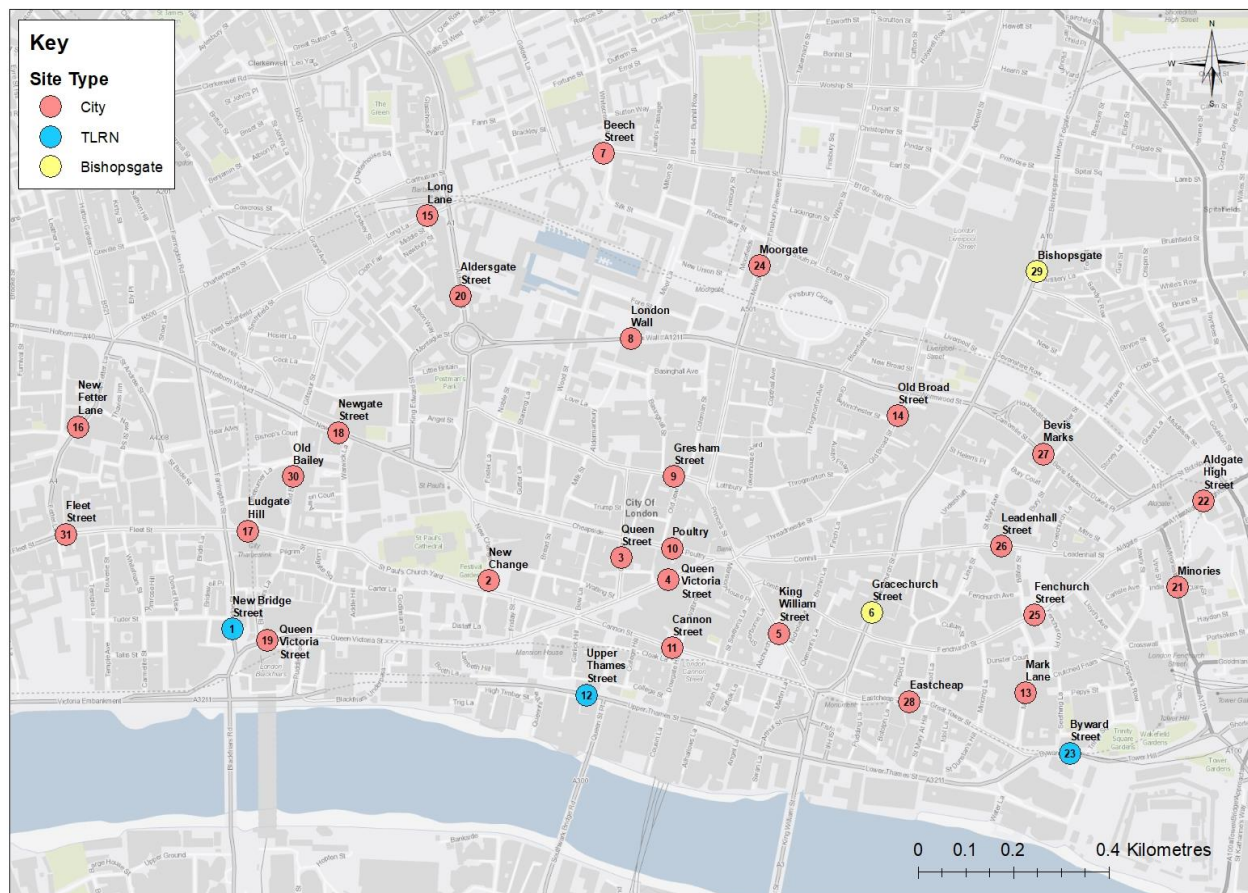


City Streets 2024 Summary Report



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. These always took place in the Autumn, but we have recently expanded our surveys to include Summer counts as well, to be taken every two years across all modes and all 31 sites. The following slides (pages 4-9) represent the new Summer data, with historic Autumn counts, presented on pages 10-16.



The most recent Autumn 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. 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
Scoters	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

Summer 2023 surveys

Historically, all traffic data collected in the City has been recorded in the Autumn. In order to build a picture of activity on City streets throughout the warmer months, in 2023, summer counts were undertaken, to assess seasonal fluctuations in the make up of traffic and pedestrians on our streets. The number of sites surveyed was increased to 31 in 2021, and 2023 acts as the 'baseline year' for the summer traffic counts. In the future these will be undertaken every two years.

2023 summer counts indicated, over the 24-hour count period across our 31 sites a total of:

- 304,959 **motor vehicles** were counted
- 122,976 **people cycling** and scooting were counted
- 72,784 **freight vehicles** (vans and lorries) were counted
- 717,712 **people walking and wheeling*** were counted

Motor vehicles

Of the 253,920 motor vehicles counted across the 31 sites, 282,192 of these were considered to be private motor vehicles, which includes all cars and private hire vehicles (PHVs), taxis, freight vehicles like vans and lorries, and motorcycles, but excludes buses and coaches.

Vans and lorries alone made up 24% of total motorised traffic, which rose to 32% between 5:00 and 7:00, which is why the Transport Strategy commits to reducing motorised freight traffic by 15% by 2030.

Cars and PHVs made up 45% of all motorised vehicles, followed by taxis which made up 17%, and finally buses and coaches which made up 7% of motor vehicle traffic.

*References to people walking and wheeling include people using mobility aids such as wheelchairs, rollators or mobility scooters designed for use on the pavement, and people with physical, sensory or cognitive impairments who are travelling on foot. It also includes people who are using buggies, strollers, prams and pushchairs.

Summer 2023 surveys

Cycles and scooters

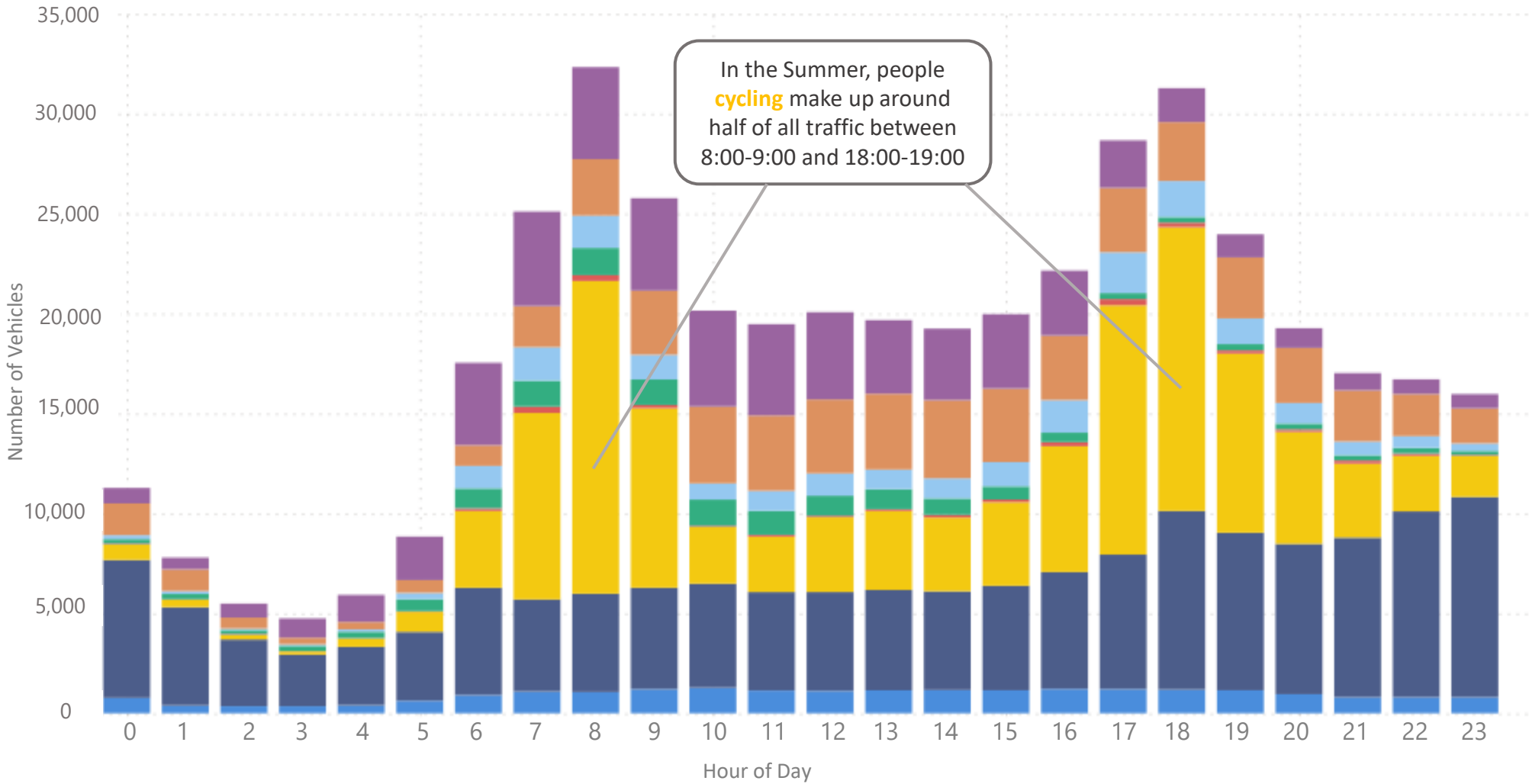
In the summer, people cycling made up a great proportion of on-street traffic. Numbers of cyclists observed were highest in the morning and evening peaks. Between 8:00 and 9:00 they made up 49% of all on-street traffic, and between 18:00 and 19:00 in the evening, they made up over 47% of all traffic, while cars and PHVs only made up 16% of overall traffic during the same morning and evening peak periods respectively. In the Summer months, across the day cycles and scooters make up on average 28% of traffic.

