City Streets 2025

Summary Report

Introduction

Since 1999, the City of London Corporation has conducted a City-wide traffic survey roughly every two years during the autumn to understand the levels and patterns of traffic in the City. These surveys collect data on the volumes and types of vehicles 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 footfall as well as vehicle numbers. We have also recently expanded our surveys to include summer counts, conducted in the same way every two years.

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 4. All traffic data collected includes both local and through traffic.

This report details the results of the most recent autumn traffic survey, which was conducted on 9 October 2024, and compares these results to those from previous years.

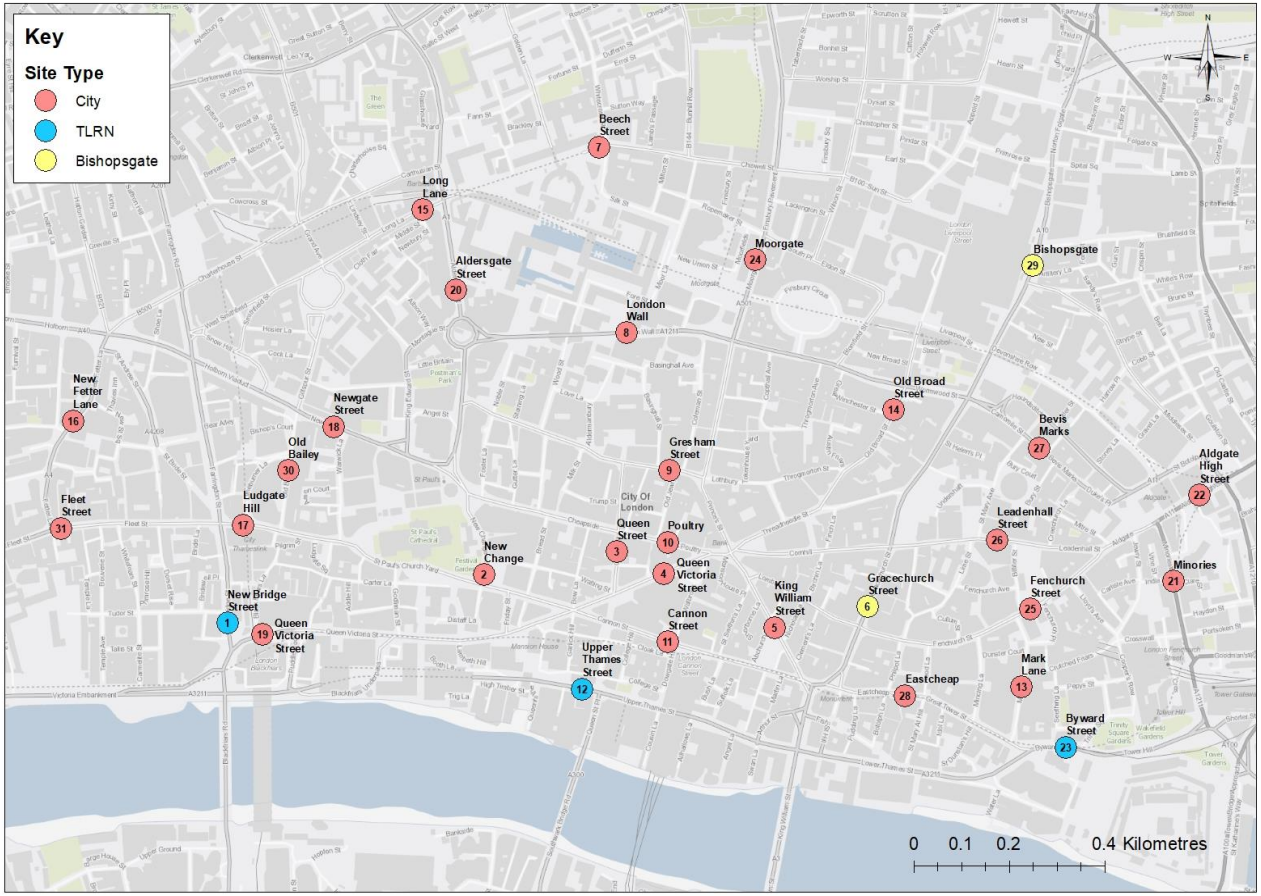
The report also provides a summary of TfL data on how people travel to the City and the volumes and types of vehicle crossing London Bridge, Southwark Bridge and Blackfriars Bridge.

Count sites

Since the first count in 1999, the number of sites has expanded from 12 to 31. 30 sites 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:

- 5 sites on the Transport for London Road Network, including 2 sites on Bishopsgate and Gracechurch Street
- 26 sites on Local and City Access streets



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 (such as Lime and Human Forest), TfL Cycle Hire (Santander), 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, using wheelchairs, using assisted mobility scooters, those being pushed in prams, and other assisted mobility devices

1 Counted mode classifications

Tables and figures

Summary

Motor traffic

- Motor traffic is decreasing in line with targets. Motor vehicle numbers are nearly a third of what they were in 1999.
- The greatest reduction has been seen in motorcycles, taxis, cars and private hire vehicles compared to freight vehicles. We have met both 24-hour targets (total traffic volumes and total freight volumes) but are not yet on track to meet our 2030 target for freight vehicle volumes during peak hours. However, peak freight vehicles volumes are decreasing (-8% since 2022) and are now 78% of what they were in 2017. Total 24-hour freight volumes are less than half of what they were in 1999 (-54%).
- Most of the decrease 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 in 2003, the Global Recession in 2008-09, the introduction of Cycle Superhighways in the City in 2015-16 and the COVID-19 Pandemic in 2020-22.
- Motor traffic in the City stays at a consistent level for most of the day with a peak at 6pm, but the makeup of the traffic changes during this time. From the early afternoon into the evening, the number of freight vehicles reduces, and the number of cars and private hire vehicles increases. 60% of cars were counted outside of the operational hours of the Congestion Charge, suggesting the Congestion Charge is effective at discouraging some car travel.

Walking, wheeling and cycling

- There was a significant increase in the number of people cycling in the 2024 counts: 57% higher than in 2022.
- There have been significant increases in both dockless and personal cycles. There are four times as many dockless cycles in 2024 compared to 2022 and they now make up 17% of all cycles seen. Personal cycles have also increased by 36% and make up 60% of the increase since 2022. Cycles were not only counted more than any other vehicle, but between 7am and 7pm there are now almost twice as many cycles as cars and private hire vehicles. Between 7am and 7pm cycles make up 39% of on-street traffic (12% higher than in 2022) and this rises to 56% between 8-9am and 6-7pm. If motor vehicle and cycle trends continue as they are, cycle numbers will overtake motor vehicle numbers within the next two years.
- Footfall is also increasing (8% higher than 2022) but is still 70% of pre-pandemic levels, suggesting that changes in working patterns following the pandemic are continuing to have an effect on the number of people in the City.
- People walking, wheeling and cycling now make up three quarters of observed travel activity (up from two-thirds in 2022) and this rises to 85% during peak hours.

Summary (continued)

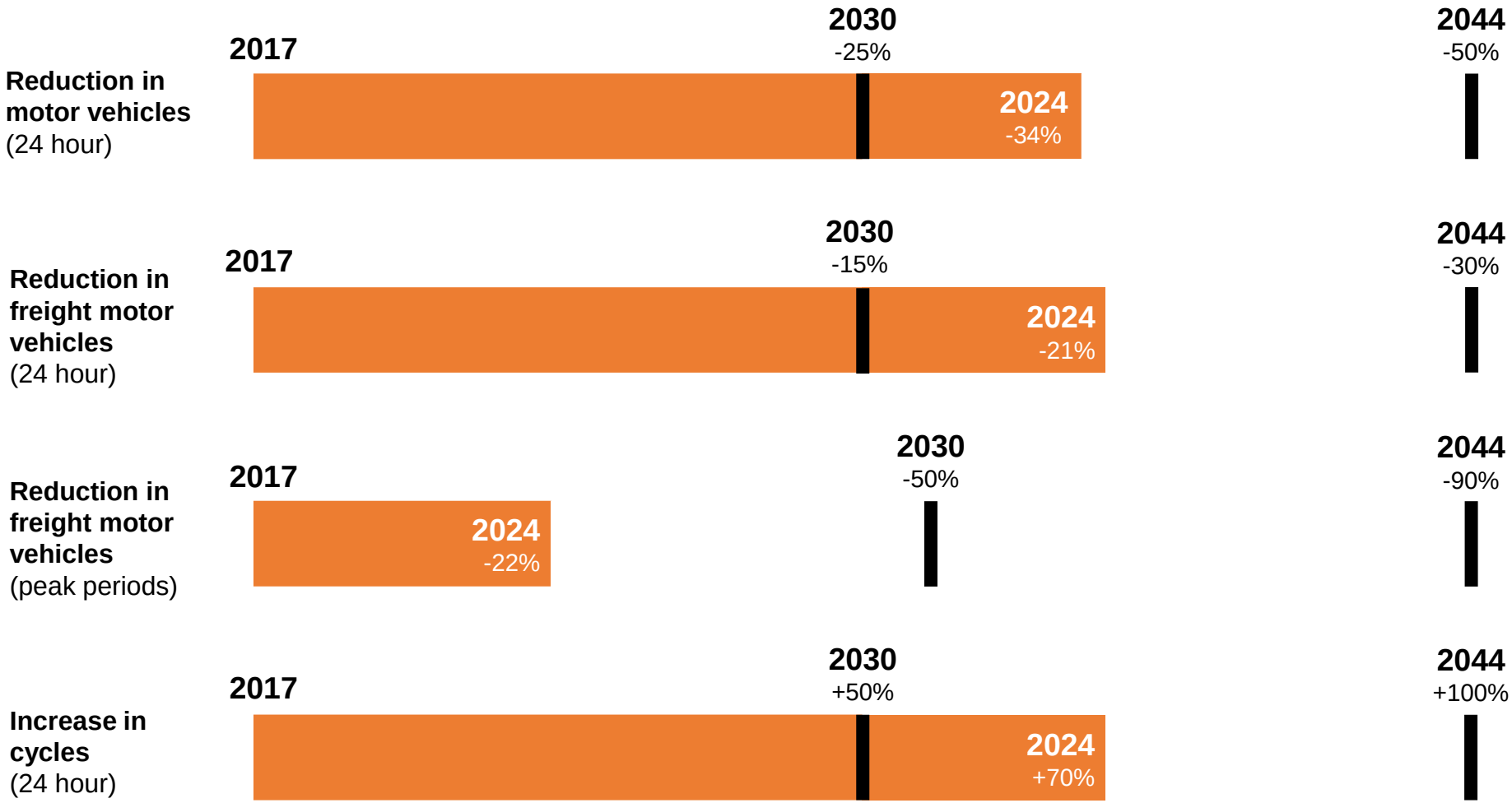
TfL Thames screenline and London Travel Demand Survey data

- TfL data on the three City road bridges show similar trends in motor vehicle and cycle numbers as in our traffic counts. All three bridges have seen a significant increase in cycling since 2000 and since 2022.
- London Bridge has had the biggest reduction in traffic and the largest increase in cycling since 2000, and the biggest increase in cycling since 2022. Blackfriars Bridge has the most traffic but is the only one of the three bridges to have seen a reduction since 2022. Southwark Bridge has the least traffic and the lowest proportion of cycles.
- TfL's London Travel Demand Survey data shows that people are largely travelling in the same way as before the pandemic, although the bus mode share is up while the walking mode share is slightly down.

Transport Strategy key targets

The City of London has met its 24-hour targets for total volumes of motor vehicles and motorised freight vehicles, but a 36% reduction in motorised freight vehicles at peak times is required to reach the peak times target by 2030. Progress against the Transport Strategy's key traffic targets is summarised below and on the following page.

- The number of motor vehicles counted over a 24-hour period has decreased by 34% since 2017, exceeding our 2030 target of a 25% reduction.
- The number of freight vehicles counted over a 24-hour period has decreased by 21% since 2017, exceeding our 2030 target of a 15% reduction.
- The number of freight vehicles counted during the morning and evening peak periods has decreased by 22% since 2017, which is significant progress since 2022 (11% reduction compared to 2017 baseline), but not on-track for meeting our 2030 target of a 50% reduction.
- The number of cycles counted over a 24-hour period has increased by 70% since 2017, exceeding our 2030 target of a 50% increase.



