

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.

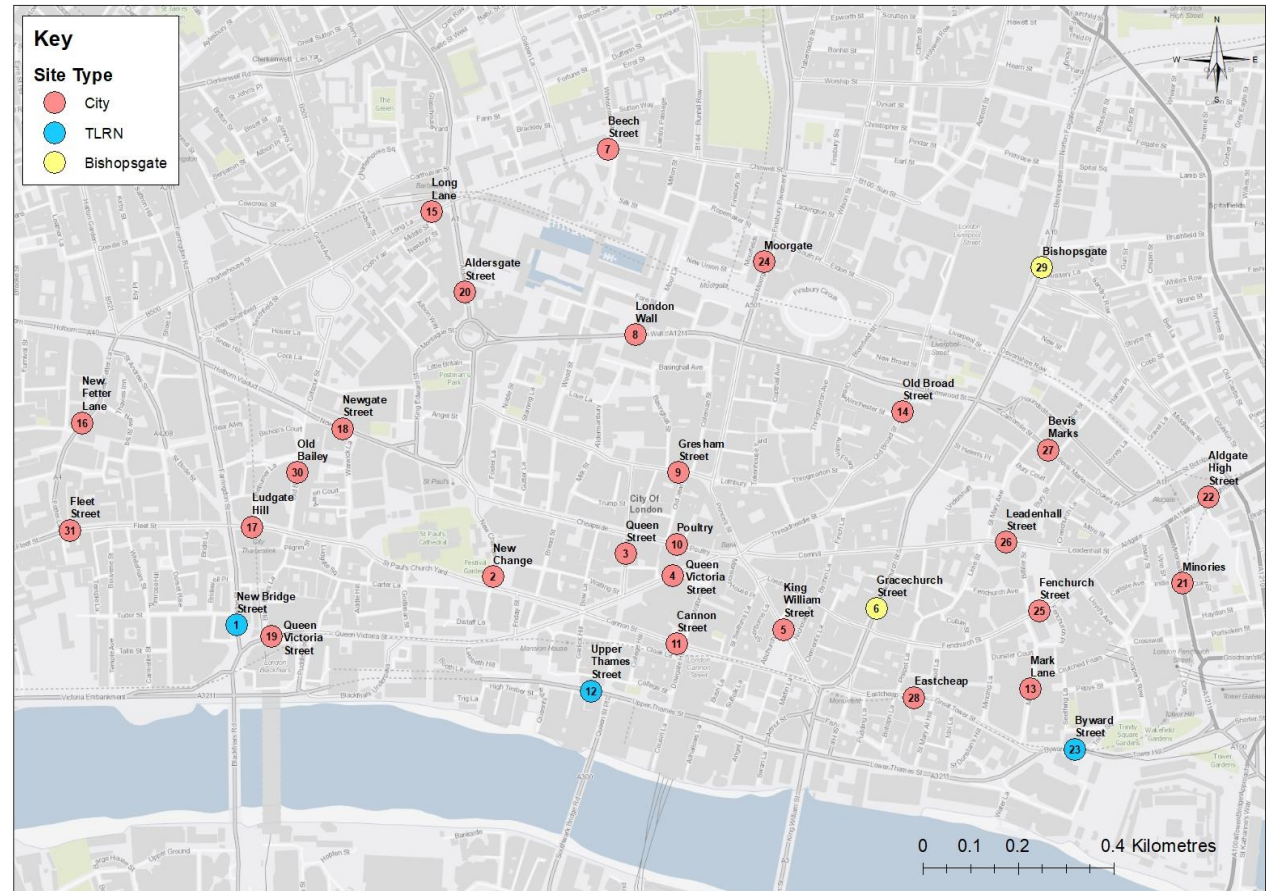
In 2025 we also undertook Cycle Intercept surveys to understand more about who is cycling, where they come from, and journey purpose, particularly in the context of the recent rise in the numbers of people cycling in the City. It should be noted that this was a voluntary survey completed by a sample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

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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)

