted in the TfL data, 'the changes are significant at the 95 per cent confidence level'. The increase in serious casualty numbers is largely driven by an increase in the number of people injured whilst walking (11 in 2021 to 17 in 2022) and people cycling (20 in 2021 to 27 in 2022).



Air Quality

Motor traffic in the Square Mile is a significant contributor to nitrogen dioxide (NO₂). It also impacts on particulate matter (PM), though to a lesser extent, as particulate matter is made up of many sources, some of which travel very long distances and stay in the air for a long time. The Transport Strategy outcome 'The Square Mile's air and streets are cleaner and quieter' includes proposals that are directly aimed at improving air quality. Air quality is also identified as a Corporate Risk (CR21). A summary is included here, taken from 'City of London Air Quality Annual Status Report for 2022' which will be published on the City's website once DEFRA approval given.

NO₂ is measured using continuous analysers at two roadside sites (Walbrook Wharf and Beech Street) and one urban background site (The Aldgate School). Compared to 2021, 2022 saw an increase of 6µg/m³ and 10µg/m³ in annual average NO₂ concentrations at Walbrook Wharf and Beech Street respectively, whilst urban background at The Aldgate School remained the same as the previous year (23µg/m³) and has now been within annual limit for 6 years consecutively. Both roadside sites this year exceeded the UK legal annual limit of 40 µg/m³: Beech Street was within legal limits during 2020 and 2021 but now just exceeds it at 41µg/m³. Walbrook Wharf continues to exceed annual objective at 52µg/m³.

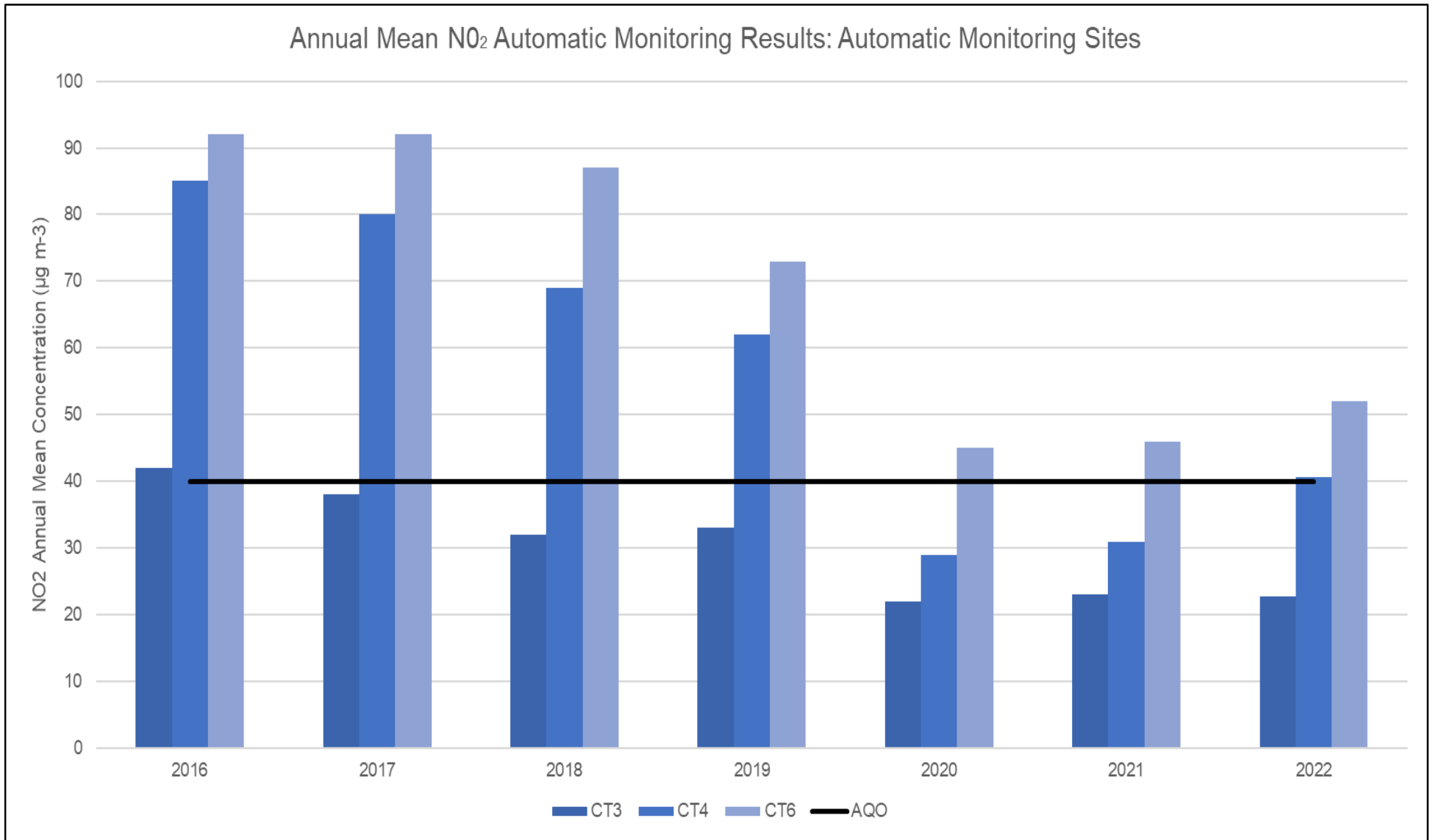
In 2022, all but seven diffusion tube monitoring locations met the annual objective of 40 µg/m³ or under. This was an increase from five non-compliant sites in 2021. The non-compliant sites were located on Aldersgate Street, Upper Thames Street, Gracechurch Street (opposite Leadenhall), Old Bailey/Newgate Street junction and Seething Lane. None of these sites exceeded an annual average of 50 µg/m³. Compared to 2021, NO₂ levels had reduced at 34% of monitoring sites, and increased at 66% sites. For the third year running, there were no recordings of 1-hour periods experiencing concentrations of greater than 200 µg/m³ during 2022 at any of the continuous monitoring sites.