2 Transport Strategy key traffic targets progress summary

(15 locations, 2017 baseline, 2024 autumn counts, peak periods = 07:00-10:00, 12:00-14:00, 16:00-19:00)

Autumn 2024 traffic counts results

In 2024, over the 24-hour count period at 30 sites the following were counted:

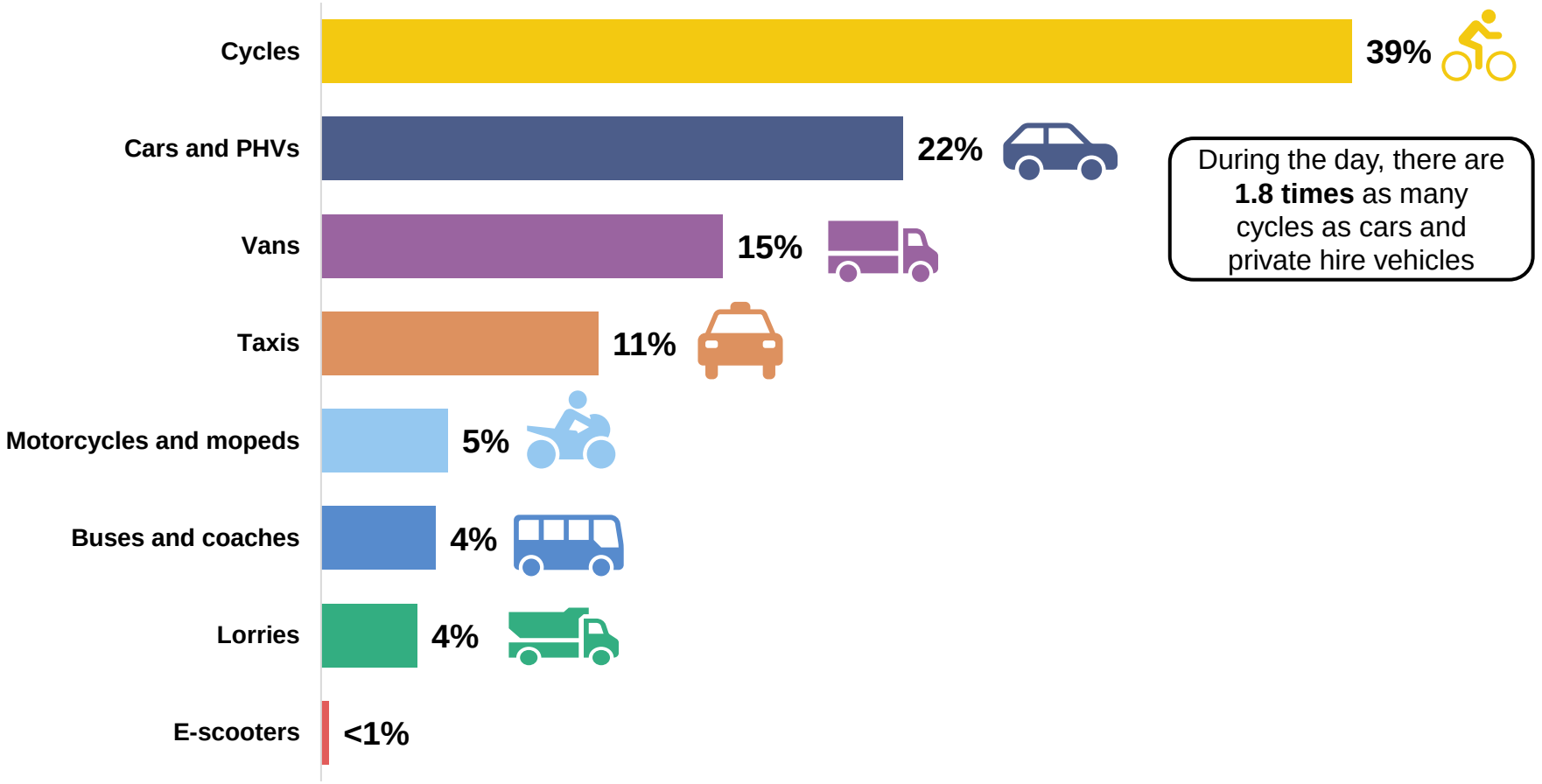
- 285,172 motor vehicles
- 265,718 private motor vehicles (excluding buses and coaches)
- 70,736 freight vehicles (vans and lorries)
- 139,466 people cycling
- 720,948 people walking and wheeling

Change since Autumn 2022:

- 5% decrease in motor vehicles
- 8% decrease in private motor vehicles
- 5% decrease in freight vehicles
- 57% increase in people cycling
- 8% increase in people walking and wheeling

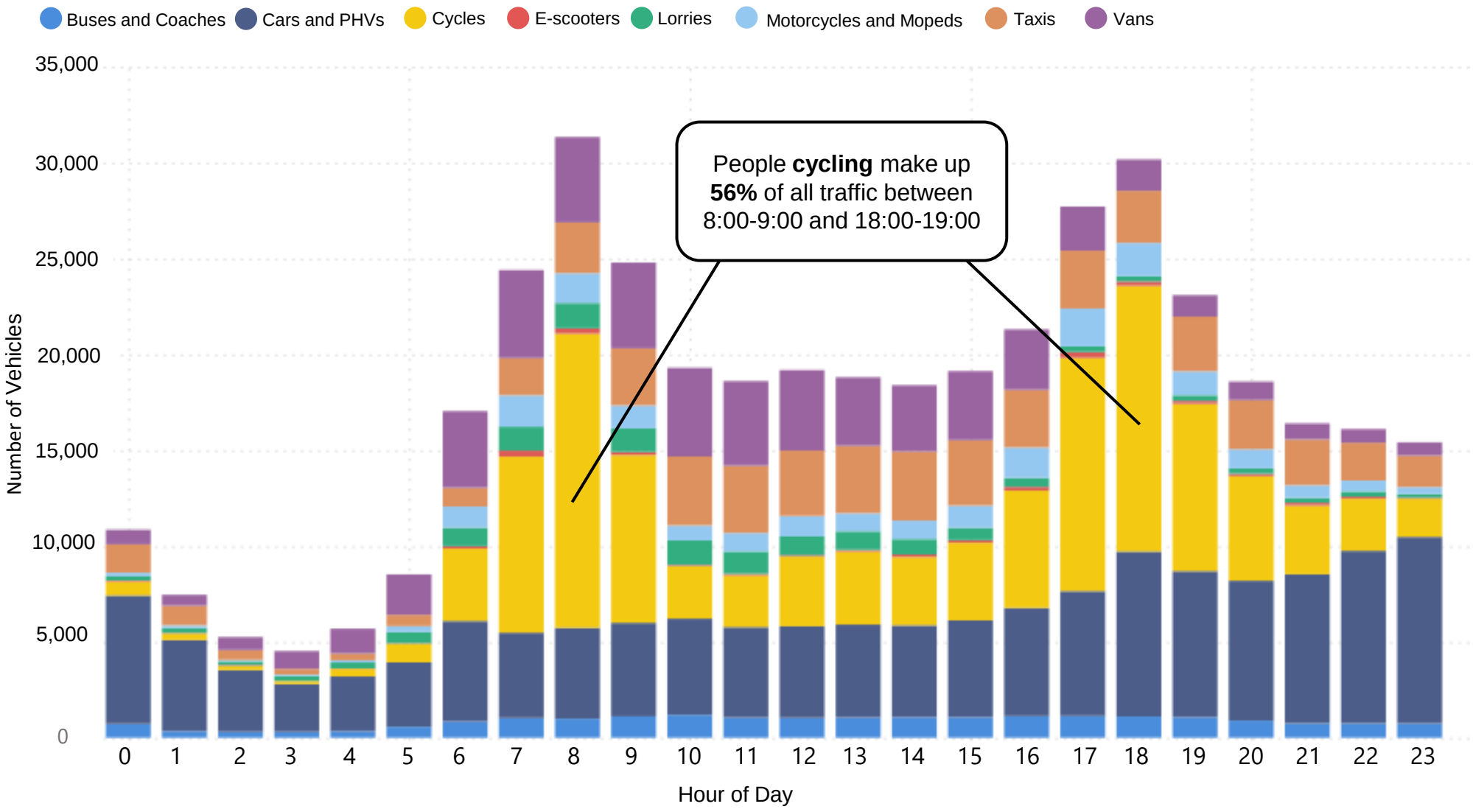
Figure 3 shows the makeup of daytime traffic (7am-7pm) on City streets. The most common vehicle seen was cycles, which made up 39% of vehicles, and there are now almost twice as many cycles as cars and private hire vehicles.

Figures 4-8 show how the volume and proportion of people walking and wheeling and different vehicle types change over 24 hours. More than a third (35%) of all movements (including people walking and wheeling) happen between the peak hours of 8-10am and 5-7pm. Across the day, people walking, wheeling and cycling make up three quarters of all observed travel activity (up from two-thirds in 2022) and this rises to 85% during morning and evening peak hours. There is also a significant peak in people walking and wheeling at lunchtime (between 12pm and 2pm). Motor traffic volumes increase rapidly from 4am-7am and then remain at a relatively consistent level throughout the day until 11pm, but the makeup of this traffic varies through the day. During the afternoon, as the number of vans and lorries begin dropping off, the number of cars and private hire vehicles increases and reaches a peak at 10pm. The highest total traffic levels are seen at 6pm and the lowest levels at 3am.



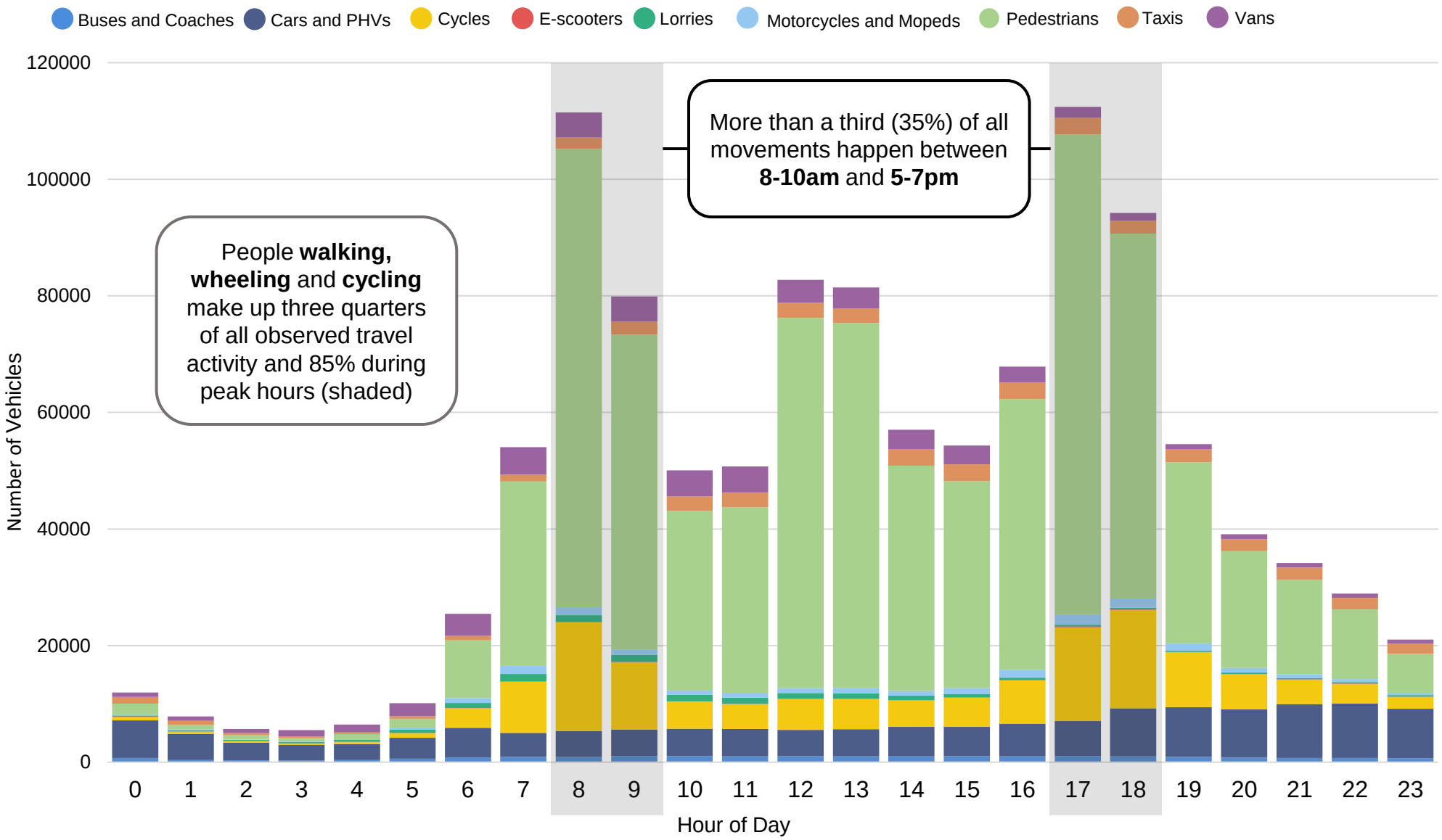
3 Daytime traffic mode share in 2024

(30 locations, 07:00-19:00, excludes people walking, 2024 autumn counts)