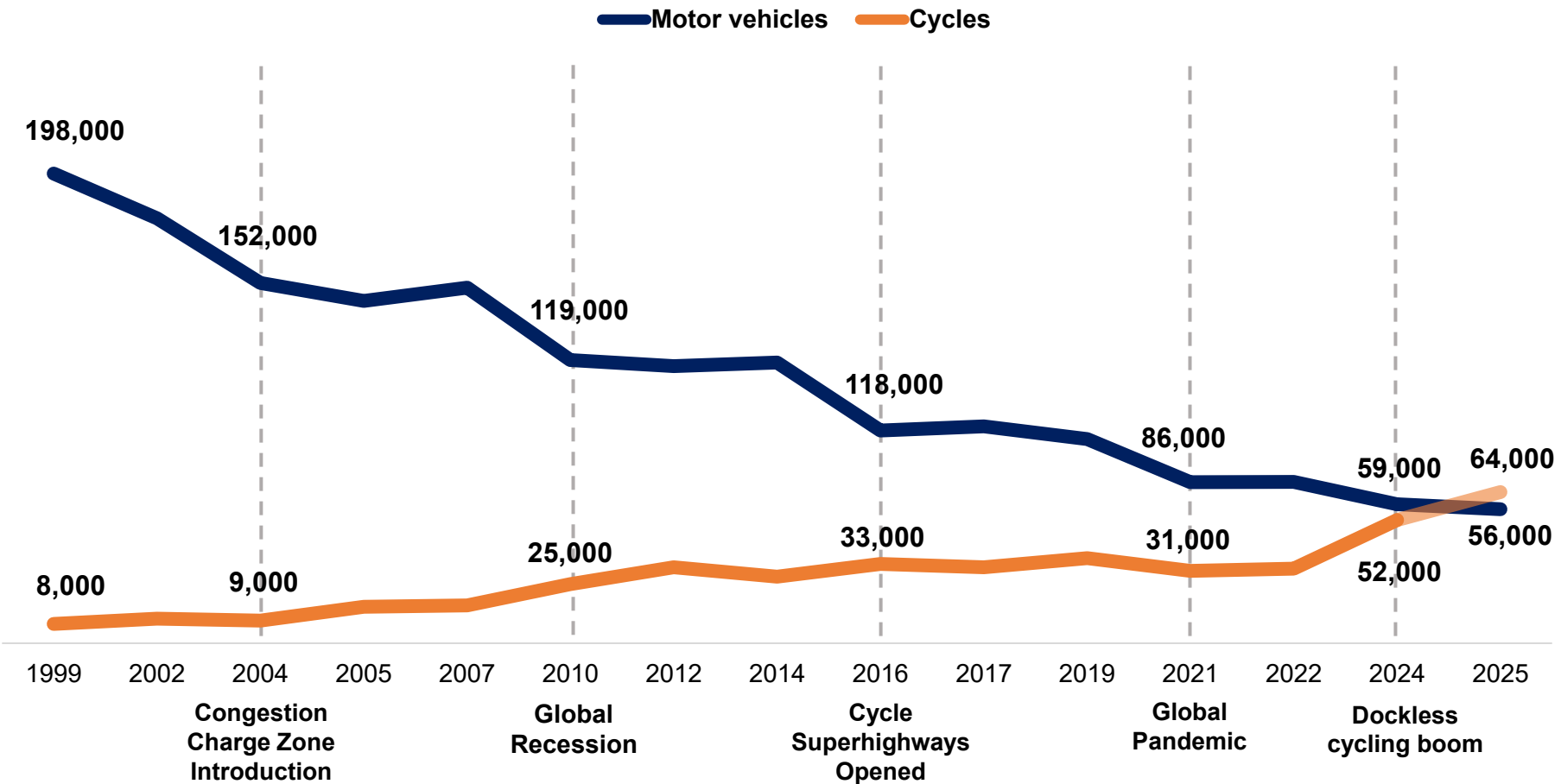
Figure 2 shows the composition of daytime traffic (7am–7pm) on City streets. Cycles were the most common vehicle type, accounting for 45% of all vehicles, which is more than twice the share of cars and private hire vehicles (20%).

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).

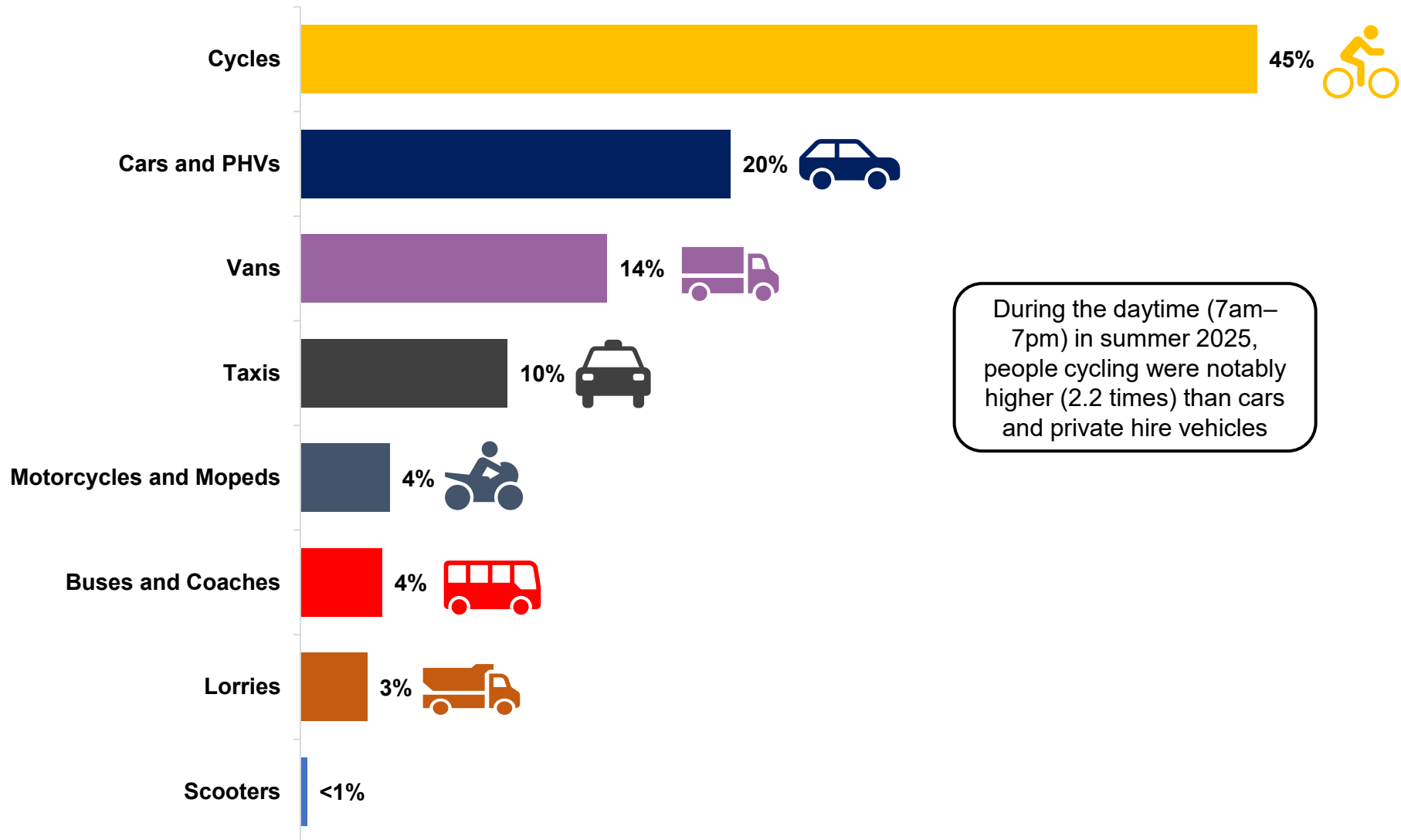
Figure 6 shows a daily pattern in motor vehicle volumes, with a sharp overnight decline, a rapid morning increase, relatively stable daytime levels, and a peak during the evening period (6–7pm), before falling and partially recovering later at night. Figure 7 shows how the composition of motor vehicle 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

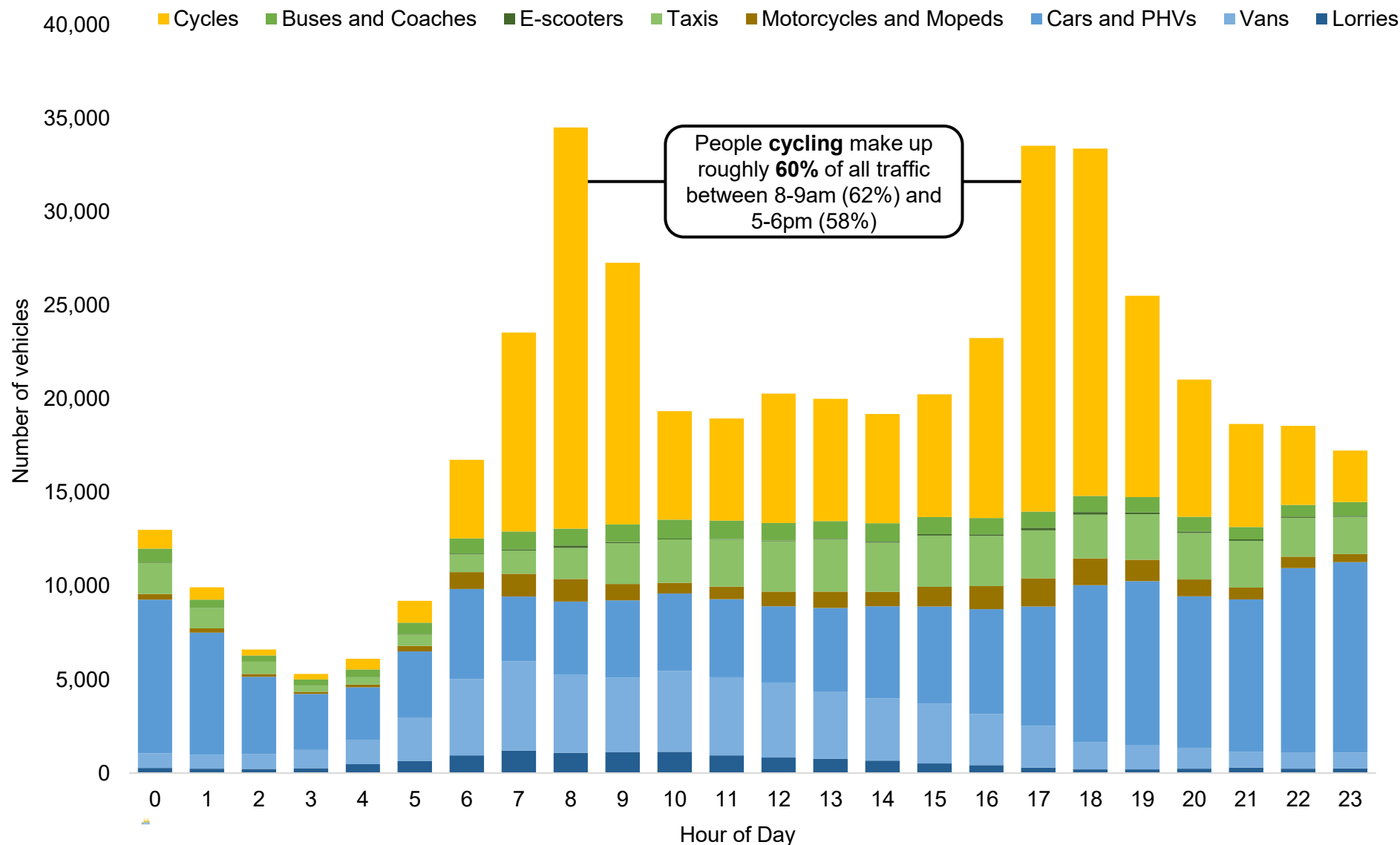
The number of people cycling counted in summer 2025 was seven times higher than it was in autumn 1999, while the number of motor vehicles is 71% lower. While the long-term trend data is based on autumn counts, the summer 2025 counts show that during the day at our 12 original count sites the number of 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.