Figure 2 on page 6 shows traffic volumes by mode and time of day across a 24-hour period, where surges can be seen in the numbers of people cycling during the morning and evening peaks. Averaged across a 24-hour period, there were 33% more cycles recorded on our streets in the Summer of 2023 than in the Autumn of the previous year as shown in Figure 4 on page 8.

Walking and wheeling

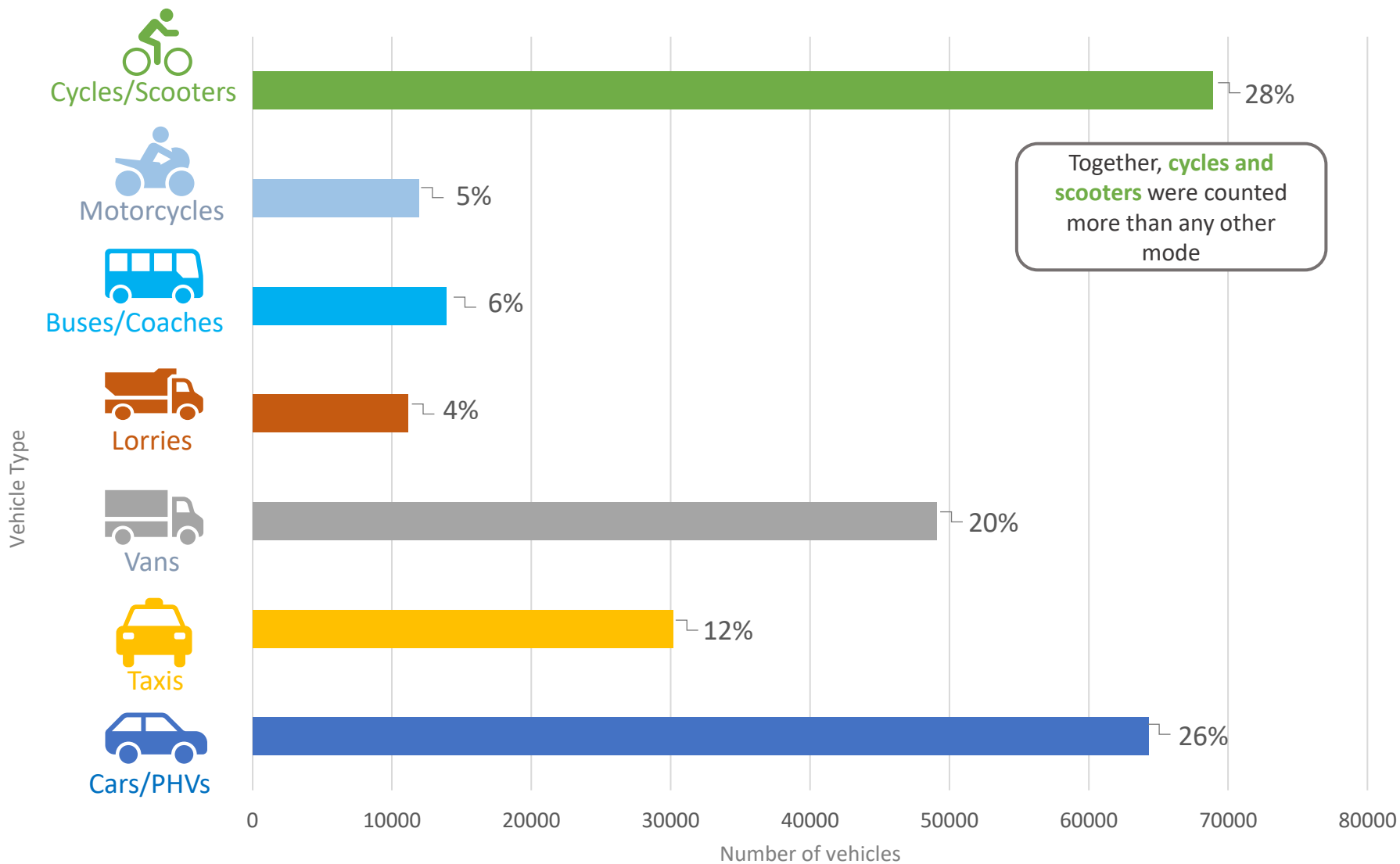
Figure 5 on page 9 shows the breakdown of the counts of people walking and wheeling by hour across 24-hours in the Autumn of 2022 and the Summer of 2023. Whilst there were more people counted in the Summer of 2023 walking or wheeling, the difference between pedestrian numbers in the Summer and Autumn was negligible.

● Buses and Coaches
 ● Cars and PHVs
 ● Cycles
 ● E-scooters
 ● Lorries
 ● Motorcycles and Mopeds
 ● Taxis
 ● Vans



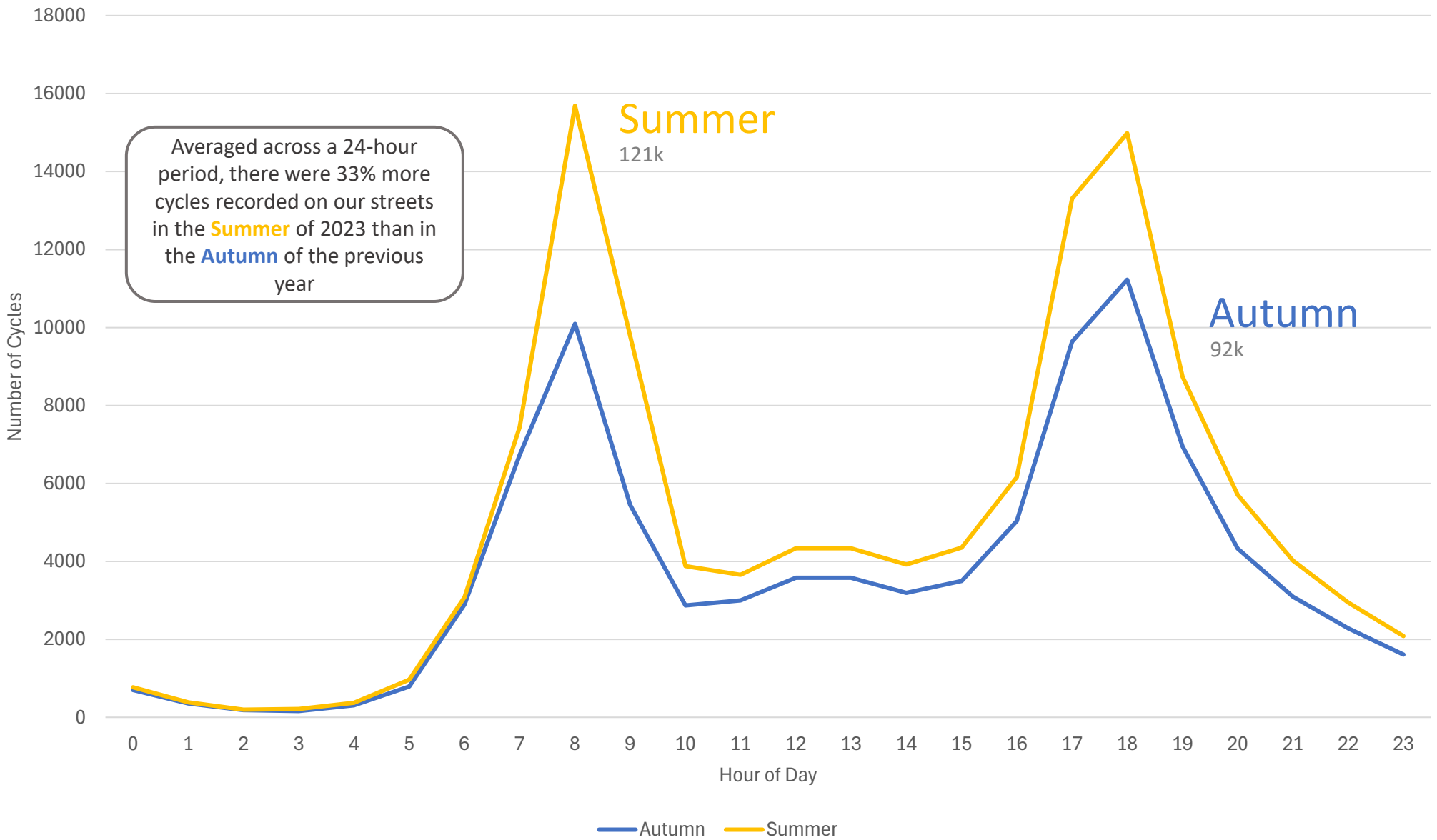
2 Traffic volumes by mode and hour of day in 2023