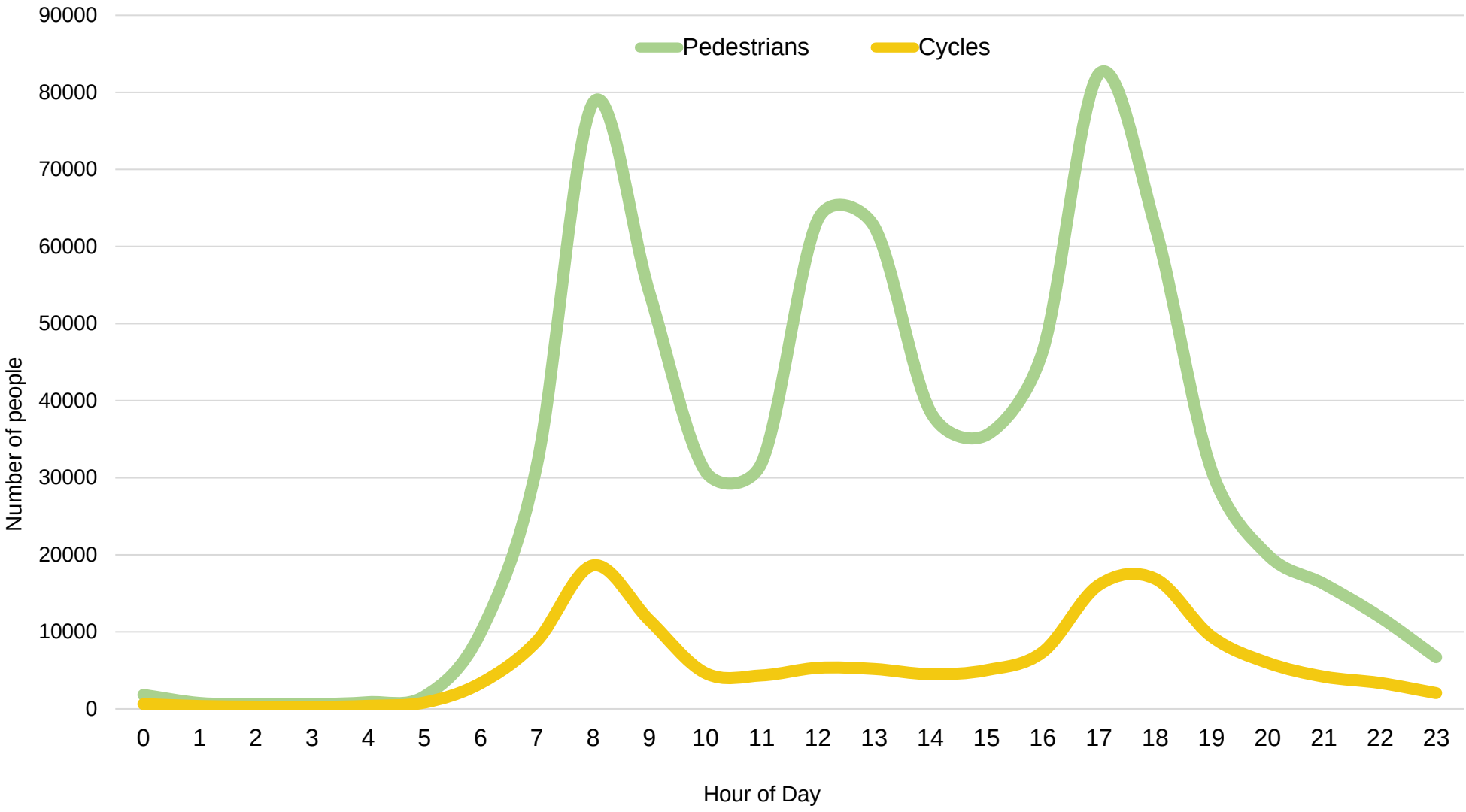
4 Traffic volumes by mode and hour of day in 2024

(30 locations, 2024, 24 hours, excludes people walking, 2024 autumn counts)



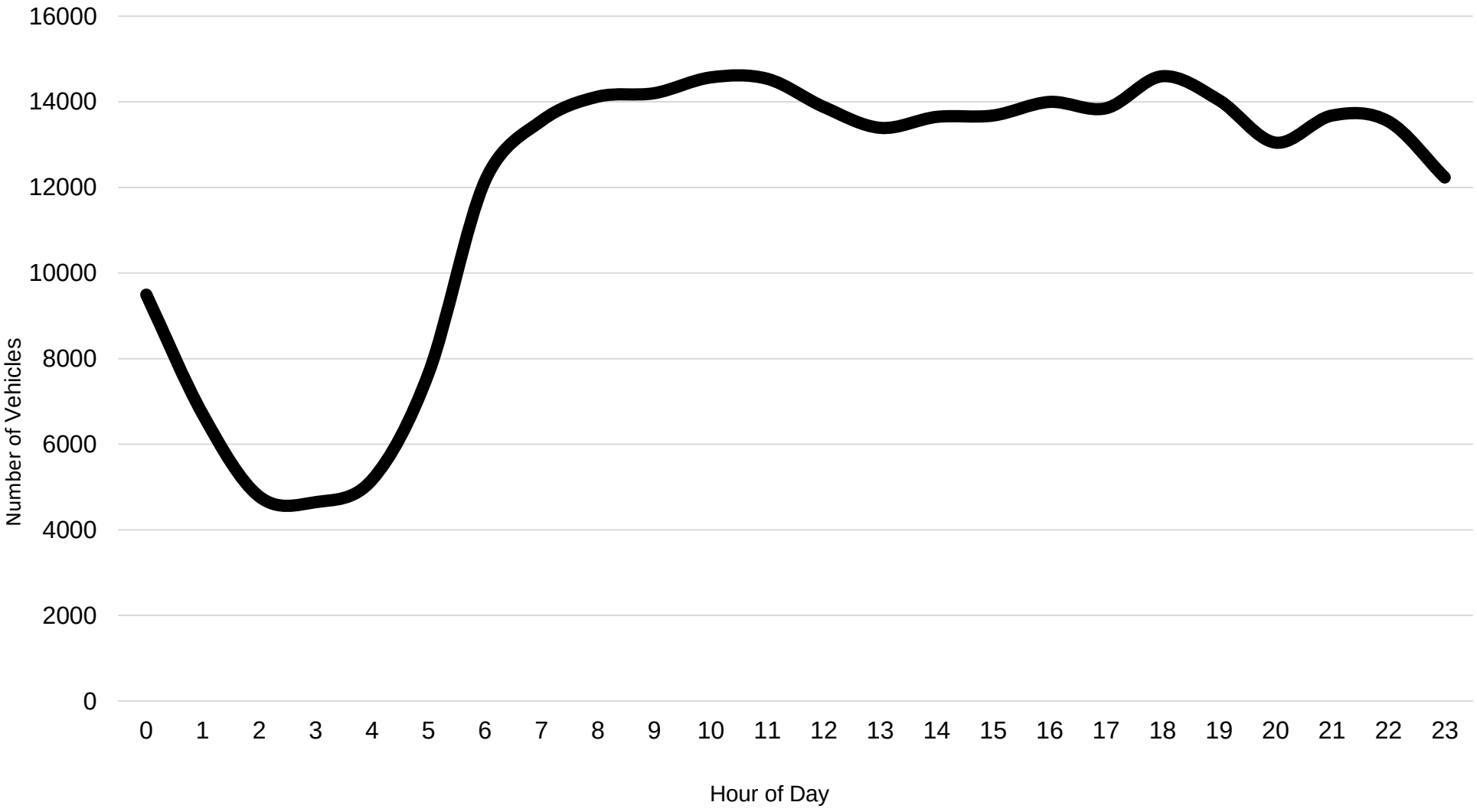
5 Travel activity by mode and hour of day in 2024

(30 locations, 24 hours, 2024 autumn counts)



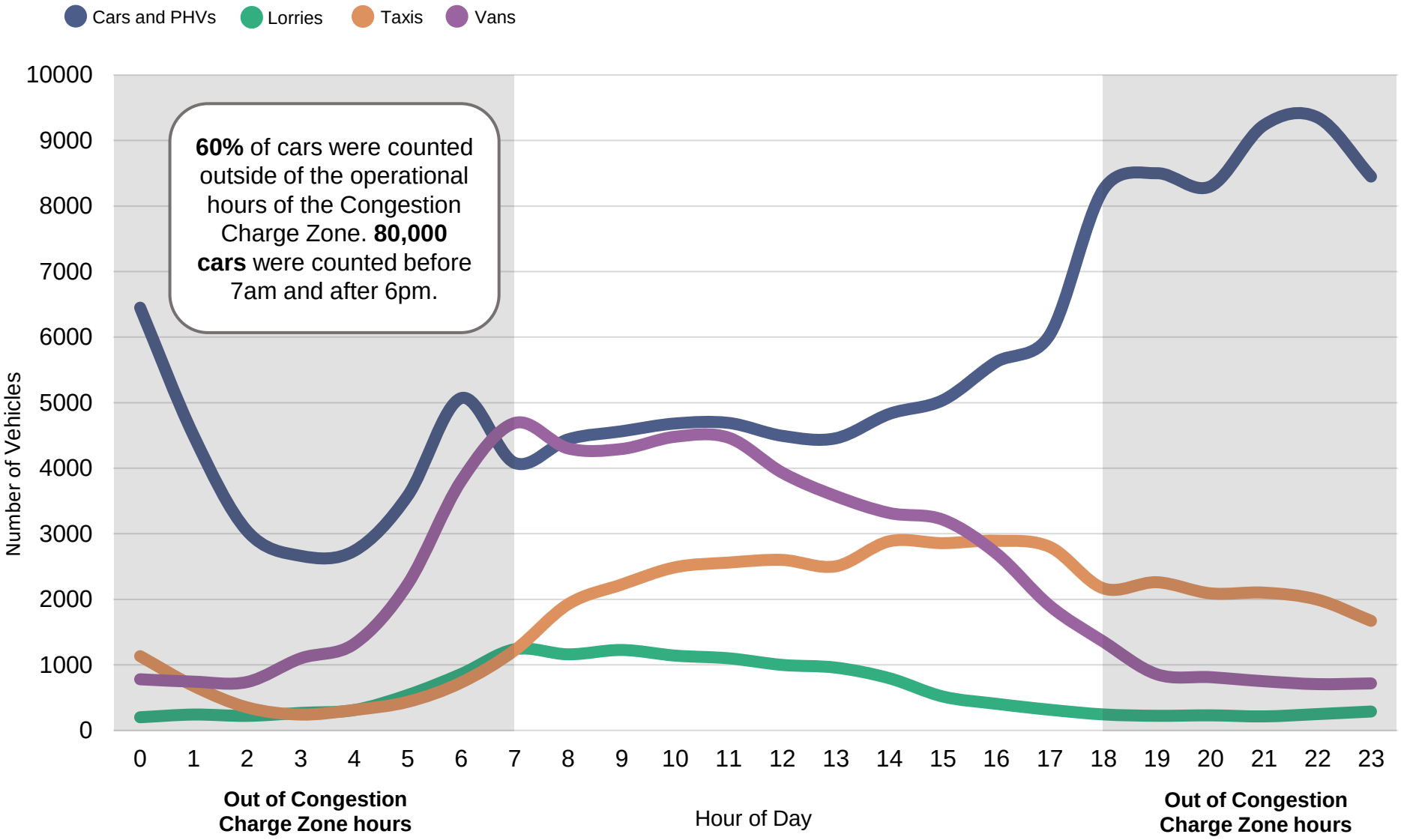
6 People walking, wheeling and cycling by hour of day in 2024

(30 locations, 24 hours, 2024 autumn counts



7 Motor vehicle volumes by hour of day in 2024

(30 locations, 24 hours, includes buses and coaches, 2024 autumn counts)



8 Cars, lorries, taxis and vans by hour of day in 2024

(30 locations, 2024, 24 hours, 2024 autumn counts)

Cycling increase

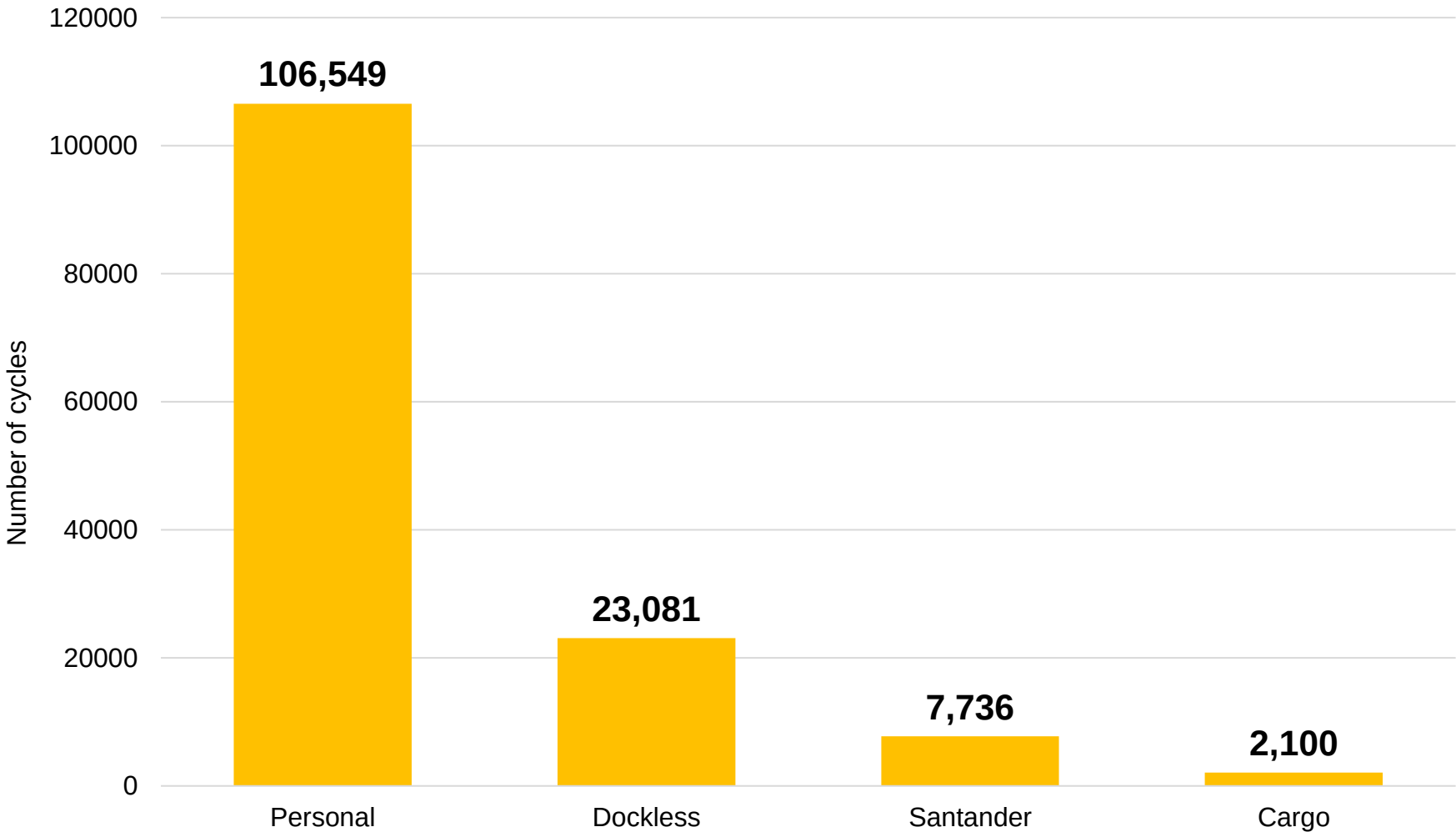
In the 2024 count, there was a significant increase in cycling levels in the City of London. Since the last autumn count in 2022, there are 57% more people cycling. Figure 9 shows the total number of cycles by type in 2024.