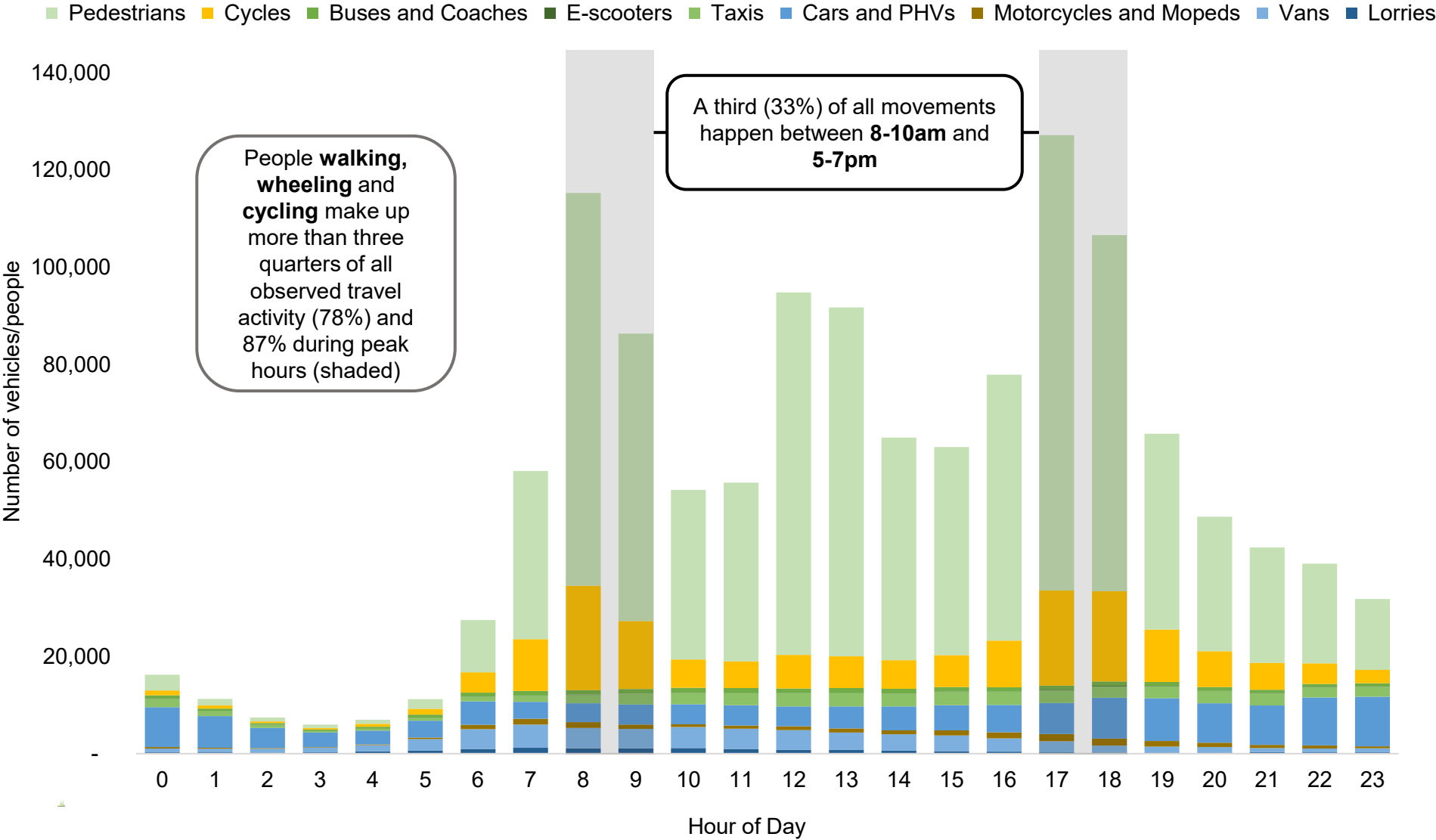
2 Daytime traffic mode share in summer 2025



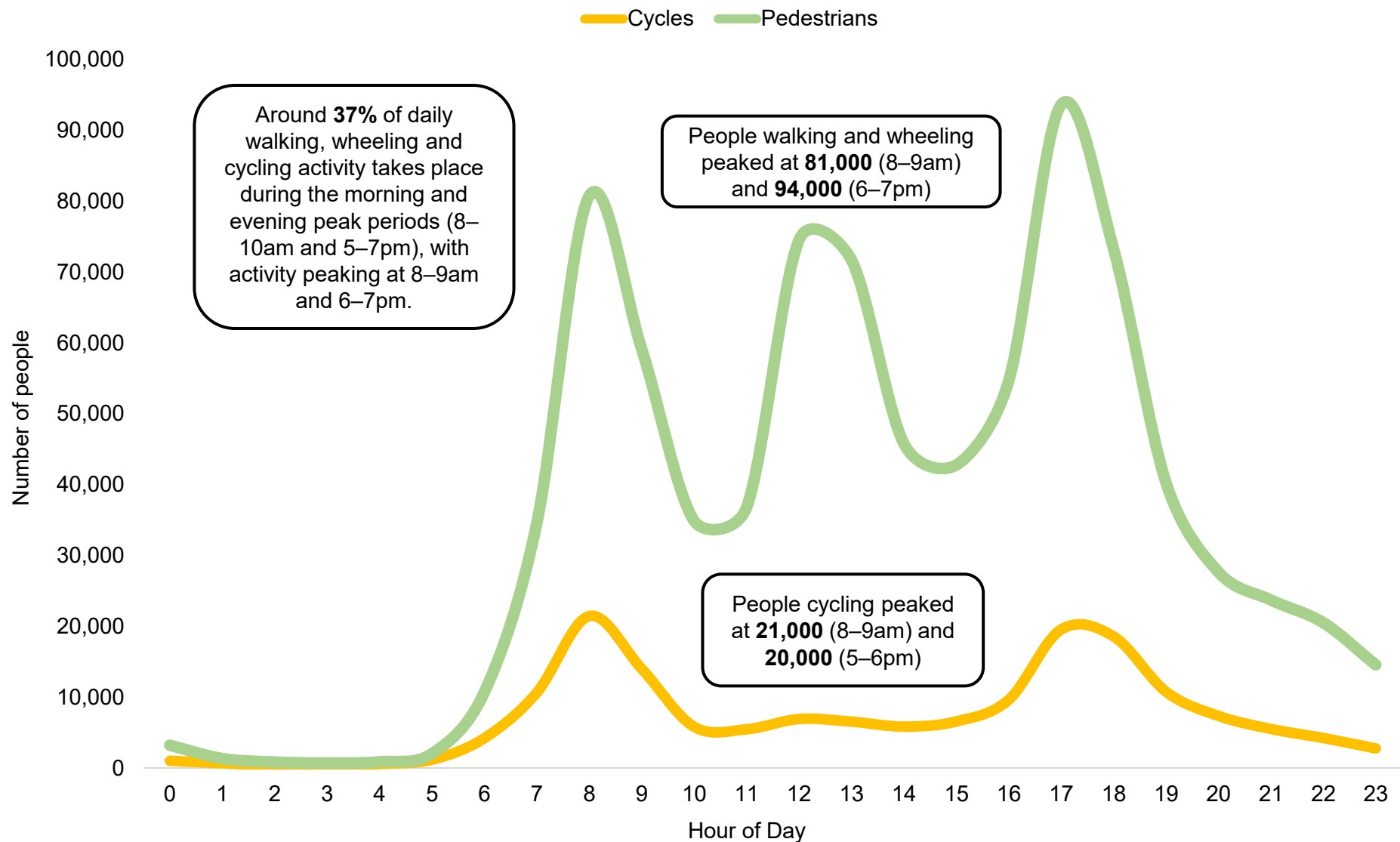