The 2022 annual NO₂ concentration at Beech Street increased by 10 µg/m³ compared to 2021. This is due to the combined impact of the traffic levels on Beech Street increasing back to pre-COVID-19 pandemic volumes and the allowance of all vehicles through the tunnel following the suspension of the Zero Emissions Street experiment in September 2021. Continuous roadside monitoring of NO₂ showed a sharp increase in NO₂ pollution at Beech Street following the completion of the experimental trial, with levels remaining between 35-50µg/m³ throughout 2022.

PM10 pollution levels are measured continuously at three sites: Beech Street, Upper Thames Street and The Aldgate School. All three sites saw a slight increase in PM10 annual average pollution levels compared to 2021, though levels remained below that of 2020. Though Upper Thames Street remains the most polluted, Beech Street saw the largest increase of 2.3µg/m³ to 17.3 µg/m³, whilst both Upper Thames Street and The Aldgate School had a minor increase of less than 1µg/m³ to 19.5 and 16.8 µg/m³ respectively.

For the fifth consecutive year, all sites have met the Government annual average air quality limit for PM10 pollution (40 µg/m³) and the short-term objective of not exceeding 50µg/m³ on more than 35 days in the year. For the second year running, all sites remain under the World Health Organisation 2005 guidelines (20 µg/m³) for annual average concentration of PM10.