This increase means that since 2022, the proportion of observed travel activity made up by people walking, wheeling and cycling has risen from two-thirds to three quarters. During the peak hours of 8-10am and 5-7pm, 85% of all on street travel activity is active travel.

It should be noted that some of this increase from 2022 may be due to the dates the 2022 and 2024 autumn surveys were conducted on. The date for the 2022 count was 23 November and the 2024 count was carried out on 9 October, between these dates there tends to be a drop off in cycling rates. TfL data suggests the reduction in cycling levels between October and November is around 8%. However, as the autumn counts are typically conducted in October rather than November, this does not affect the long-term trend. We have also started conducting summer counts every two years and compared to the most recent count in July 2023, the number of people cycling was 18% higher in October 2024.

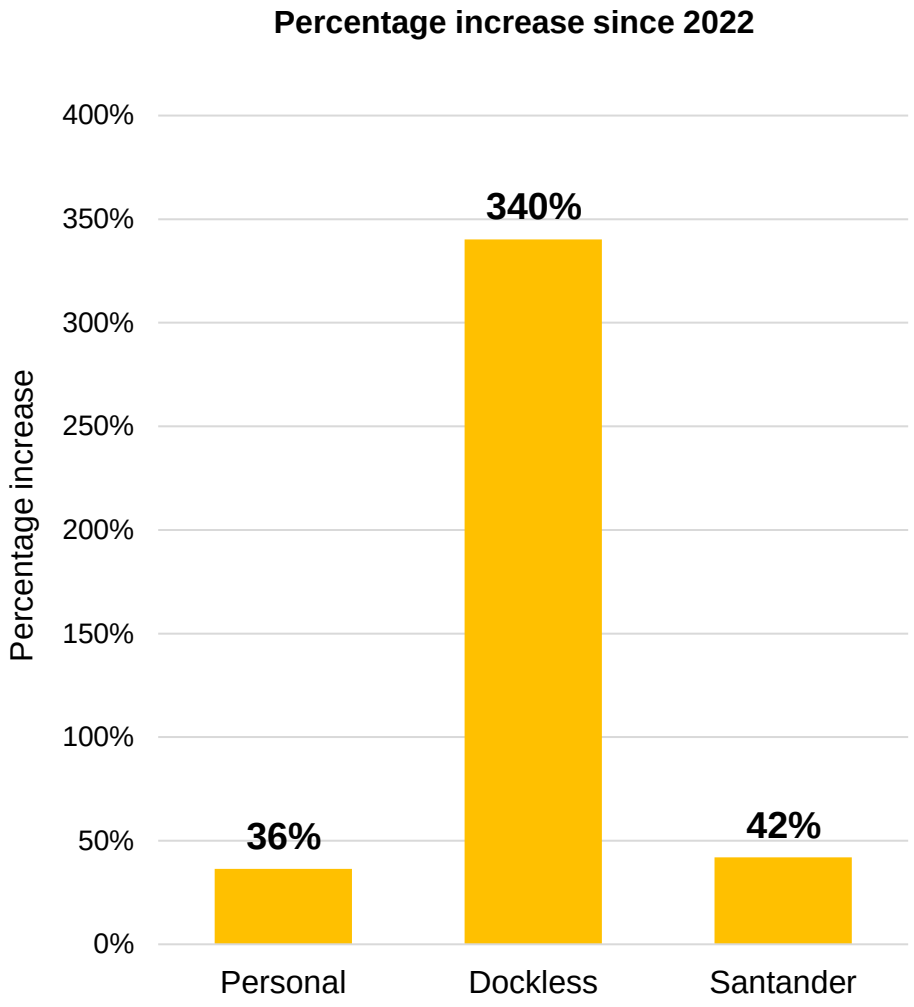
Figure 10 shows the percentage increase for different types of cycle between 2022 and 2024. Figure 11 shows how the proportion of different cycle types has changed since 2019. The increased popularity of dockless cycling may explain some of the increase in cycling rates. The number of dockless cycles counted on City streets is four times higher than 2022 and two times higher than summer 2023, and dockless e-bikes now make up 17% of cycles in the City. Although dockless cycling makes up 60% of the cycling increase since last summer, it only accounts for 40% of the increase in cycling since 2022, as there has also been significant growth in use of personal cycles, which have increased by more than third (36%) since 2022.

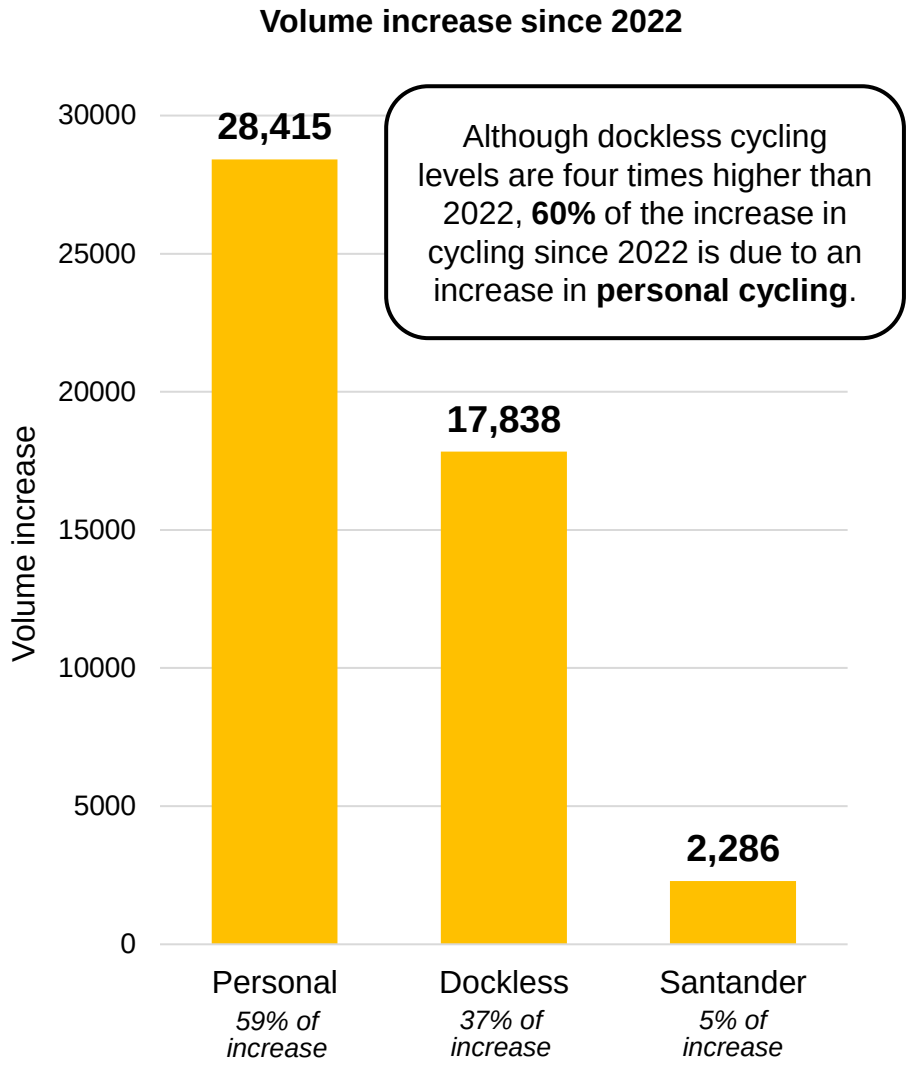
Figures 12 and 13 show the increase in cycling by street. There has not been a significant change in the streets used as cycle routes. Just over a third of the increase in cycling was seen on the TfL Road Network (34%), but this is slightly lower than the proportion of people cycling already using that network (36%). Local cycling routes such as Moorgate, Queen Street, Gresham Street, Cannon Street and Bevis Marks have all seen a slight proportional increase since 2022. Four streets (Queen Street, Mark Lane, Gresham Street, Bevis Marks) have more than twice as many people cycling on them compared to 2022.



9 Total cycling volumes in 2024 by type

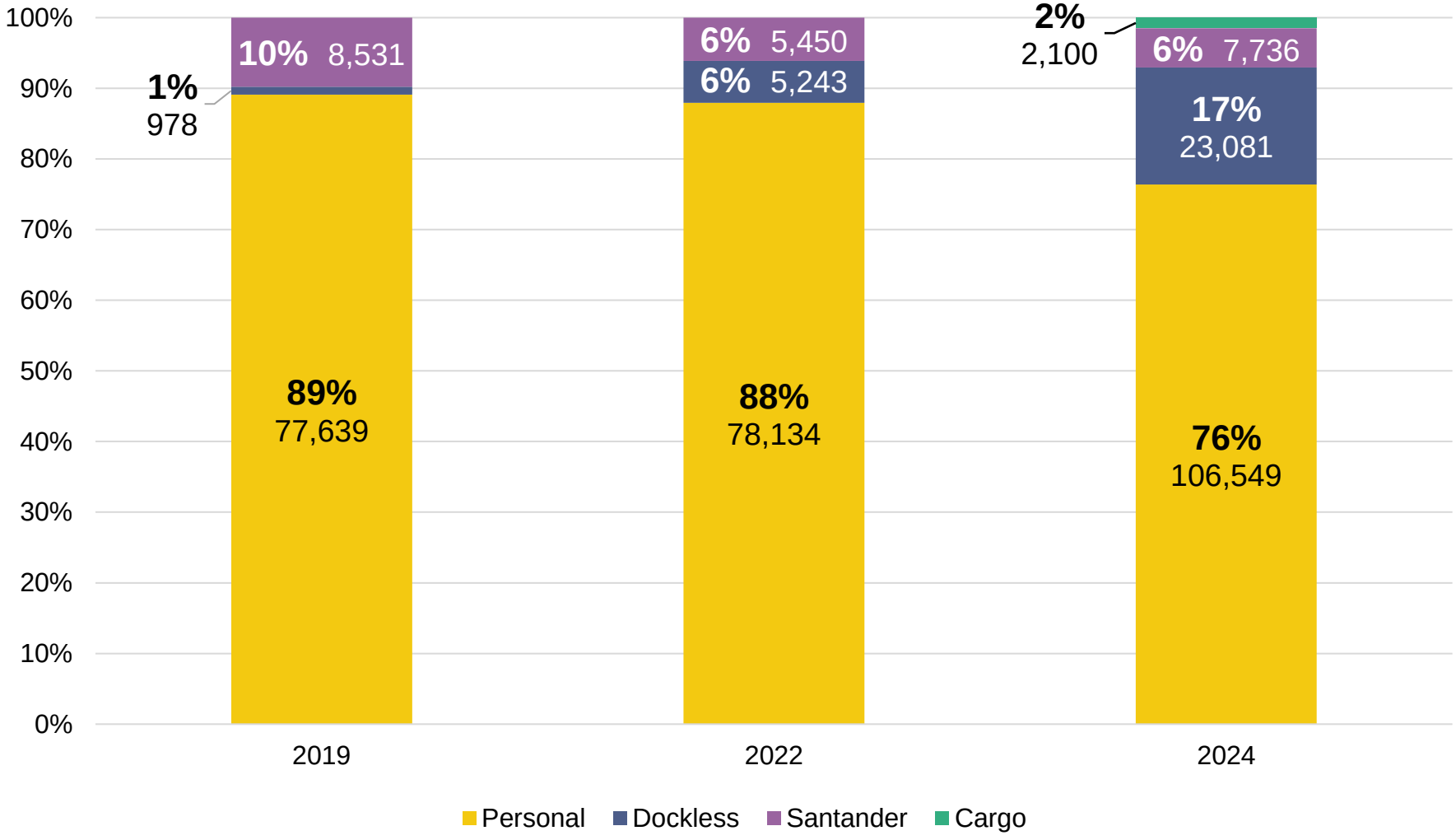
(30 locations, 24 hours, 2024 autumn counts)