3 Traffic by mode and hour of day in summer 2025



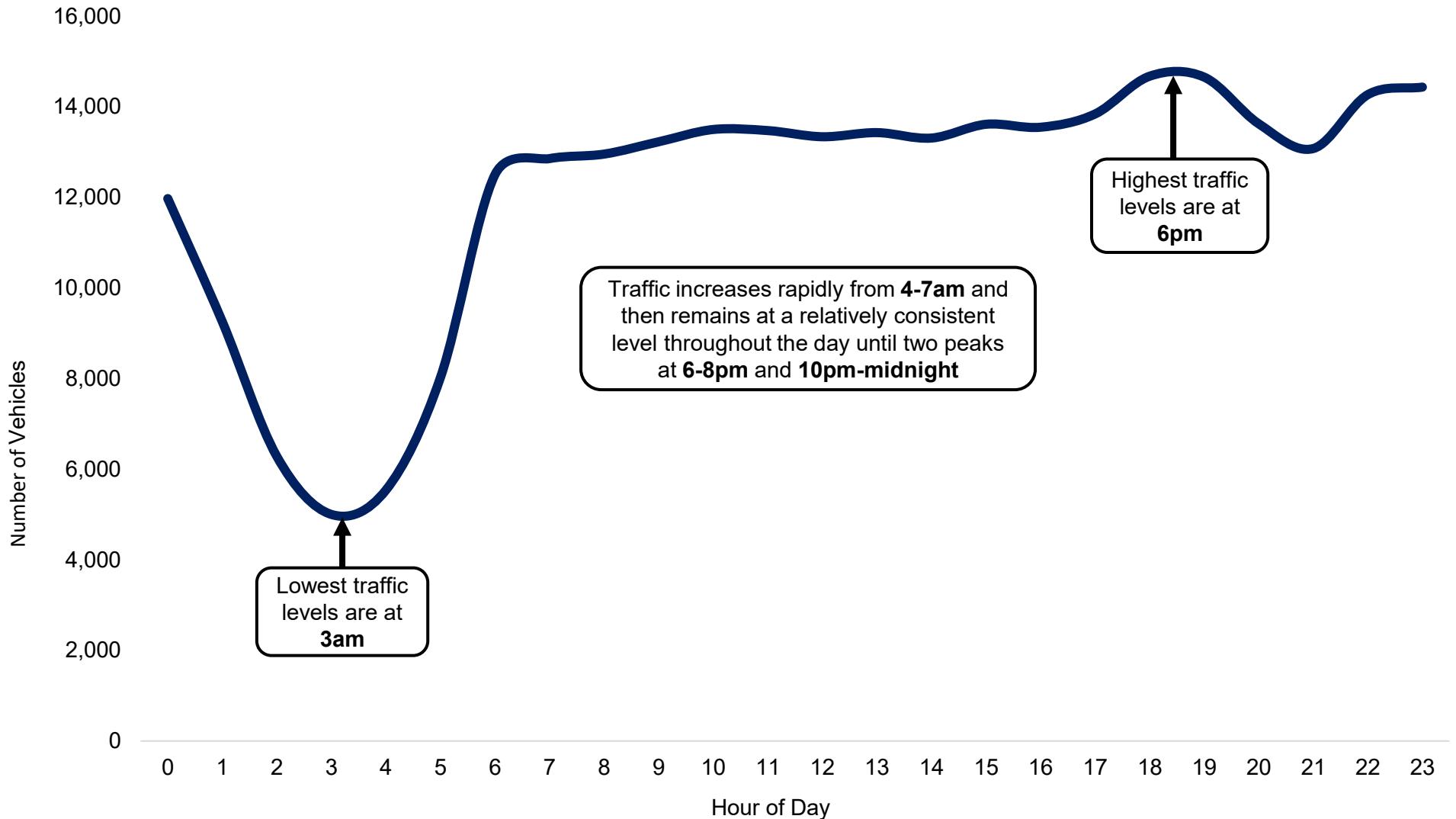