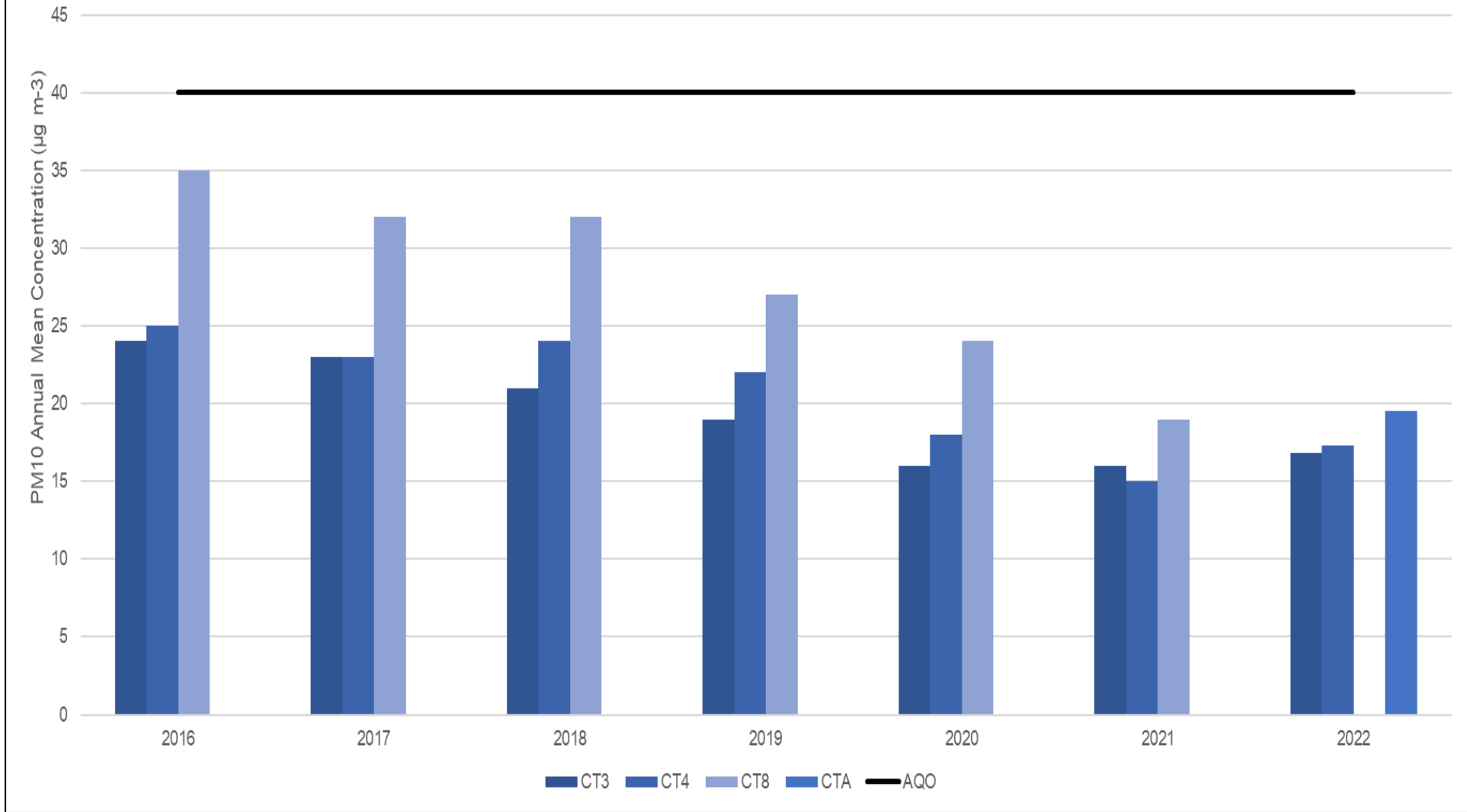
PM2.5 is measured using continuous analysers at two locations: Farringdon Street and the Aldgate School. Concentrations are similar at both sites as it is a regional pollutant and strongly influenced by weather conditions. In 2022 there was a very slight increase in annual average concentration of PM2.5 at both sites: The Aldgate School to 13.2 µg/m³, whilst Farringdon Street remained almost the same at 11.9 µg/m³. Both sites remain well below the Government's annual average limit value (20 µg/m³) but remain just above World Health Organisation 2005 Guidelines (10 µg/m³).



7 Annual mean NO₂ automatic monitoring results

(Automatic Monitoring Sites)