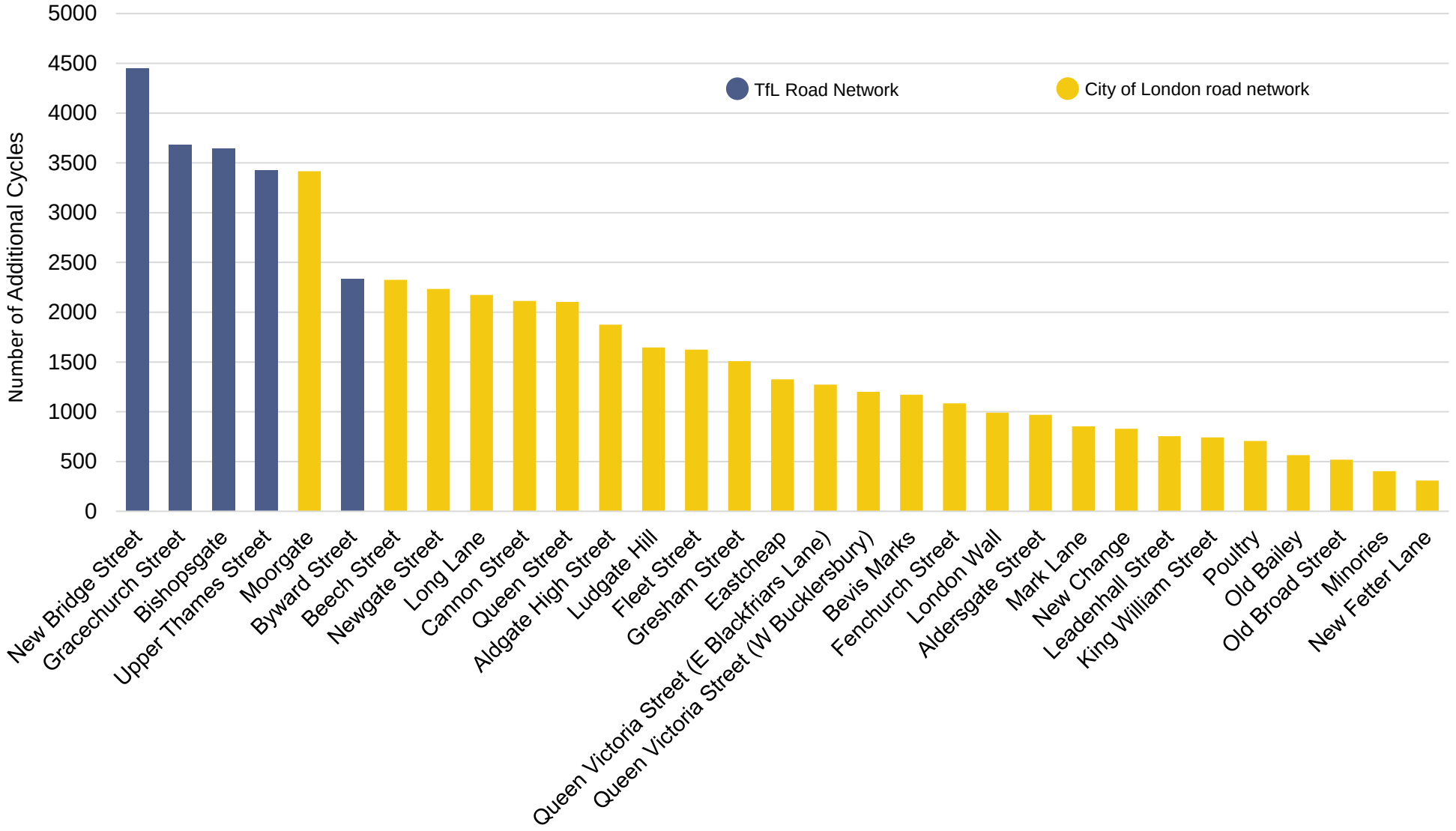
10 Increase in cycling 2022-2024 by type

(30 locations, 24 hours, 2022 and 2024 autumn counts, cargo bikes not recorded before 2024)



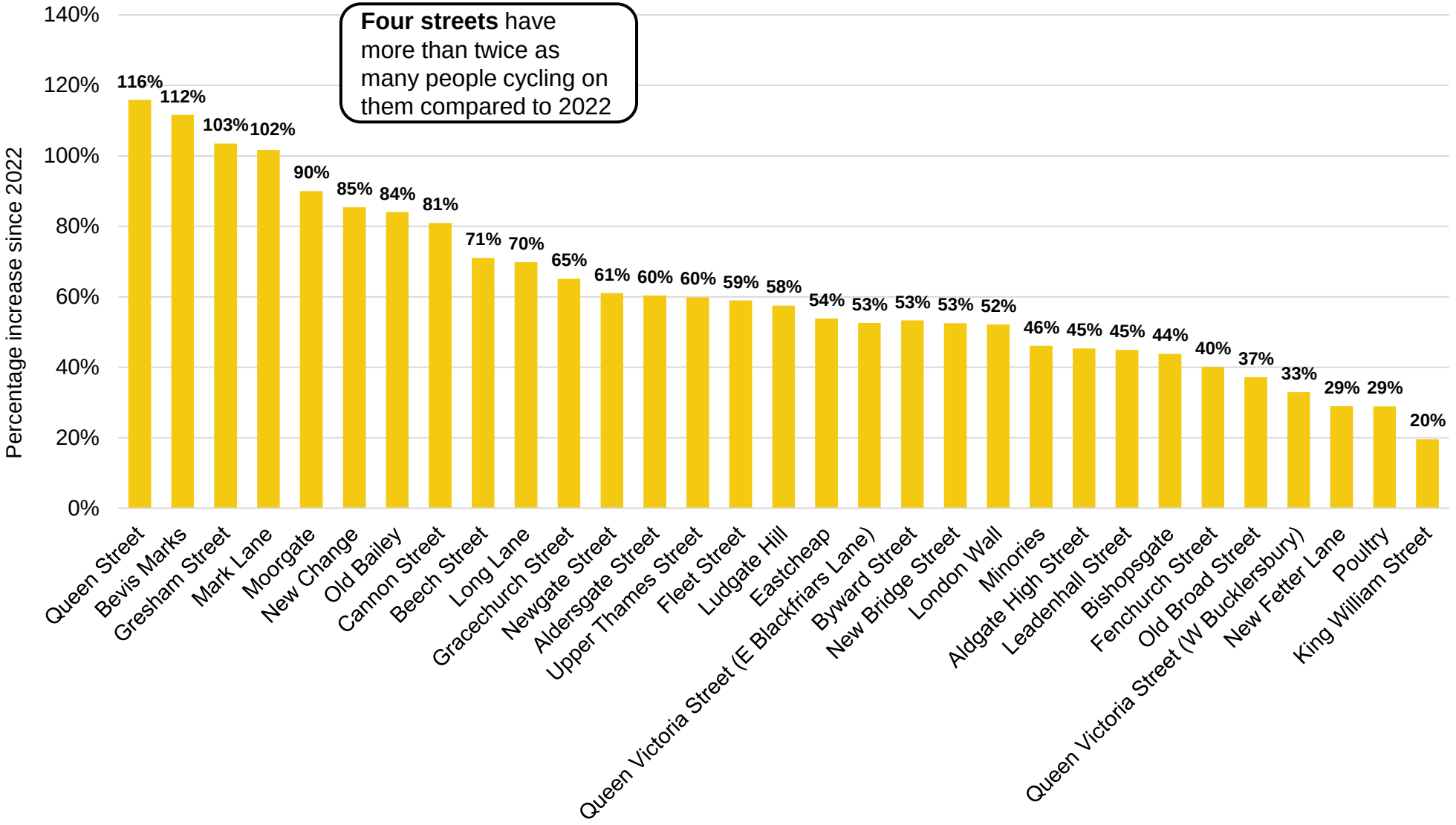
11 Type of cycles as proportion of total 2019, 2022 and 2024

(30 locations, 24 hours, 2019, 2022 and 2024 autumn counts, cargo bikes not recorded before 2024)



12 Increase in cycling 2022-2024 by location

(31 locations, increase from autumn 2022 to autumn 2024, 24 hours, King William Street southbound closed at time of 2024 count)



13 Percentage increase in cycling 2022-2024 by location

(31 locations, increase from autumn 2022 to autumn 2024, 24 hours, King William Street southbound closed at time of 2024 count)

Change since 2019

There has been significant change to traffic on the City's streets in the last five years, partly due to the impact of the COVID-19 pandemic on travel activity from spring 2020.

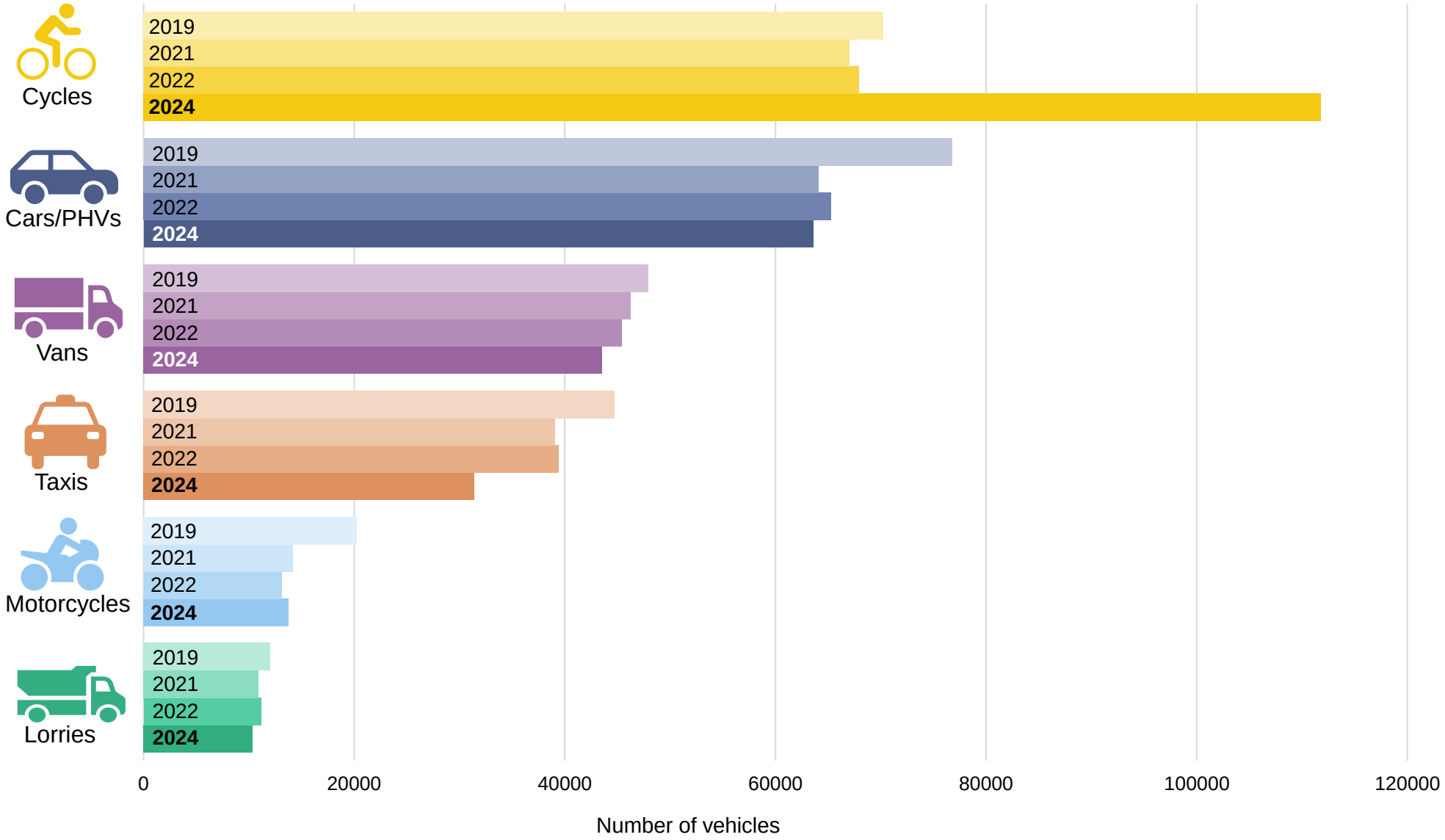
Since 2019 pre-pandemic levels, we have seen:

- 24% decrease in motor vehicles
- 24% decrease in private motor vehicles (excluding buses and coaches)
- 15% decrease in freight vehicles
- 60% increase in people cycling
- 30% decrease in people walking and wheeling

Figure 14 shows the change in the numbers of daytime motor vehicles and cycles counted in our 2019, 2021, and 2022 surveys. Since 2019, motor vehicle volumes have reduced by almost a quarter. The biggest reduction in motor vehicle traffic has been seen in motorcycles, taxis, cars and private hire vehicles. Numbers of lorries and vans have also reduced but to a lesser extent. There has been a decline in the number of licensed taxis and an increase in the number of private hire vehicles, in Greater London and nationally. The number of licensed taxis and private hire vehicles in Greater London are 74% and 105% of pre-pandemic levels respectively. More in-depth stats are available from data.gov.uk.