4 Travel activity by mode and hour of day in summer 2025



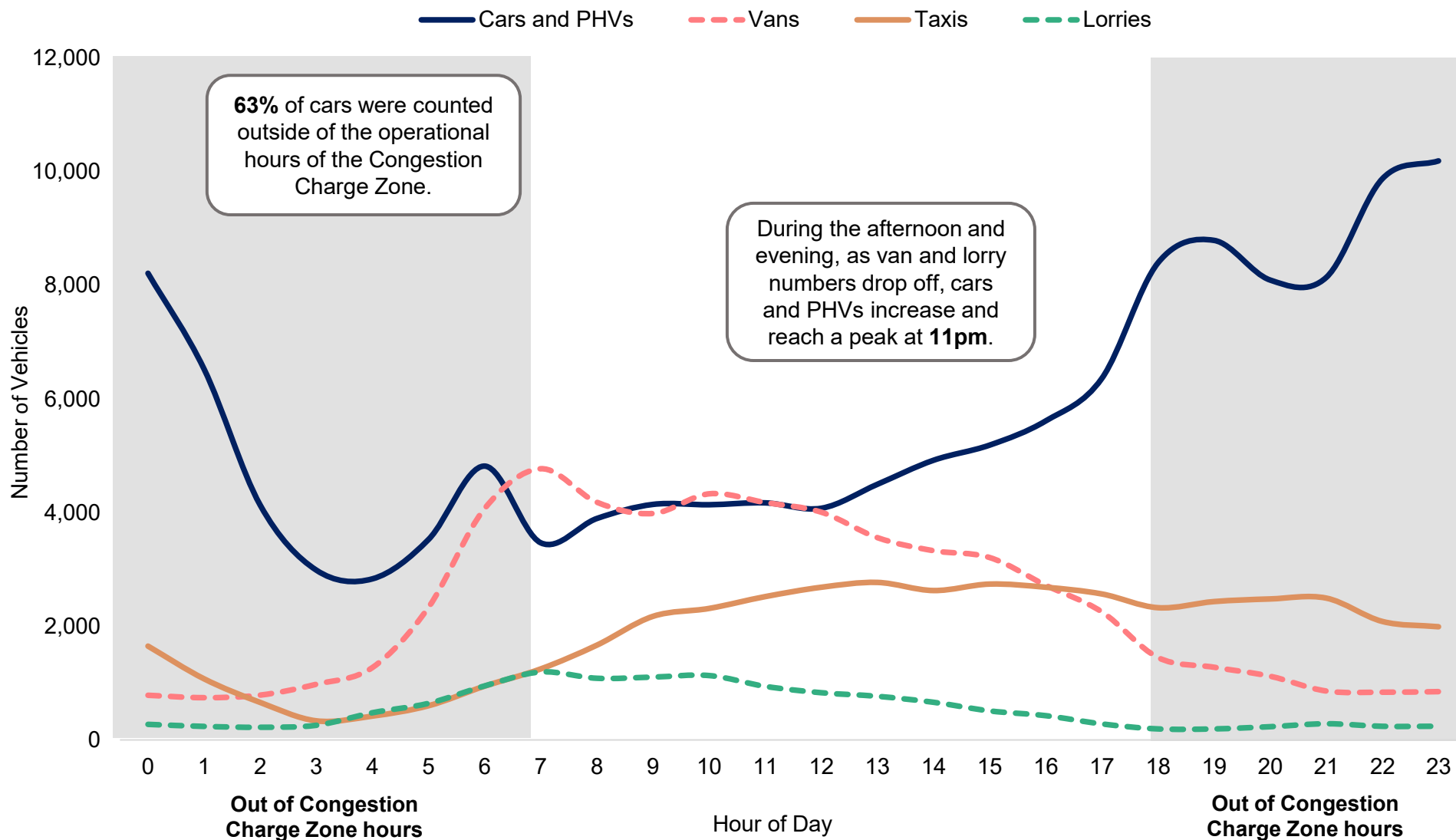
5 Walking, wheeling and