

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
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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>

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