(31 locations, 2023, Summer counts, 24-hour period) 6



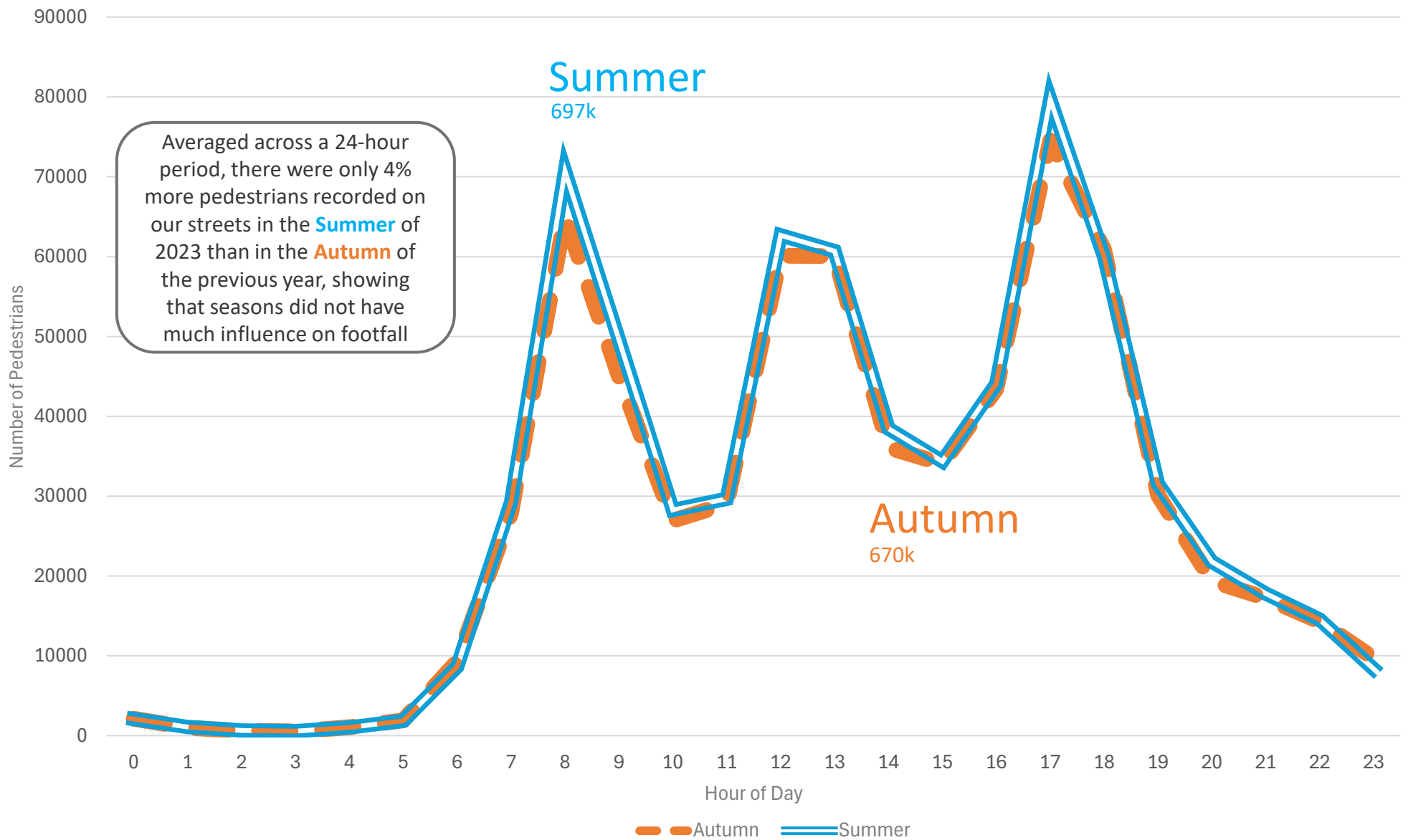
3 Daytime traffic mode share in Summer 2023

(31 locations, 2023, Summer counts, 07:00-19:00, excludes pedestrians)



4 Comparing cycle volumes by mode and hour of day in Summer and Autumn

(31 locations, Autumn 2022 and Summer 2023, 24-hour period)



5 Comparing pedestrian volumes by mode and hour of day in Summer and Autumn

(30 locations, Autumn 2022 and Summer 2023, 24-hour period)

Long-term trends, 1999-2022

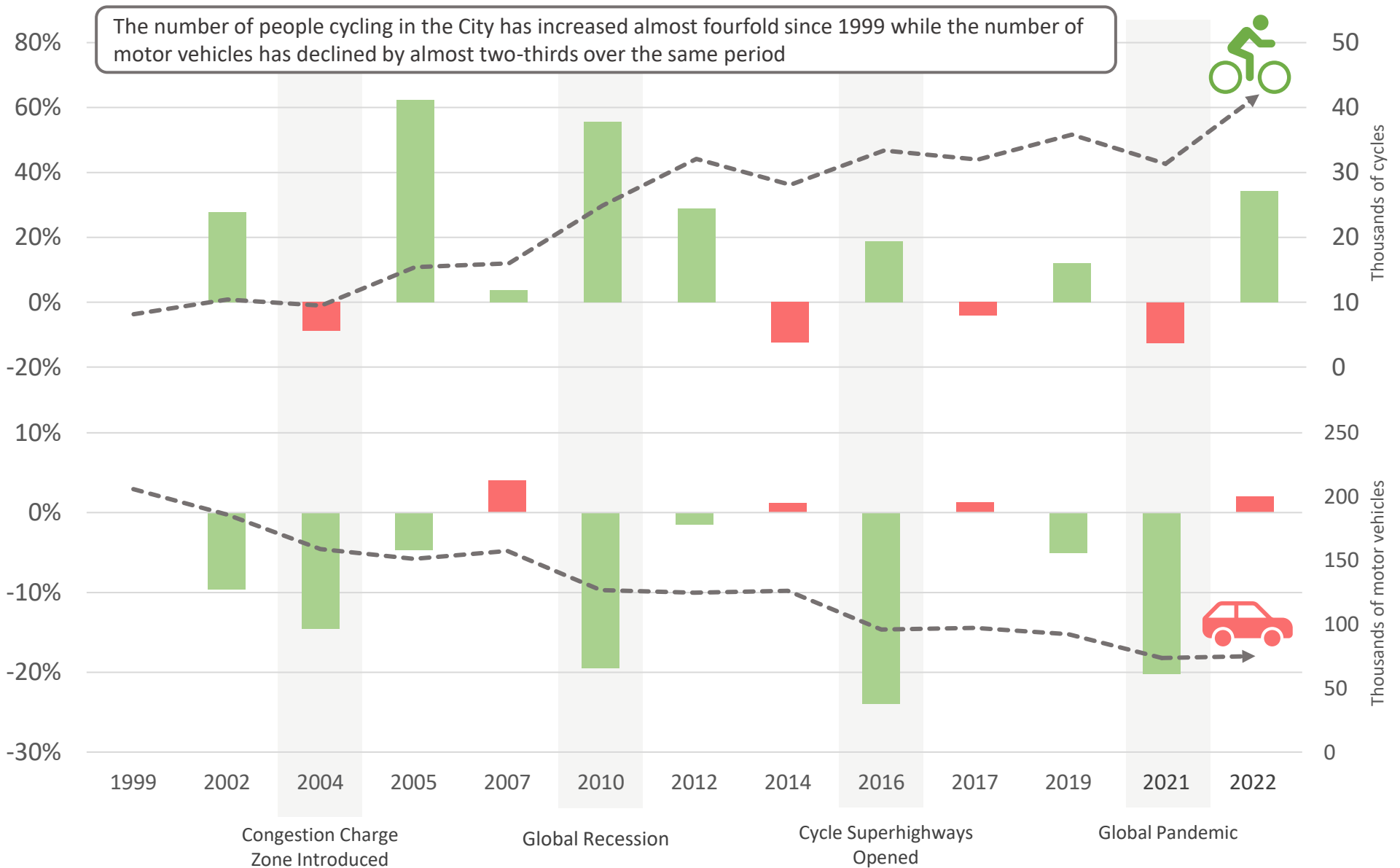
Figure 6 on page 11 shows long-term trends of the numbers of motor vehicles and people cycling during a 12-hour (7am – 7pm) period at a subset of 12 sites across the City from 1999-2022.