cycling by hour in summer 2025



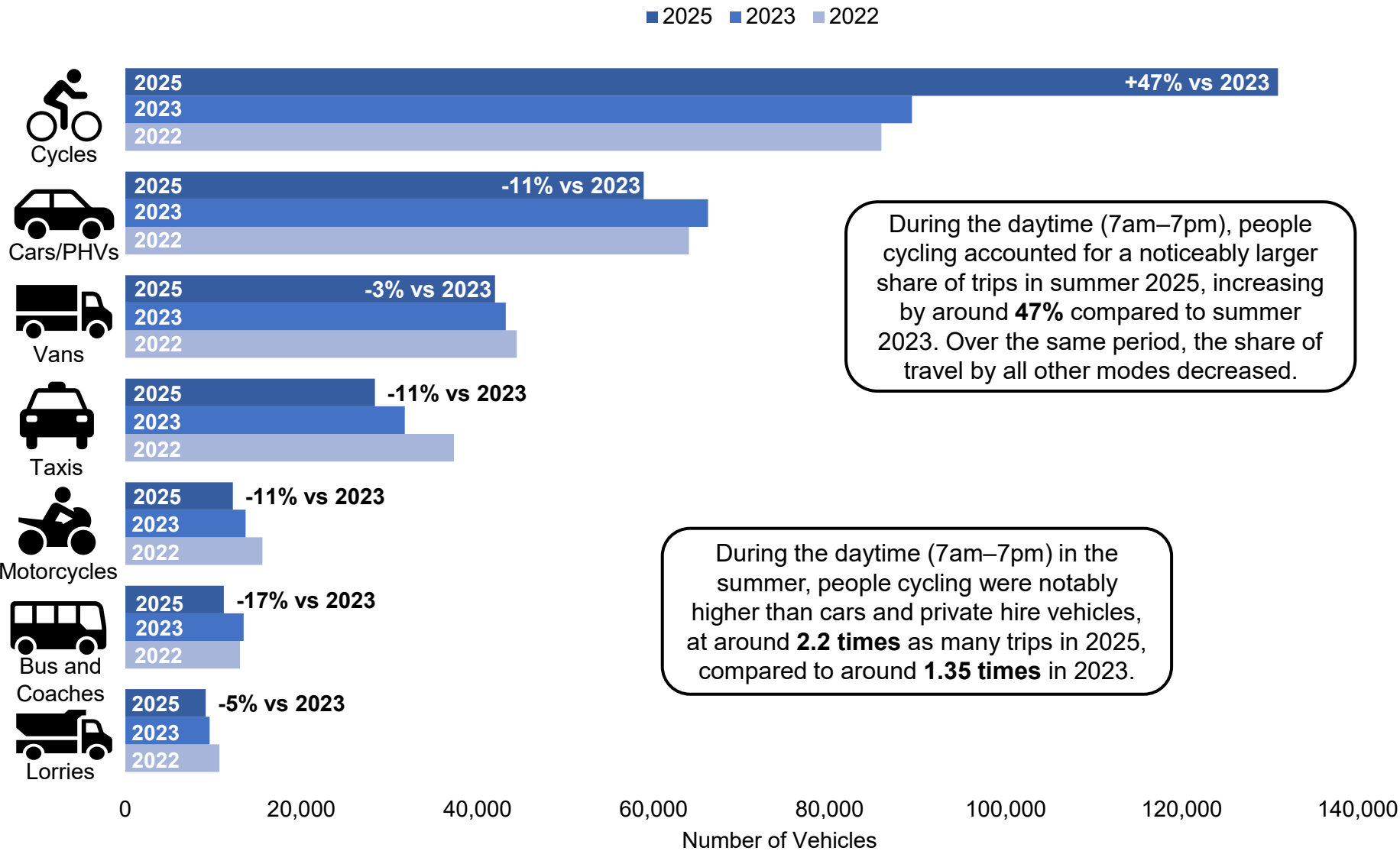
6 Motor vehicle volumes by hour of day in summer 2025