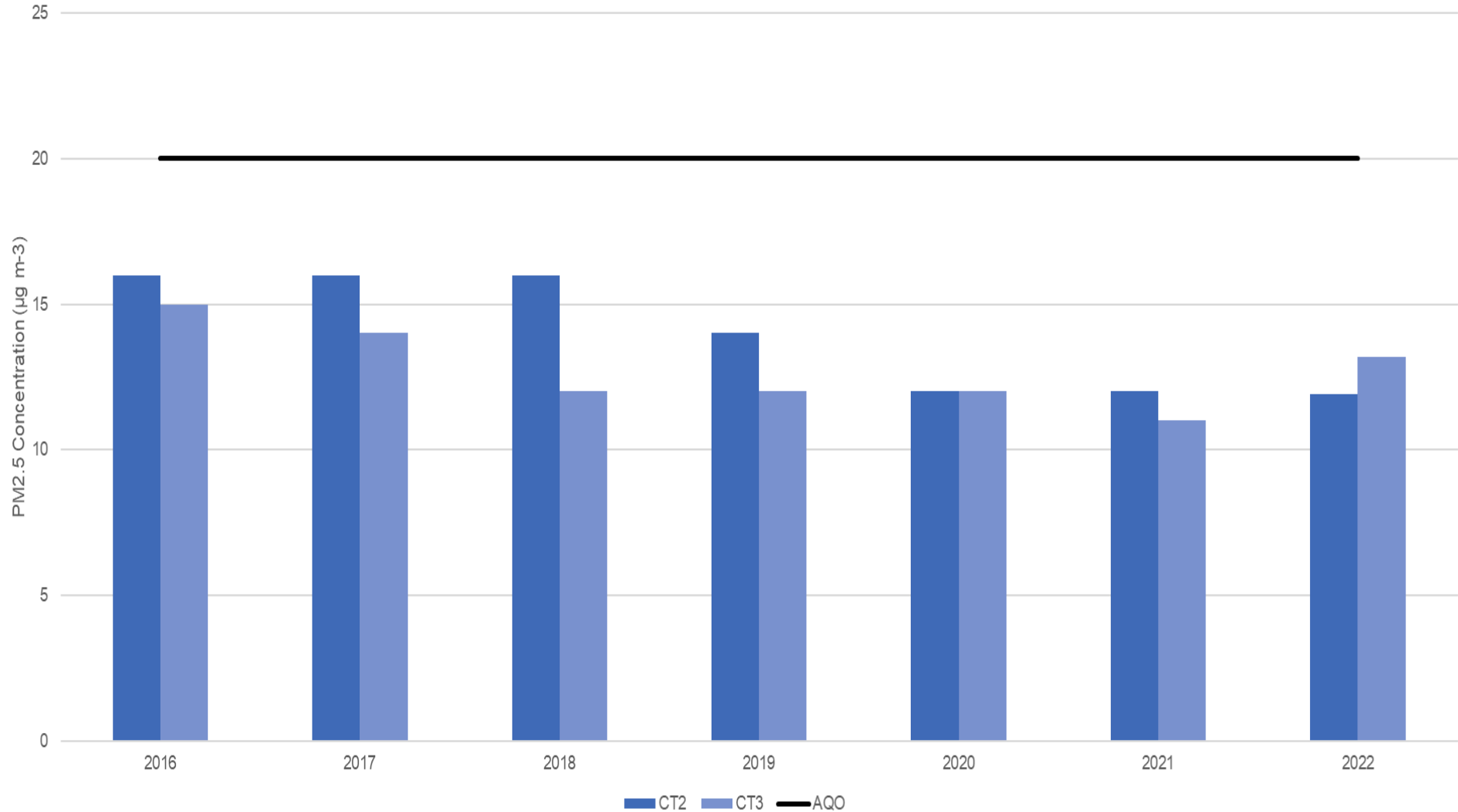
Annual Mean PM₁₀ Automatic Monitoring Results



8 Annual mean PM₁₀ automatic monitoring results

(Automatic Monitoring Sites)

Annual Mean PM_{2.5} Automatic Monitoring Results



9 Annual mean PM_{2.5} automatic monitoring results

(Automatic Monitoring Sites)

Transport Strategy key targets	Units	2017 Baseline	2030 Target	2044 Target	2022 Update
Reduction in motor vehicle traffic	Motor vehicles	185k	139 (-25%)	93k (-50%)	137k (-26%)
Number of people killed and seriously injured on our streets	Persons	54	<16	0	59
Reduction in motorised freight vehicle volumes (24hrs)	Freight vehicles	39k	33k (-15%)	27k (-30%)	34k (-14%)
Reduction in motorised freight vehicles volumes (peak periods)	Freight vehicles	18k	9k (-50%)	2k (-90%)	16k (-11%)
Number of km of pedestrian priority streets	Kilometres/ percent of all streets	25km/25%	35km/35%	55km/55%	26.3km/ (+5%)
Increase the number of people cycling	Cycles	44k	66k (+50%)	88k (+100%)	47k (+7%)
Proportion of zero emission capable vehicles entering the City	n/a	n/a	90%	100%	n/a
<i>People rating experience of walking in the City as pleasant</i>	n/a	10%	35%	75%	75%
<i>People rating experience of cycling in the City as pleasant</i>	n/a	4%	35%	75%	36%

10 City of London Transport Strategy key targets