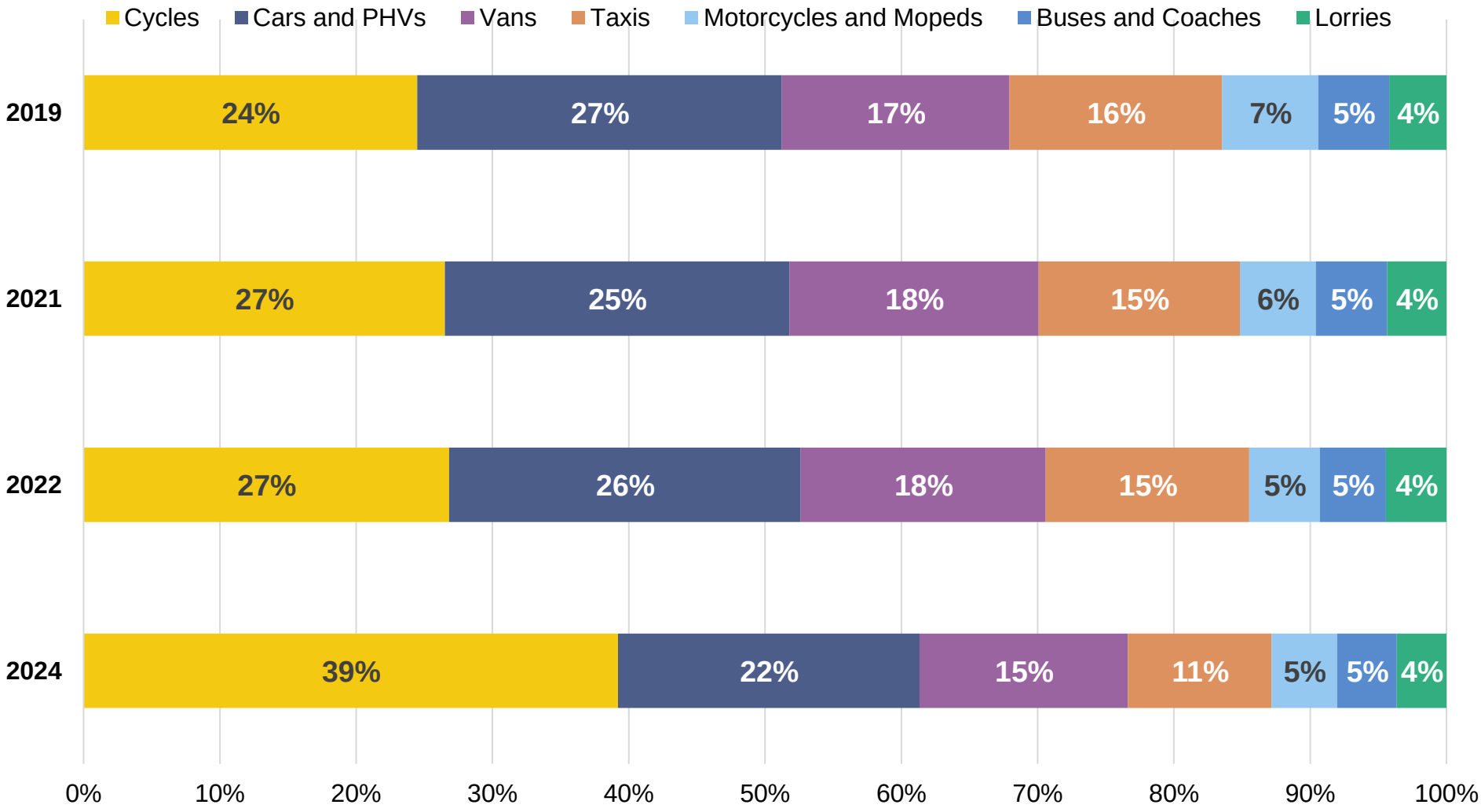
Figures 16 and 17 show the change in total people walking across 24 hours from 2017 to 2024. Footfall was significantly impacted by the pandemic, dropping by 54% between 2019 and 2021. Footfall increased in 2022 and again in 2024 and is now at 70% of pre-pandemic levels.

Cycling levels were also impacted by the pandemic, but less so, dropping by 5% between 2019 and 2021. There has since been a large net increase. From 2019 to 2024, the number of people cycling increased by 60%. Between 7am and 7pm, cycles now make up 39% of traffic on City streets, compared to 24% in 2019.



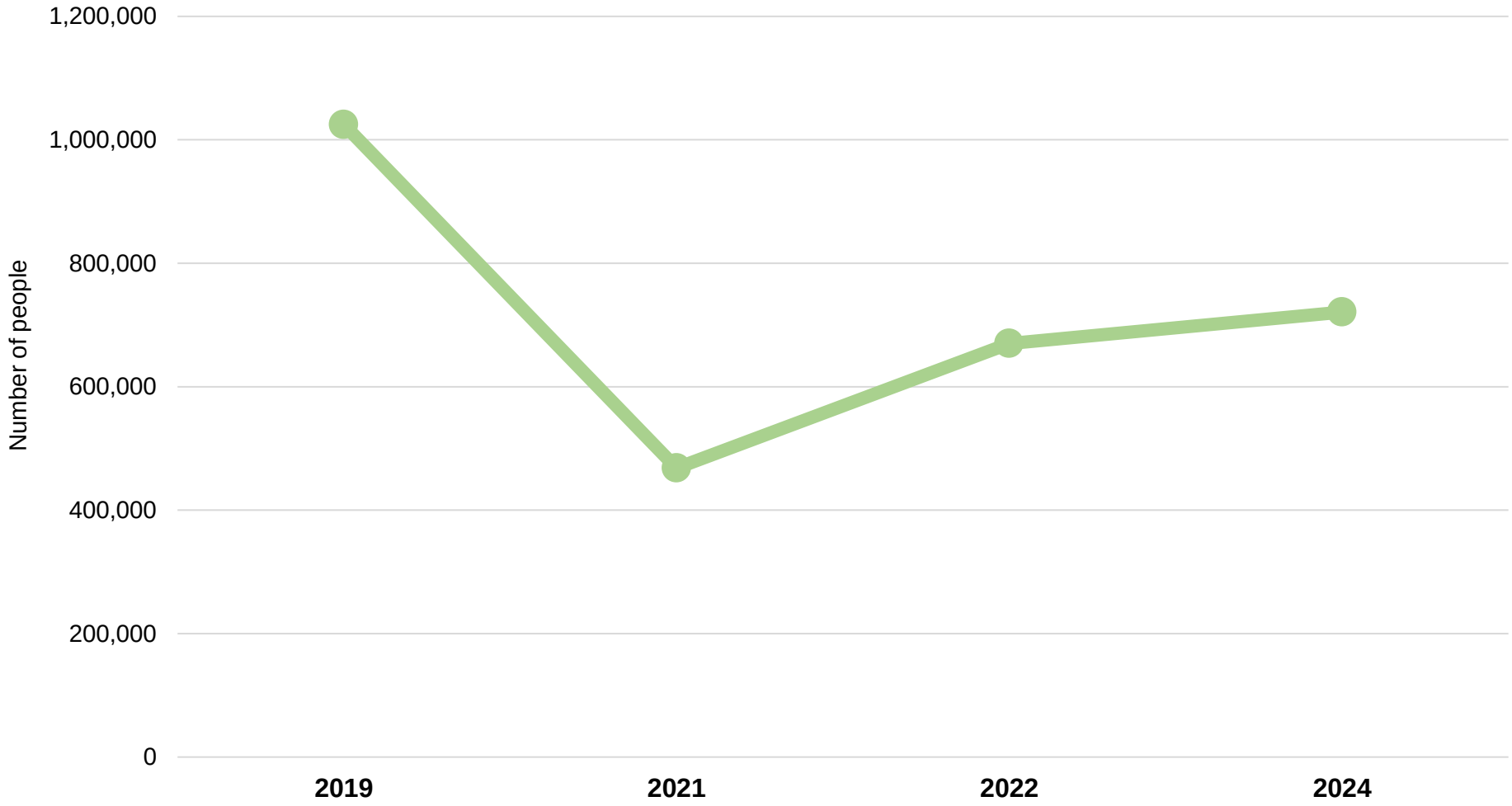
14 Daytime traffic volumes by mode 2019-2024

(30 locations, 7:00-19:00, 2019-2024 autumn counts)



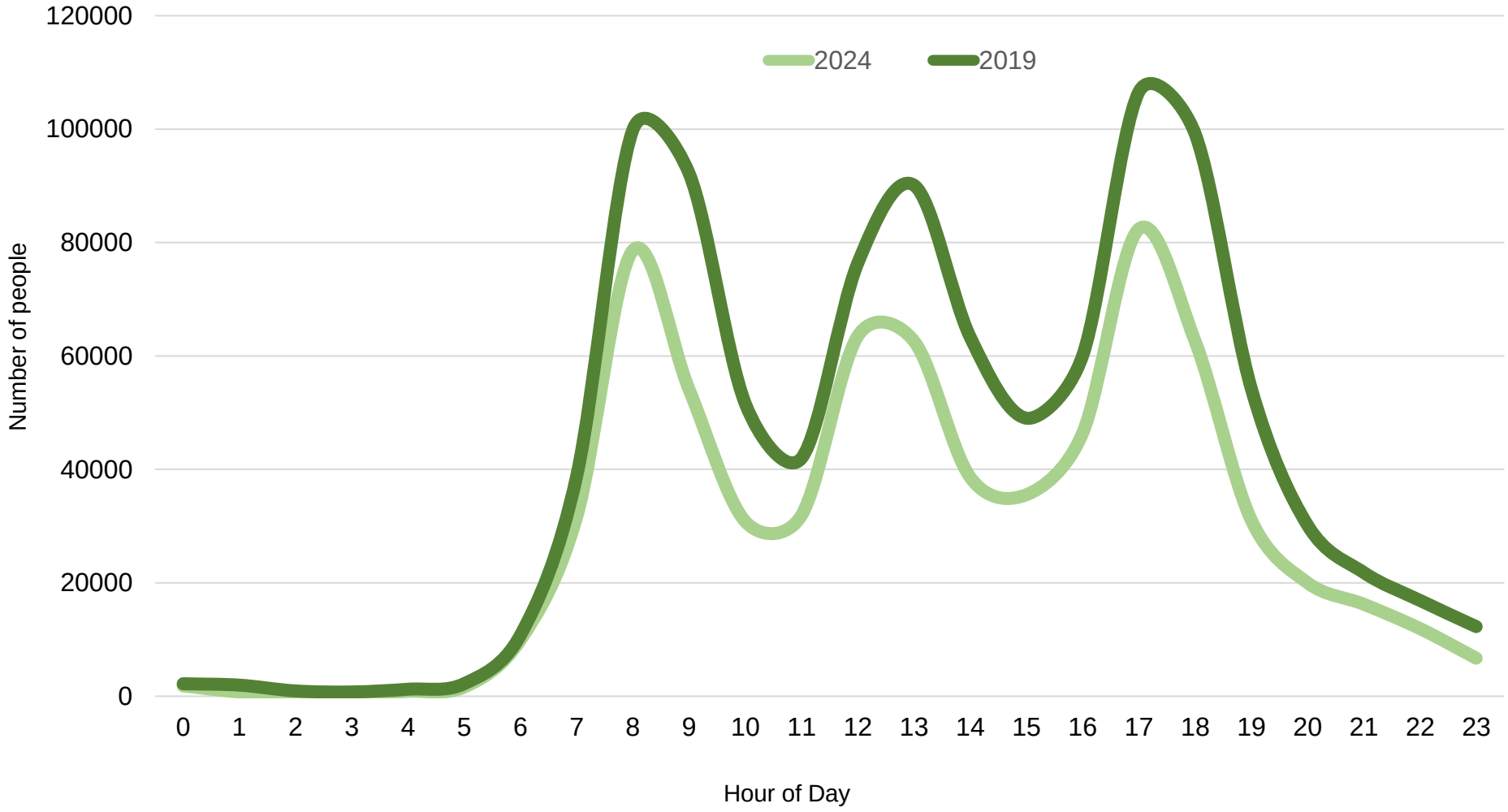
15 Daytime traffic mode share 2019-2024

(30 locations, 7:00-19:00, 2019-2024 autumn counts)



16 Total people walking over 24 hours 2019-2024

(30 locations, 24 hours, 2019-2024 autumn counts)



17 People walking by time of day 2019 and 2024

(30 locations, 24 hours, 2019 and 2024 autumn counts)

Long-term trends, 1999-2024

Figure 18 shows the long-term trends in 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 1999-2024.