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 25. 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.



6 Long term trends in motor vehicle and cycle volumes

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

Autumn 2022 surveys

Figure 7 on page 13 shows the change in the numbers of daytime motor vehicles and cycles counted in our 2019, 2021, and 2022 surveys.

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

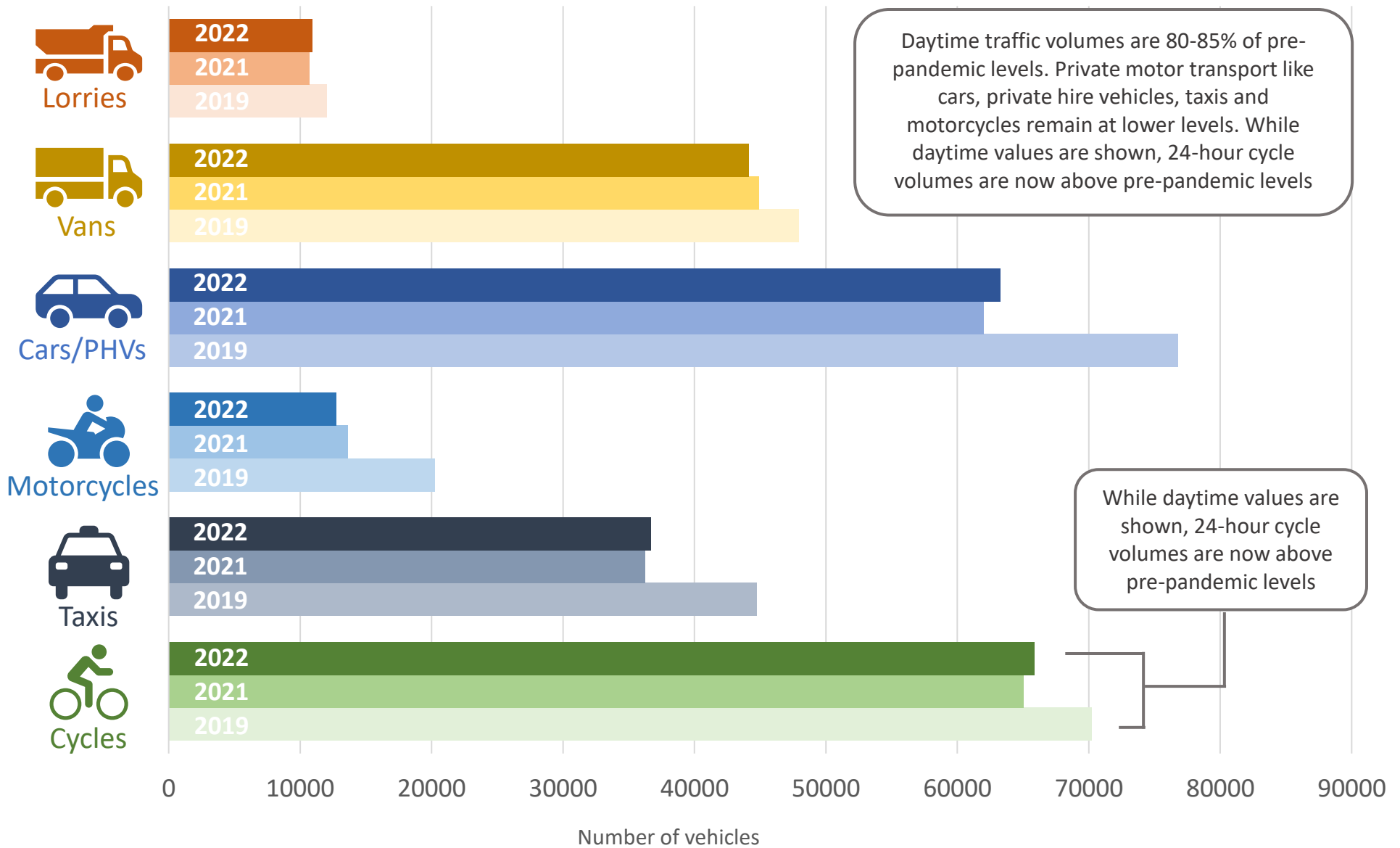
- 299,454 motor vehicles were counted, a 20% decrease from 2019 pre-pandemic levels
- 88,827 people cycling were counted, a 2% increase from 2019 pre-pandemic levels
- 670,146 people walking were counted, a 35% decrease from 2019 pre-pandemic levels

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 8 on page 14 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).

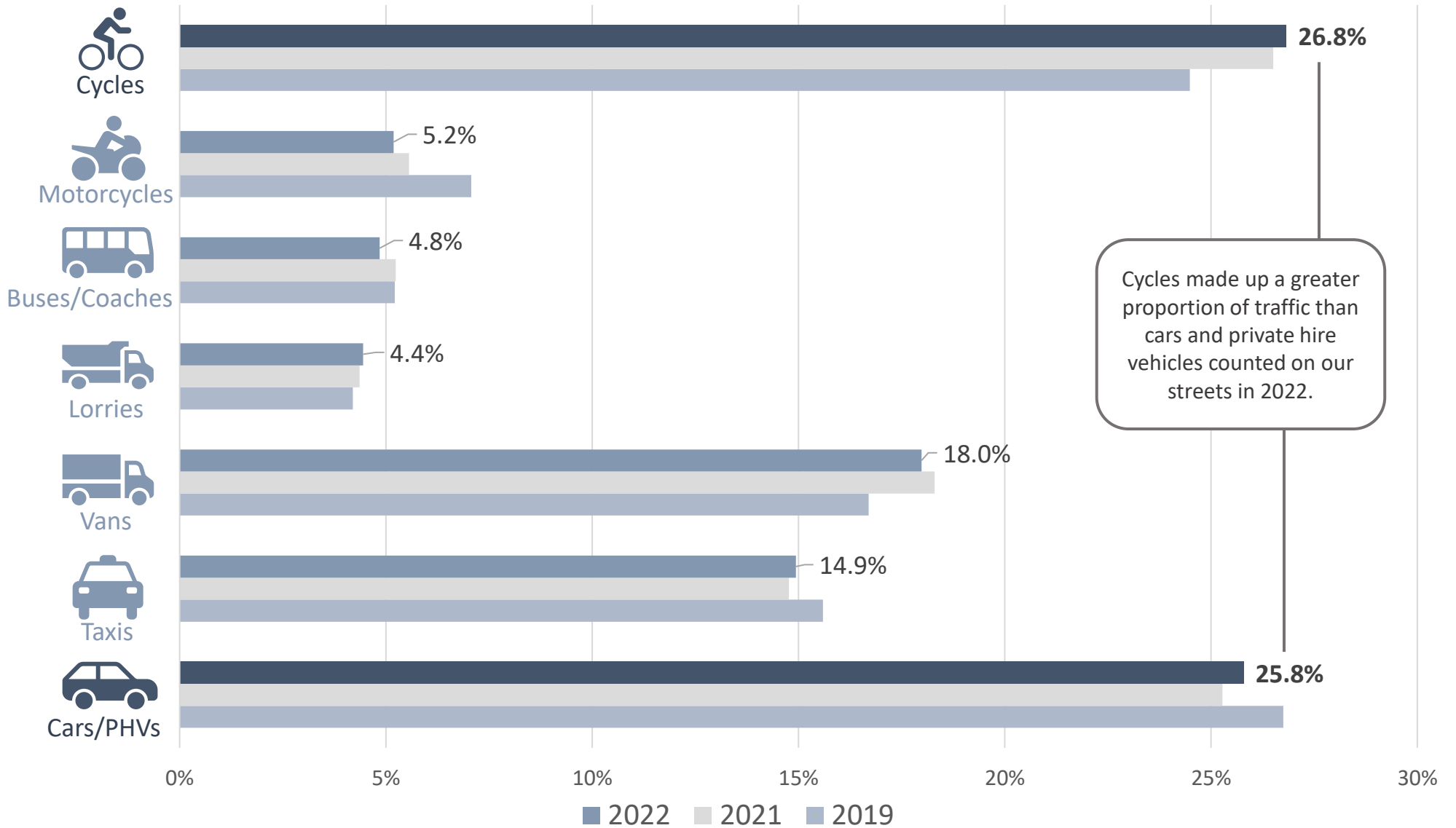
Figure 9 on page 15 shows the breakdown of counted vehicles and people walking by hour across the entire 24-hour count period in our 2022 traffic count. A third of all vehicle and people counted in the 24-hour survey were observed in just four hours between 8:00-10:00 and 17:00-19:00. Across the day, 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 10 on page 16 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.