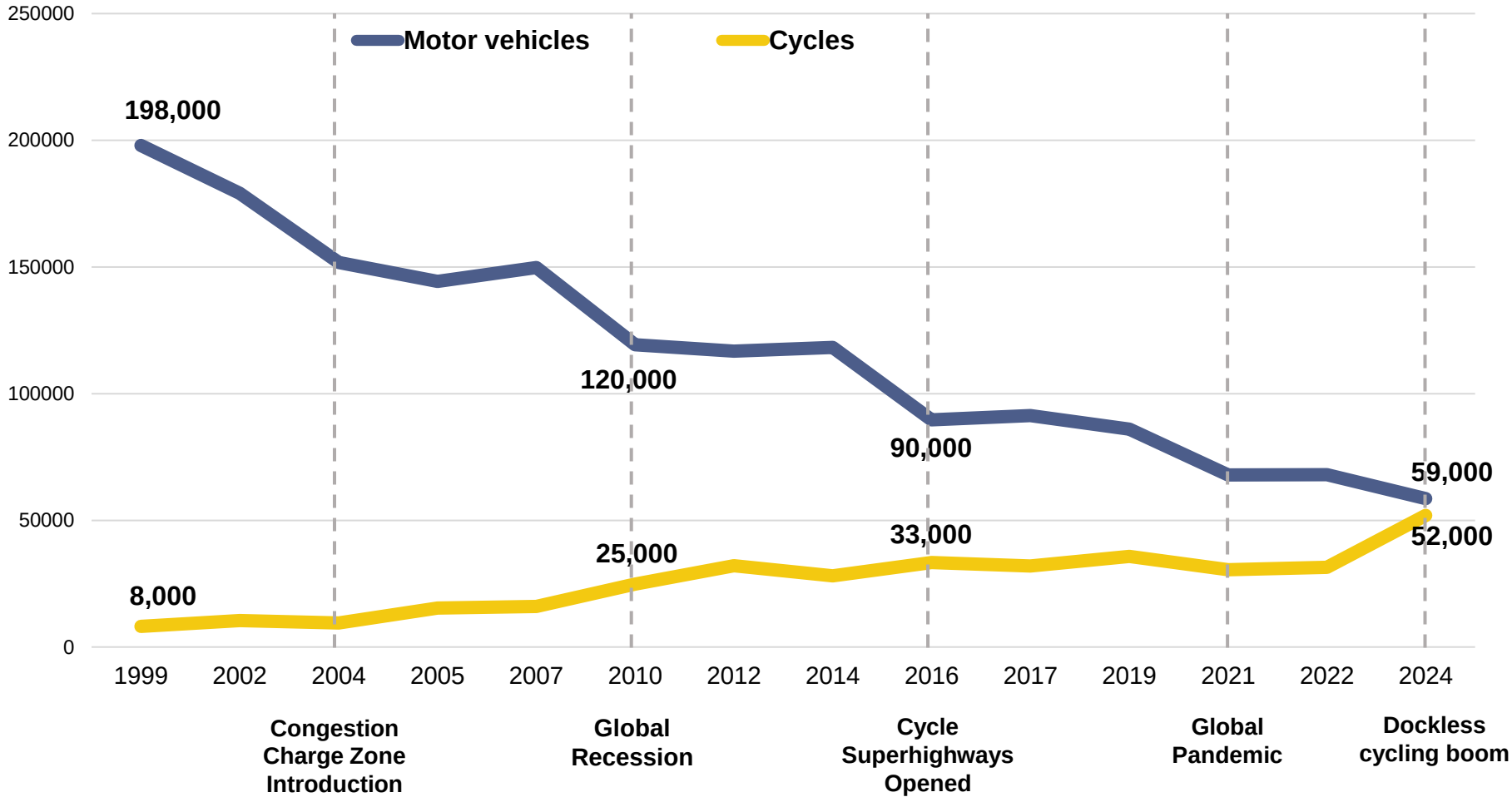
The number of motor vehicles counted has decreased nearly two-thirds since 1999. In contrast the number of cycles counted has increased nearly four-fold since 1999.

Most of the decrease 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 in 2003, the Global Recession in 2008-09, the introduction of Transport for London's Cycle Superhighways in the City in 2015-16, the COVID-19 Pandemic in 2020-22, and most recently the boost in popularity of dockless hire bikes.

These trends 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 2024 continues this trend, showing a significant increase in cycling volumes and a decrease in motor vehicle volumes.

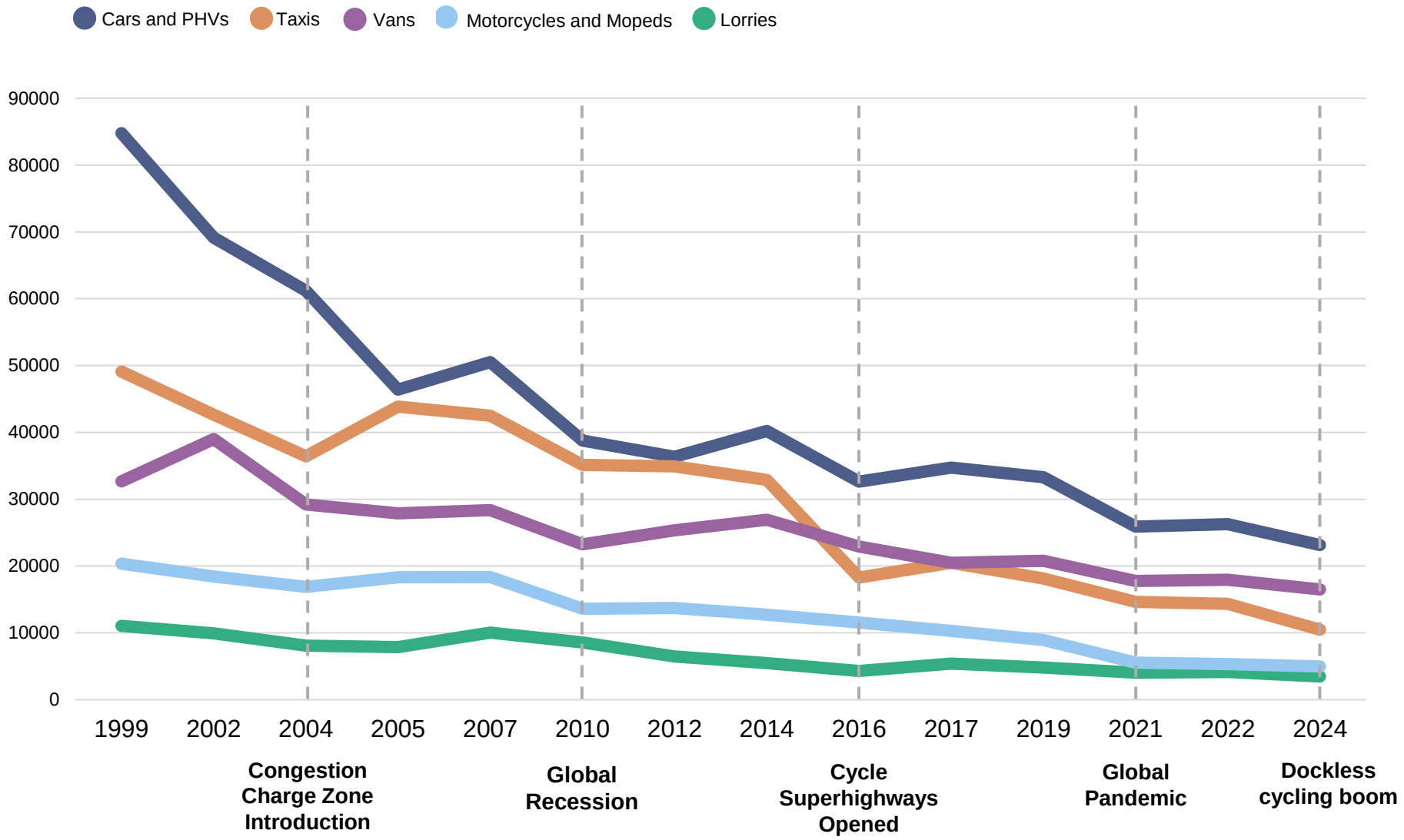
Figure 19 shows how different types of motor vehicle have reduced over time. There has been a greater reduction in the number of cars, private hire vehicles and taxis (-73%) than in freight vehicles (-54%). 70% of the reduction in motor vehicles has been cars, private hire vehicles and taxis, and 17% has been freight vehicles.

The number of people cycling in the City is six times higher than in 1999 while the number of motor vehicles has declined by 70% over the same period.



18 Motor vehicle and cycle volumes 1999-2024

(12 locations, 7:00-19:00, 1999-2024 autumn counts)



19 Motor vehicle volumes by type 1999-2024

(12 locations, 7:00-19:00, 1999-2024 autumn counts, excluding buses and coaches)

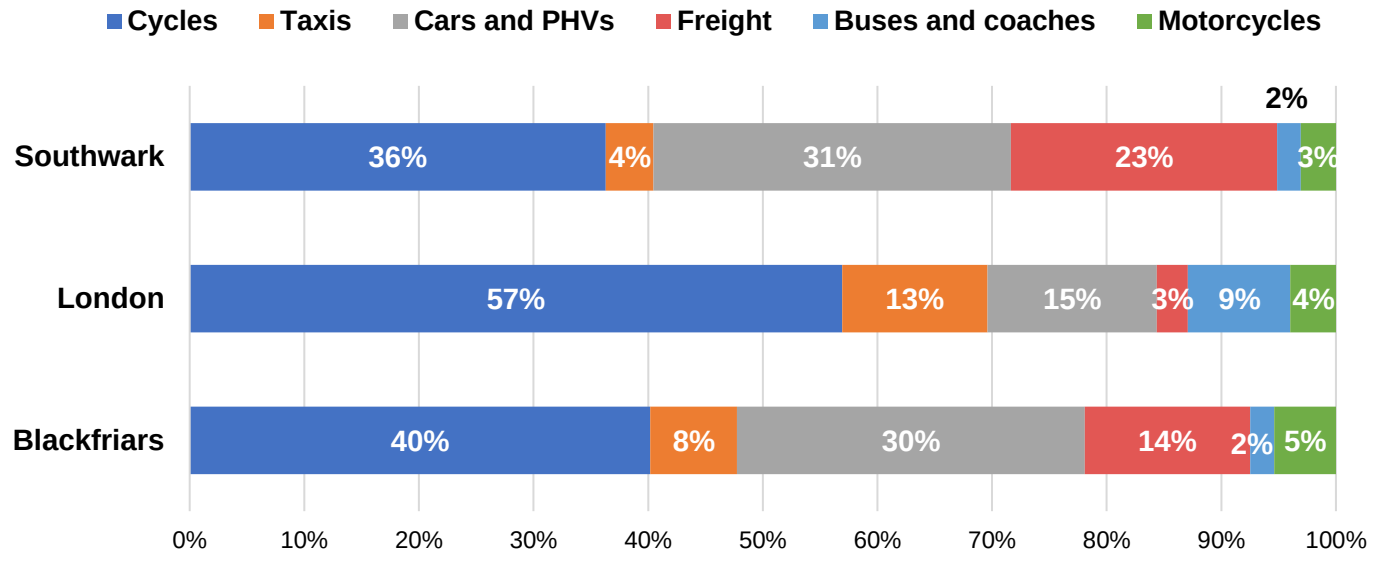
TfL Thames Screenline Counts summary

TfL have conducted Thames screenline counts on river crossings roughly every two years since 1999. The most recent count was conducted over 24 hours in June 2024. The count included Blackfriars Bridge, Southwark Bridge and London Bridge, the three City road bridges.

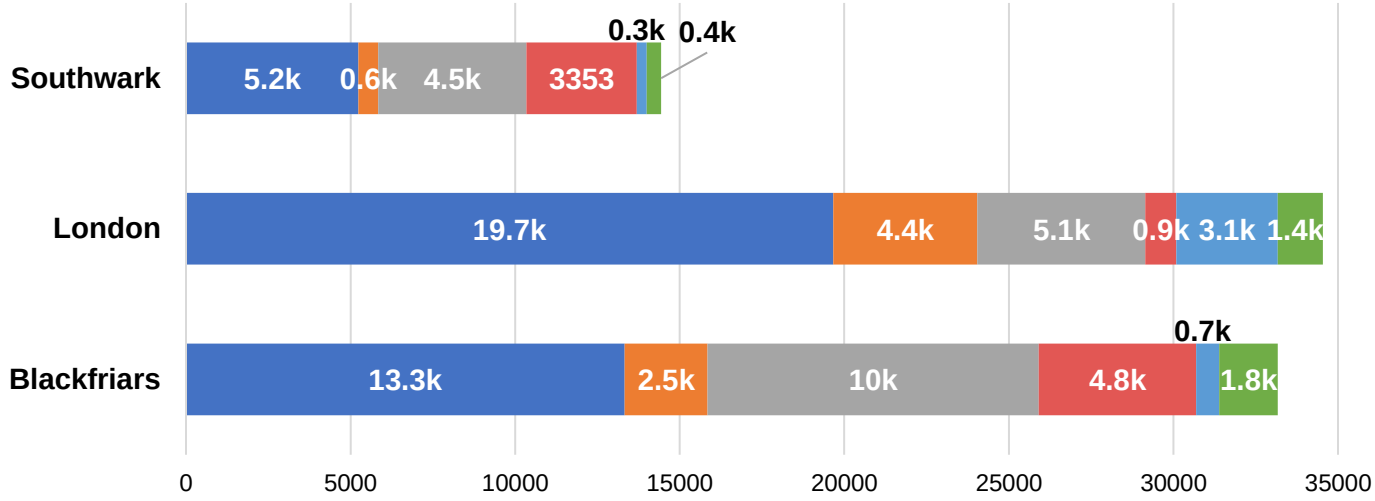
Key points from the data:

- Southwark Bridge has the least traffic and movements, with less than half of the traffic levels seen on Blackfriars Bridge, and the lowest proportion of cycles.
- London Bridge has the most movements, with 34,500 travel movements a day, and the largest proportion and number of cycles, taxis and buses. Almost 20,000 cycles were counted in one day.
- Blackfriars Bridge has the most traffic and the second highest number of daily movements.
- London Bridge has seen the biggest reduction in traffic since 2000 (-66%).
- Blackfriars is the only one of the three bridges with a reduction in traffic since 2022
- All three bridges have seen a significant increase in cycling since 2000 and since 2022. London Bridge has seen the biggest increase (+30% since 2022 and +526% since 2000).
- Bridge counts trends for motor traffic and cycle volumes since 1999 align with those seen in the City traffic counts (-70% motor traffic and +500% cycling).
- Bridge counts trends for motor traffic and cycle volumes since 2022 are less strong than those seen in the City traffic counts.