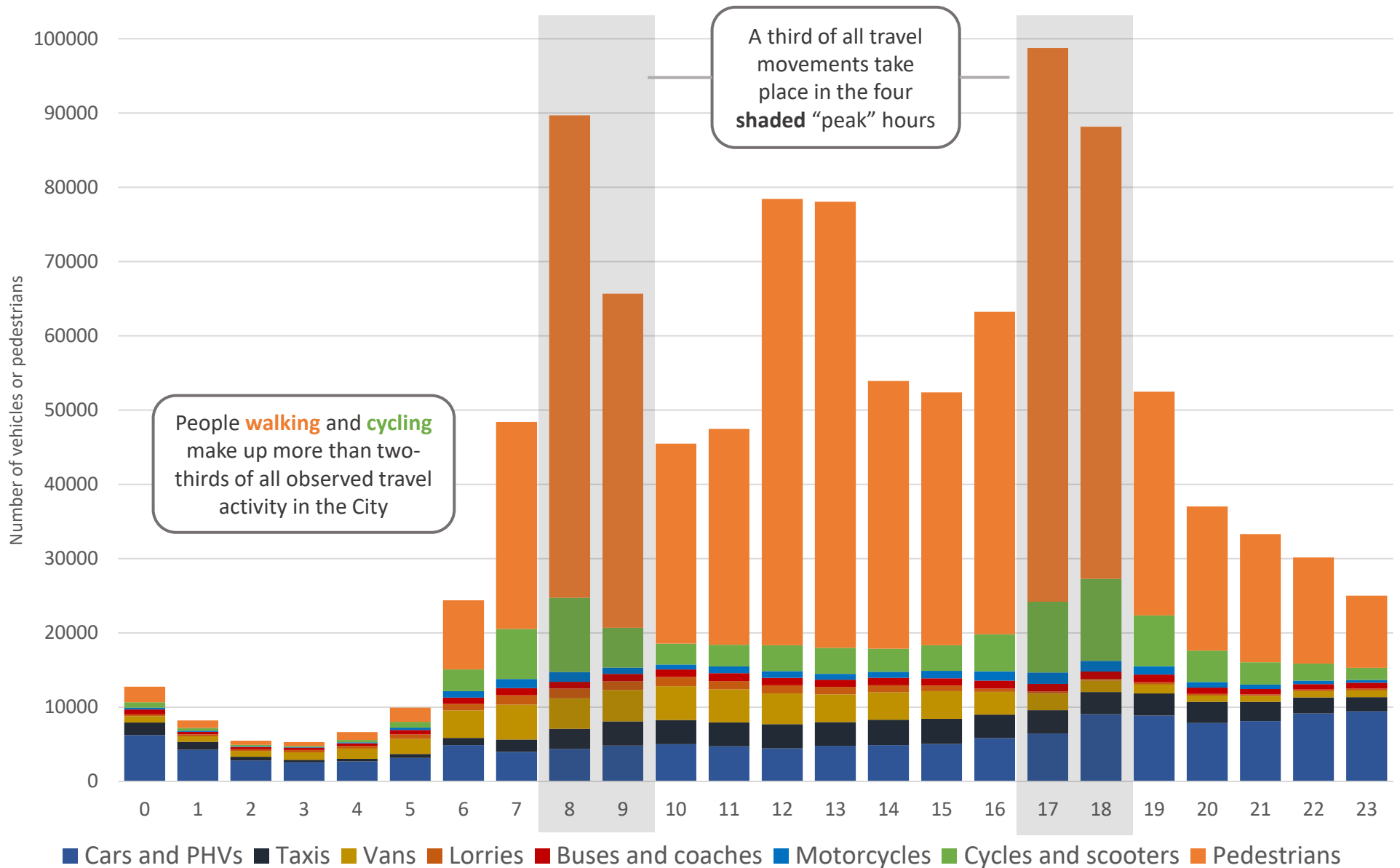
7 Changes in daytime traffic volumes from 2019 to 2022

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



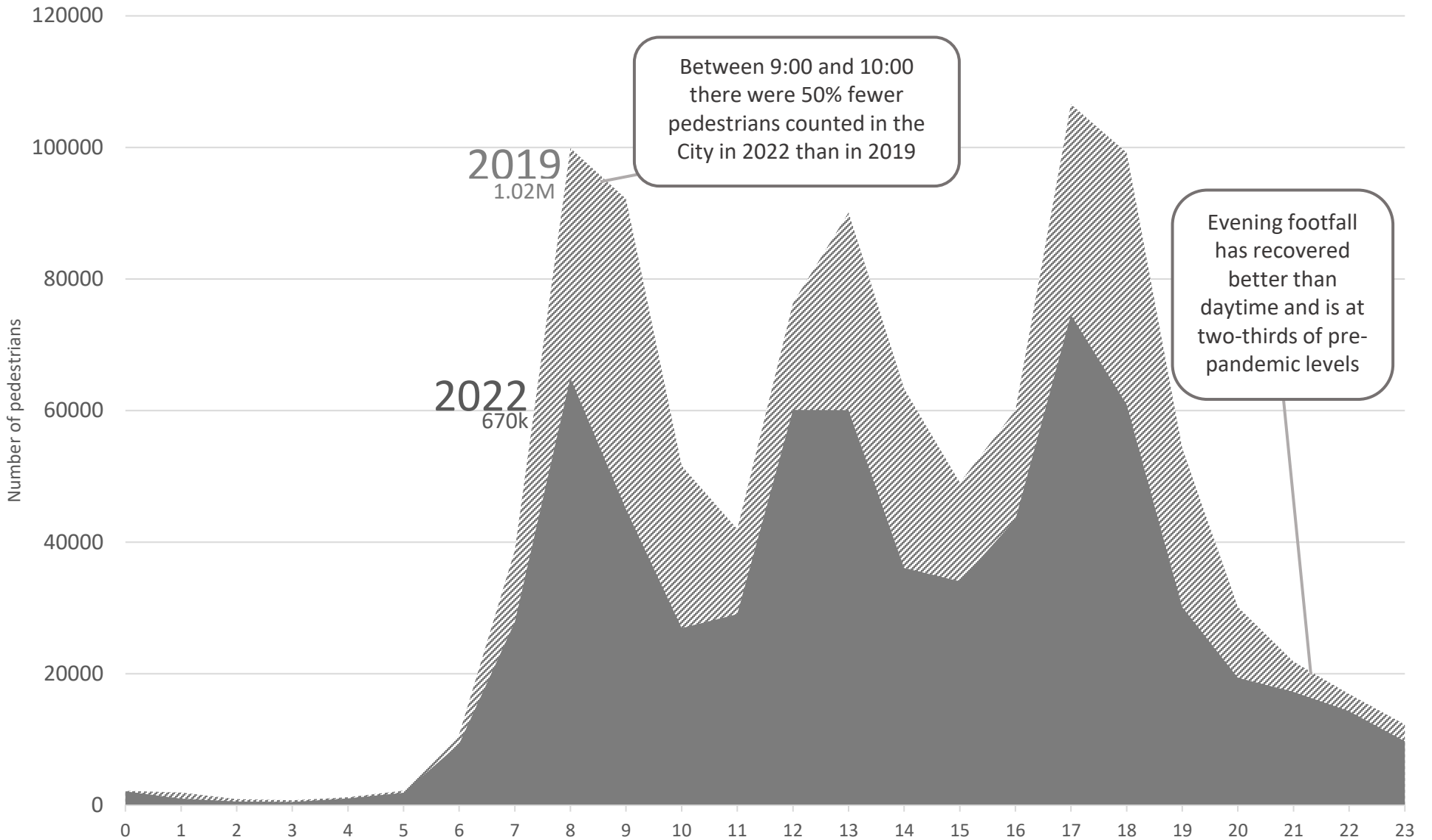
8 Changes in daytime traffic mode share from 2019 to 2022

(30 locations, 2019-2022, 7:00-19:00, Autumn counts) 14



9 Traffic volumes by mode and hour of day in 2022, 24 hour

(30 locations, 2022, Autumn counts, across 24 hours) 15



10 Pedestrian volumes by mode and hour of day in 2022

(30 locations, 2022, Autumn counts, across 24 hours)