Mode share by bridge over 24 hours



Mode totals by bridge over 24 hours



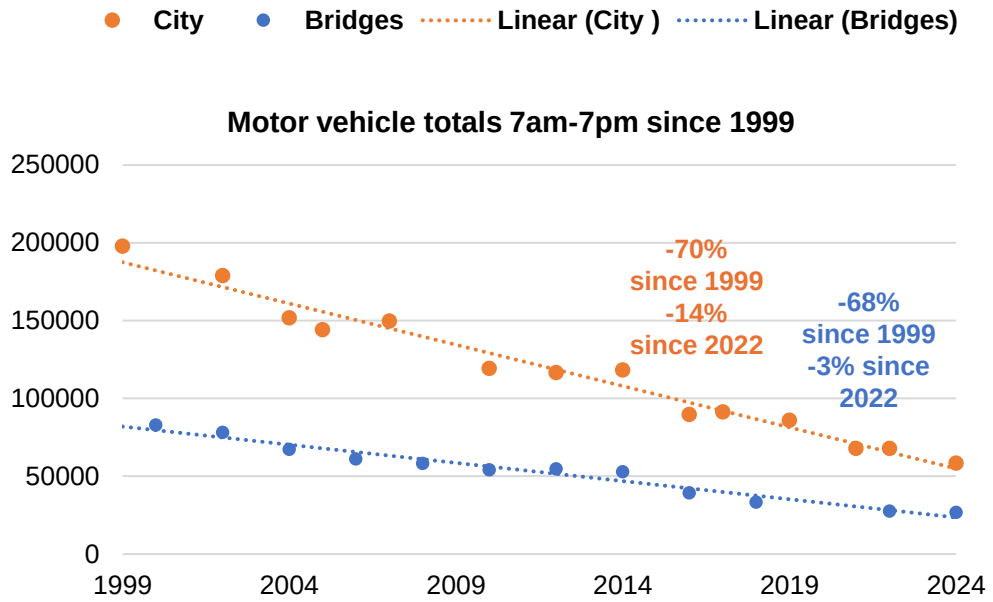
20 Traffic mode share on the bridges 2024

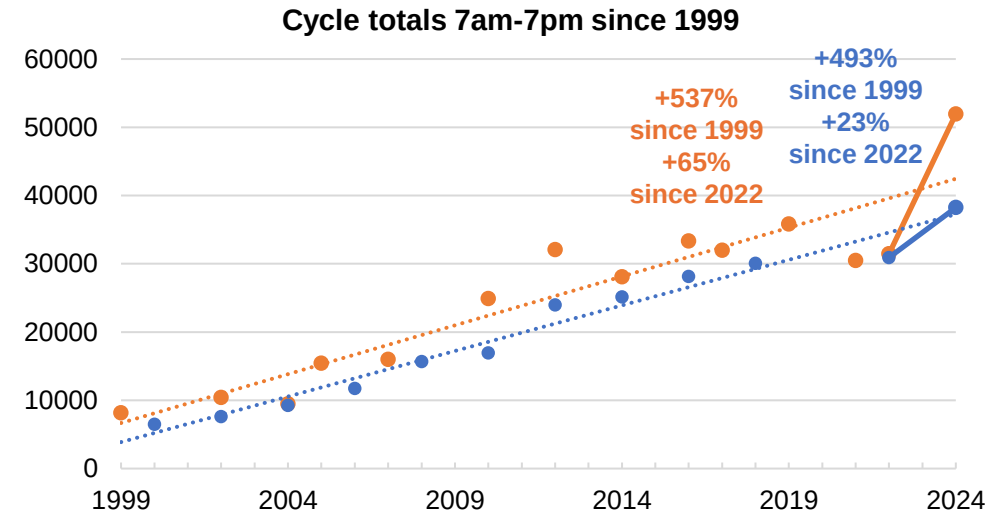
21 Motor vehicle and cycle trends over time

These graphs show data points from City traffic counts and bridge counts since 1999. The bridges data includes total inbound and outbound movements of motor vehicles and cycles across Blackfriars, London and Southwark Bridges between 7am and 7pm. The City data includes total movements of motor vehicles and cycles at 12 sites between 7am and 7pm. Linear trendlines have been included to indicate the trends for each dataset.

The trends since 1999 are very similar. Both counts show around a 70% decrease in motor traffic and 500% increase in cycling since 1999.

Since 2022, the City counts show stronger trends. The City counts show a decrease in motor traffic of 14% and an increase in cycling of 65%. The bridge counts show a decrease of 3% in motor traffic and a 23% increase in cycling.



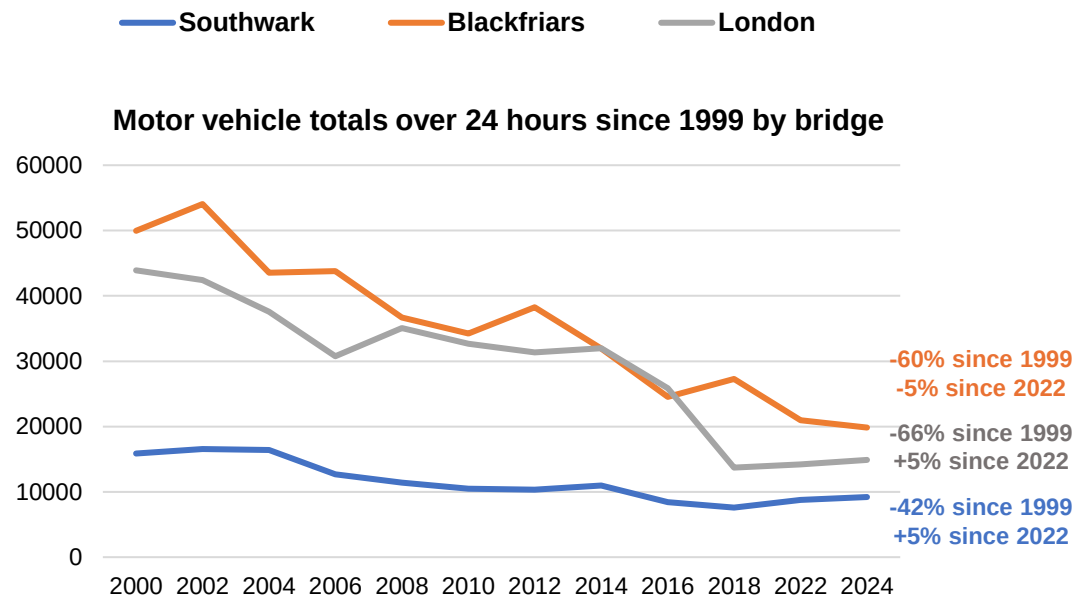


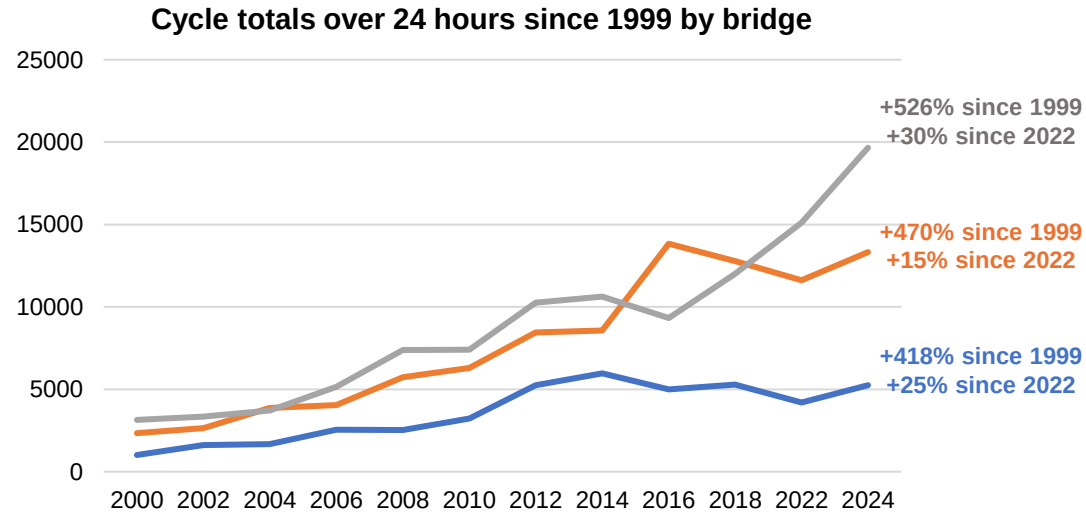
22 Motor vehicle and cycle trends over time by bridge

These graphs show daily inbound and outbound motor vehicle and cycles totals on each bridge over time.

The biggest traffic reduction since 2000 has been seen on London Bridge (-66%), but Blackfriars is the only bridge which saw a reduction since 2022. London Bridge and Southwark bridge both saw a 5% increase in motor traffic.

All three bridges have seen a big increase in cycling since 2022, with London Bridge seeing the highest jump at 30%, followed by Southwark (25%) and Blackfriars (15%). London bridge has also seen the biggest increase in cycling since 2000 (+526%), followed by Blackfriars (+470%) and Southwark (+418%).





TfL London Travel Demand Survey (LTDS) summary

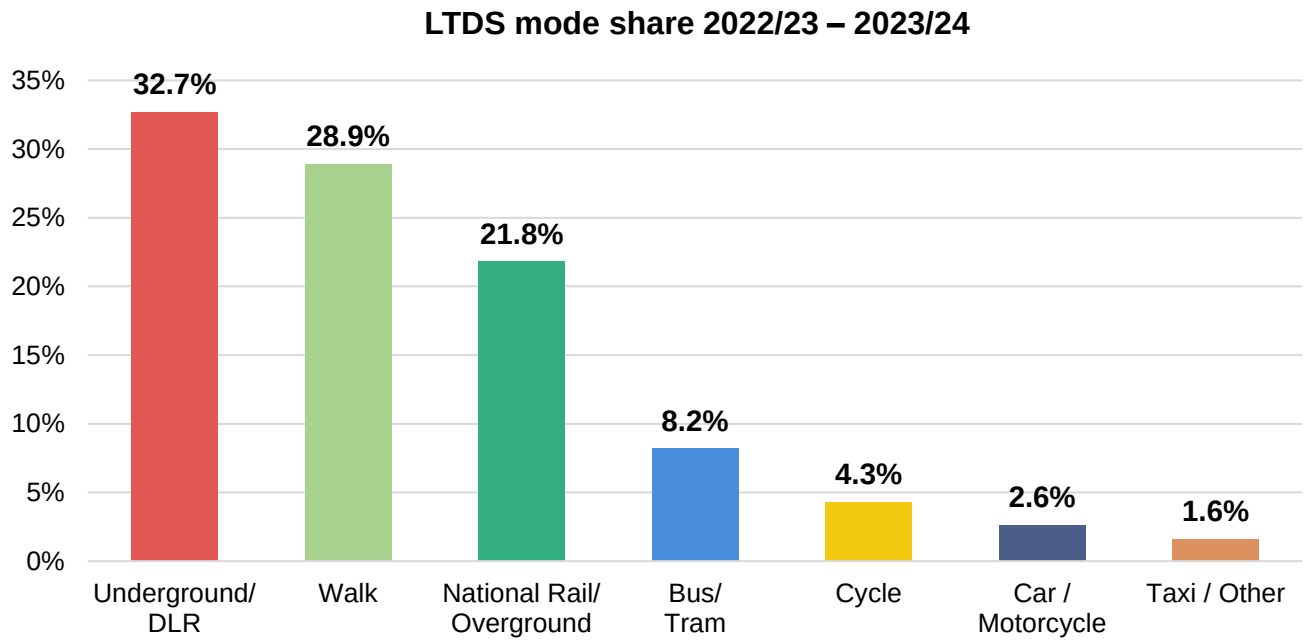
TfL conduct a travel survey every year with 8,000 households across Greater London to understand travel patterns in London. The LTDS covers London residents only so does not give a full picture of all travel in the City of London but is a good guide for mode share. The data includes all daily trips originating 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.

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.

Key points from the data:

- Average daily trip rates in the City of London are 31% lower than before the pandemic, compared to 11% lower across Greater London. This matches what we have seen in our 2024 traffic counts, with pedestrian numbers 70% of pre-pandemic levels.
- Travel by Underground and DLR makes up the biggest proportion at 33%
- Travel by National Rail and Overground is 22% of all trips
- Walking is just under a third of all trips although down by 2.4% against pre-pandemic levels
- Travel by cycles and cars have remained about the same proportion at 4.3% and 2.6% respectively
- Bus mode share has increased by 3.7% which is the biggest change, up to 8% of all trips

	National Rail/ Overground	Underground/ DLR	Bus	Taxi / Other*	Car / Motorcycle	Cycle	Walk
Post-pandemic (2022/23-2023/24)	21.80%	32.70%	8.20%	1.60%	2.60%	4.30%	28.90%
Pre-pandemic (2017/18-2019/20)	22.70%	32.30%	4.50%	2.10%	2.60%	4.40%	31.30%



23 London Travel Demand Survey mode share

*TfL include private hire vehicles in taxi numbers