Road Collisions and Casualties

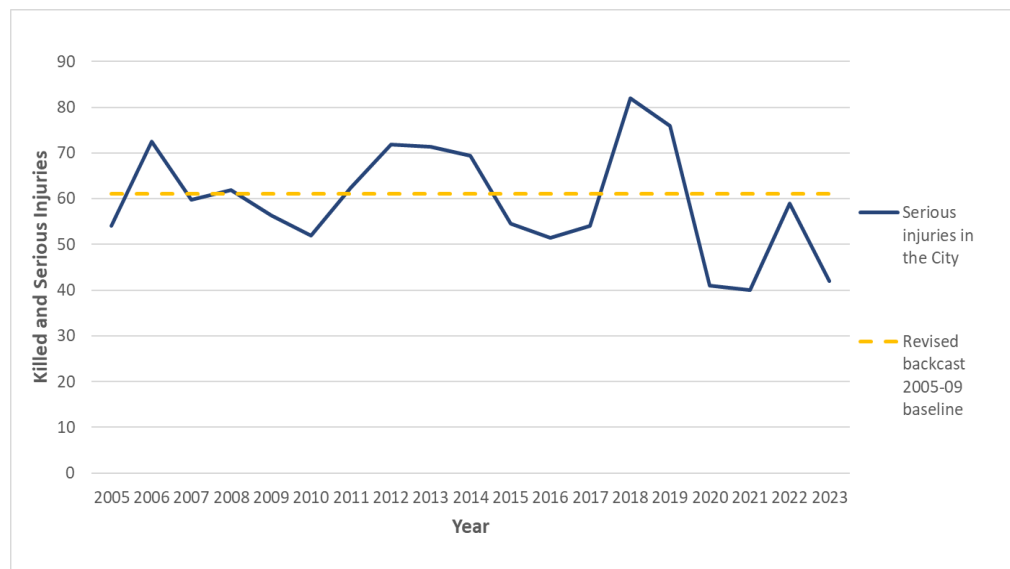
Data relating to collisions and casualties on the streets of the Square Mile is published by Transport for London each June for the previous calendar year. In 2023, the number of serious injuries caused by road collisions in the City fell to 42, a reduction of 29% on the previous year, when 59 serious injuries (and zero fatalities) were recorded in the Square Mile. The 2023 figures represent a small increase on 2020 and 2021, where 41 and 39 serious injuries were recorded respectively, and in 2021, there was also a person tragically killed on the City's streets. However, set against the backdrop of increasing levels of travel in the City, and a return to work post-Covid-19 the figures represent a significant reduction in risk in the City's streets and the lowest level of injury ever outside of a pandemic year.

Despite the encouraging progress towards Vision Zero, the data shows that as well as the 42 people seriously injured, a further 156 people experienced slight injuries last year. These figures underline the importance of the City Corporation and City Police's Vision Zero ambition and the need to deliver further action to reduce road danger.

Across the whole of Greater London, the number of people killed and seriously injured in 2023 fell by 6%. However, it should be noted that vulnerable road users remain the most at risk of injury, with 80% of all fatalities and seriously injured being people either cycling, walking or riding a motorcycle.

In 2023, most of our neighbouring boroughs saw numbers of people killed or seriously injured fall, including Camden (-3%), Islington (-12%), Hackney (-14%), Tower Hamlets (-7%), and Westminster (-2%). Meanwhile, Kensington and Chelsea and Southwark saw numbers increase by 9% and 17% respectively.

The casualty figures for the City represent relatively smaller numbers when compared to other boroughs. People cycling were the most commonly injured in 2023 (44%), followed by people walking (36%).



Air Quality: NO2

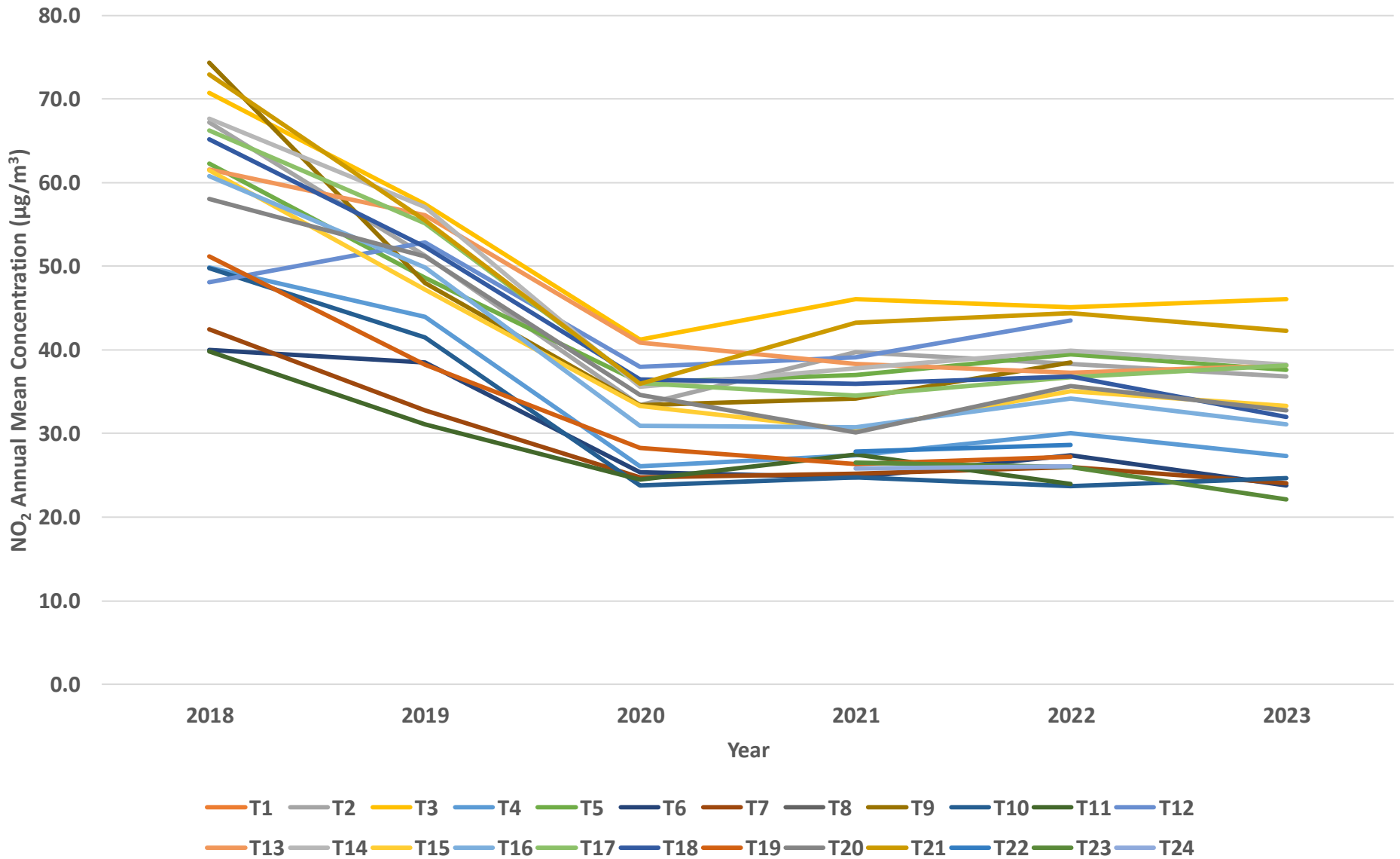
Motor traffic in the Square Mile is a significant contributor to nitrogen dioxide (NO₂). It also impacts on particulate matter (PM), though to a lesser extent, as particulate matter is made up of many sources, some of which travel very long distances and stay in the air for a long time. The Transport 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 2023' which will be published on the City's website once DEFRA approval given.

24 NO₂ diffusion tubes were deployed in 2018 to measure the impacts of the CoL Transport Strategy, which was adopted in May 2019. Annual mean NO₂ across all **Transport Strategy diffusion tube sites**, which represent roadside locations across the breadth of the Square Mile is shown in the chart on page 17. From 2020 onwards, NO₂ concentrations have remained steady, with some minor fluctuations across sites. While a number of these sites have been discontinued, of the 16 active sites, all were compliant with the annual mean air quality objective (AQO) in 2023 except for T3 (Seething Lane) and T21 (North Old Bailey). Both sites have continually exceeded the annual AQO since their inception. This is a vast improvement since 2019, when as many as 15 of these sites exceeded the AQO.

A further **22 diffusion tubes monitor NO₂ on and around Bank Junction**. In experimental scheme to improve safety for people walking and cycling through Bank Junction, banning general motor vehicle traffic through the junction, has been made permanent in 2019. Further enhancements to the area have included planting, pavement widening and traffic changes on surrounding streets to make the area more pleasant and safe for people walking, wheeling and cycling. The chart on page 21 indicates the average annual mean NO₂ around the Bank area measured using diffusion tubes.

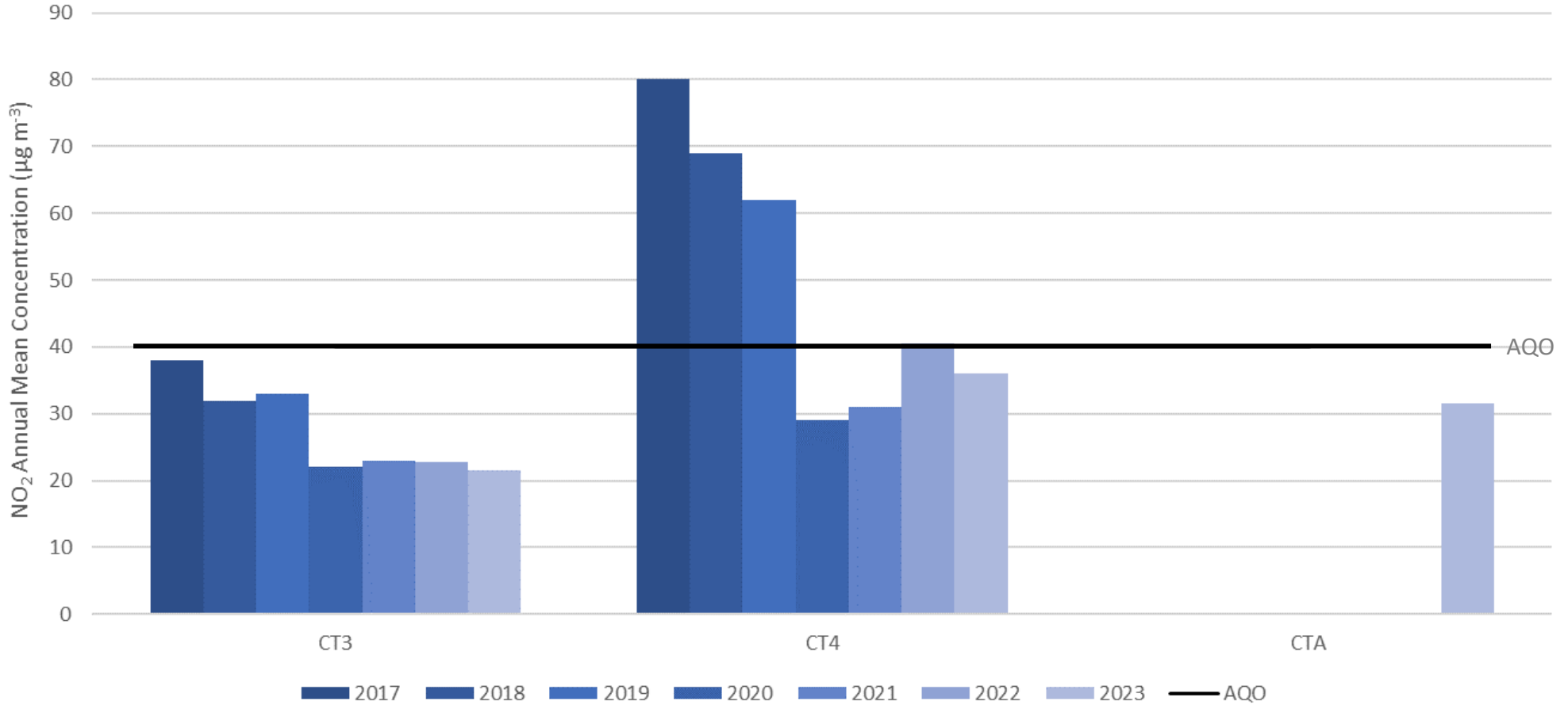
NO₂ is also measured **by continuous analysers at two roadside sites**, namely Walbrook Wharf (CTA), Beech Street (CT4) and one urban background site at The Aldgate School (CT3). 2023 results show NO₂ has decreased by 5µg/m at Beech Street since the previous year, however NO₂ levels are still up 17µg/m on 2020 levels, 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. Overall, there has been a rebound in concentrations since 2020, but not to the level of pre-2020 concentrations. Meanwhile, a minor decrease of 1µg/m³ was recorded at the Aldgate School, which has now been within annual limit for 7 consecutive years. The results are shown on the chart on page 20.

Annual Mean NO₂ Concentration

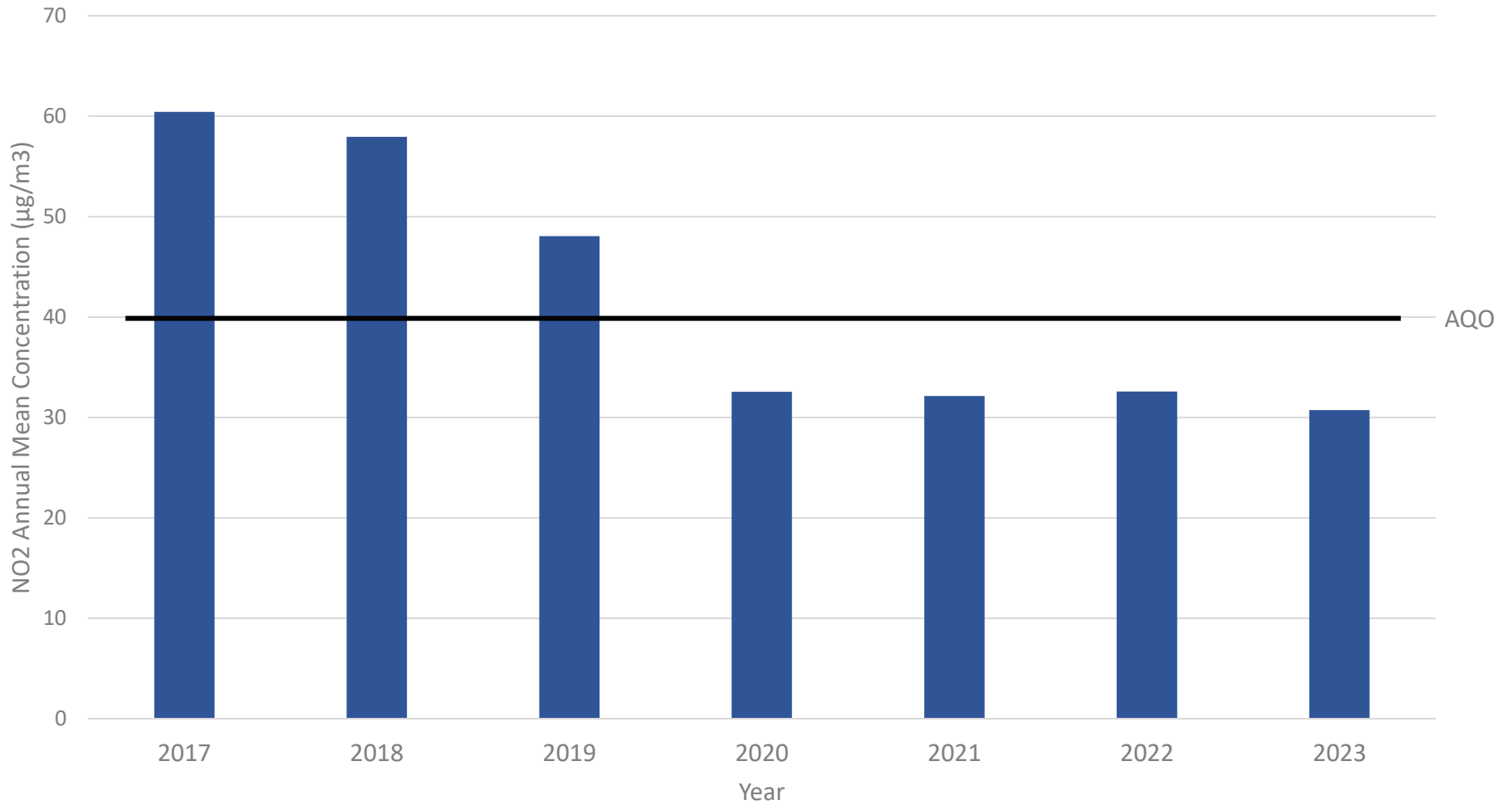


11 Annual mean concentration: NO₂

CT3	Aldgate School
CT4	Beech Street
CTA	Walbrook Wharf



12 Annual mean concentration: NO₂



13 Annual mean concentration: NO2 around Bank Junction

(Bank Junction NO2 Diffusion Tubes – 22 locations averaged)

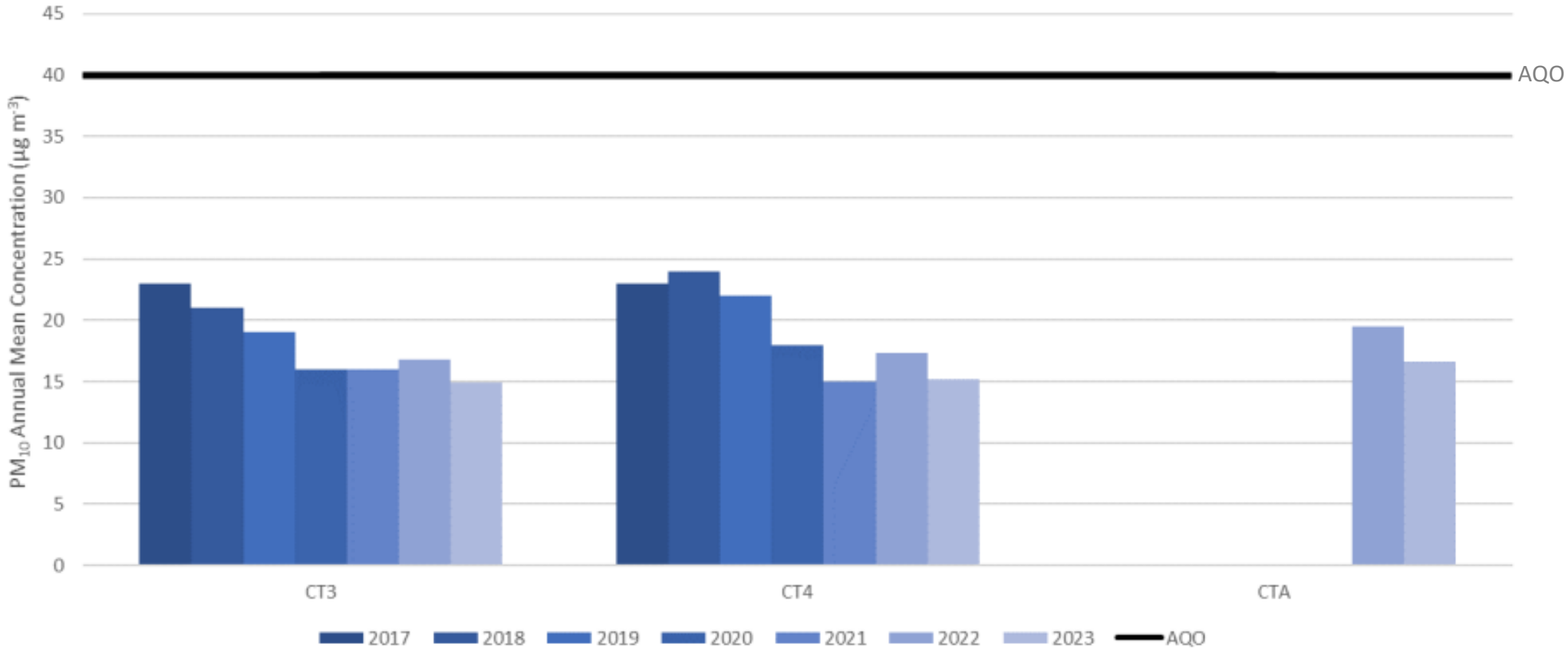
Air Quality: Particulate matter (PM2.5 and PM10)

All PM10 monitoring sites have complied with the annual mean AQO for the past seven years. Within the seven-year period CT3 and CT4 have seen a similar reduction in concentration; 8.1 $\mu\text{g m}^{-3}$ and 7.8 $\mu\text{g m}^{-3}$, respectively. 2023 was the second year of monitoring completed at CTA, and first where data capture was above the annualisation threshold.

PM10 is measured using **continuous analysers at two roadside sites**, namely Walbrook Wharf (CTA), Beech Street (CT4) and one urban background site at The Aldgate School (CT3). All PM10 monitoring sites have complied with the annual mean AQO for the past seven years. Within the seven-year period CT3 and CT4 have seen a similar reduction in concentration; 8.1 $\mu\text{g m}^{-3}$ and 7.8 $\mu\text{g m}^{-3}$, respectively. 2023 was the second year of monitoring completed at CTA, and first where data capture was above the annualisation threshold.

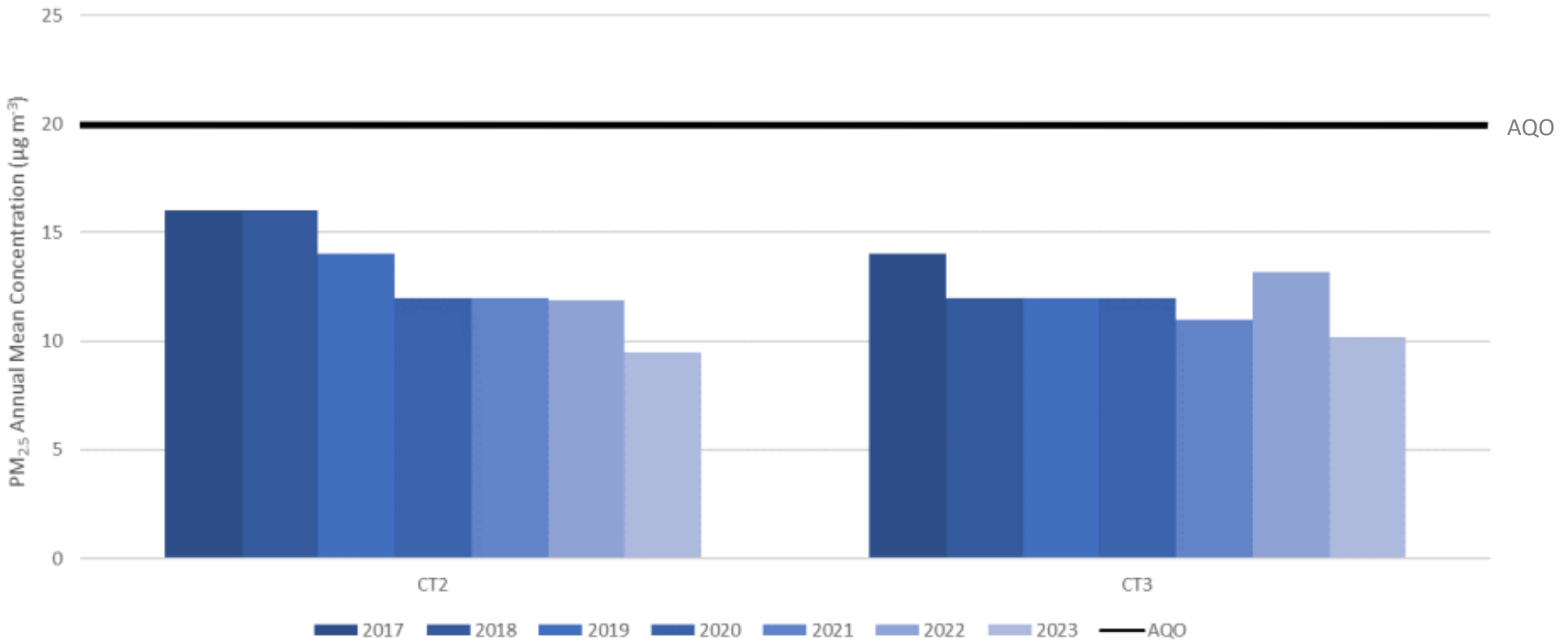
For the fifth consecutive year, all sites have met the Government annual average air quality limit for PM10 pollution (40 $\mu\text{g}/\text{m}^3$) and the short-term objective of not exceeding 50 $\mu\text{g}/\text{m}^3$ on more than 35 days in the year. For the second year running, all sites remain under the World Health Organisation 2005 guidelines (20 $\mu\text{g}/\text{m}^3$) 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. The two PM2.5 monitoring sites have complied with the annual mean AQO (20 $\mu\text{g m}^{-3}$ to be achieved by the 1st of January 2020) for the past seven years. Both sites present an overall decline between 2017 and 2023.



14 Annual mean PM10 automatic monitoring results

(Automatic Monitoring Sites)



15 Annual mean PM_{2.5} automatic monitoring results

(Automatic Monitoring Sites)

Transport Strategy key targets	Units	2017 Baseline	2030 Target	2044 Target	2022 Update	2023 Update*
Reduction in motor vehicle traffic* (24 hr)	Motor vehicles	185k	139k (-25%)	93k (-50%)	137k (-26%)	-
Number of people killed and seriously injured on our streets (annually)	Persons	54	<16	0	59	42
Reduction in motorised freight vehicle volumes* (24hr)	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/ 26%	27.8km/ 28%
Increase the number of people cycling* (24 hr)	Cycles	44k	66k (+50%)	88k (+100%)	47k (+7%)	-
Proportion of zero emission capable vehicles entering the City	Zero emission capable vehicles	n/a	90%	100%	Baseline: 30%	-
<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%	-

*Traffic KPIs measured across 15 locations.

*KPIs are measured using Autumn traffic counts which took place in 2022 and percentage ratings of how people experience walking and cycling in the City undertaken in 2022 and not repeated in 2023, hence no update.

16 City of London Transport Strategy key targets