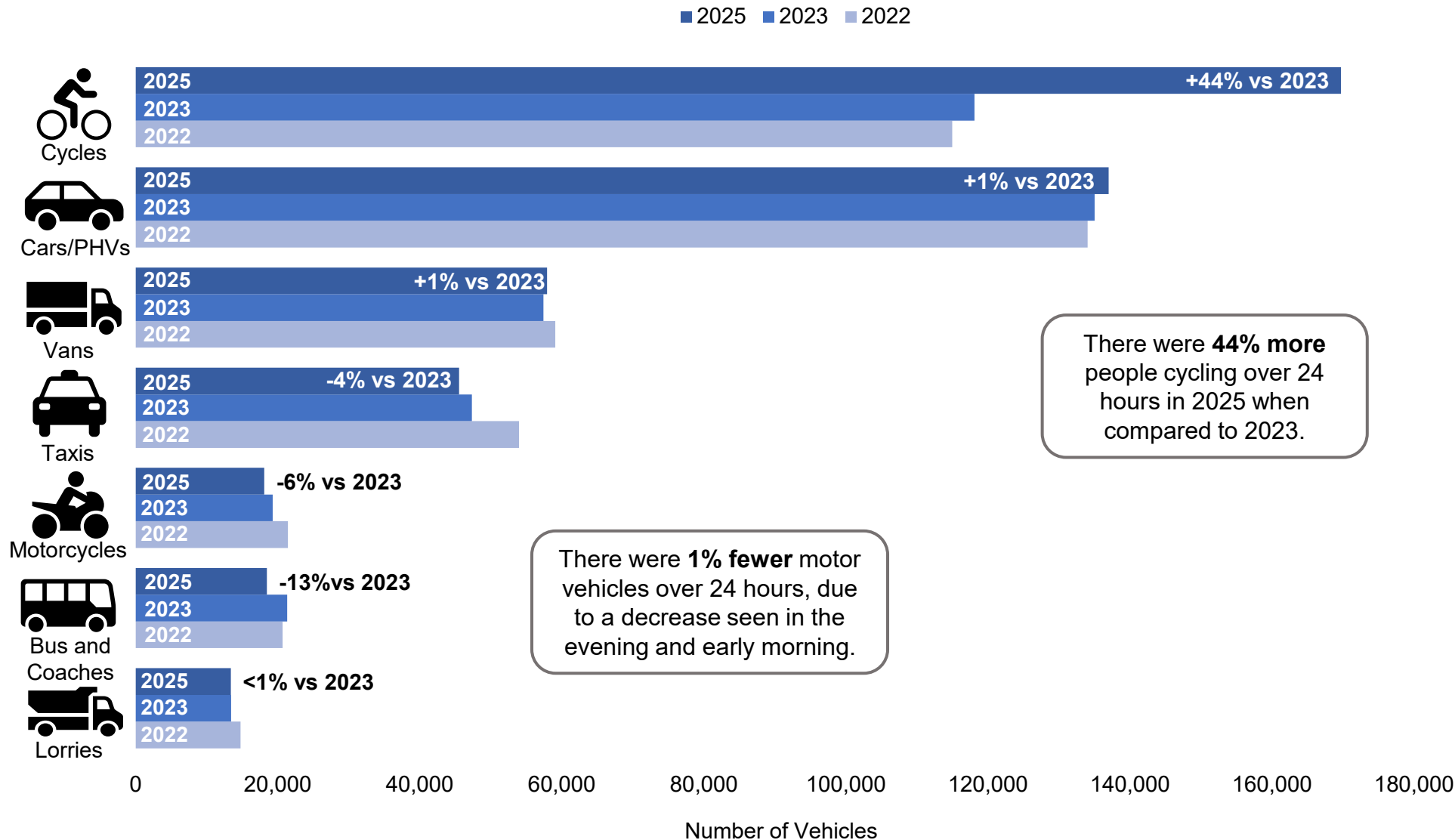
7 Cars, lorries, taxis and vans by hour of day in summer 2025



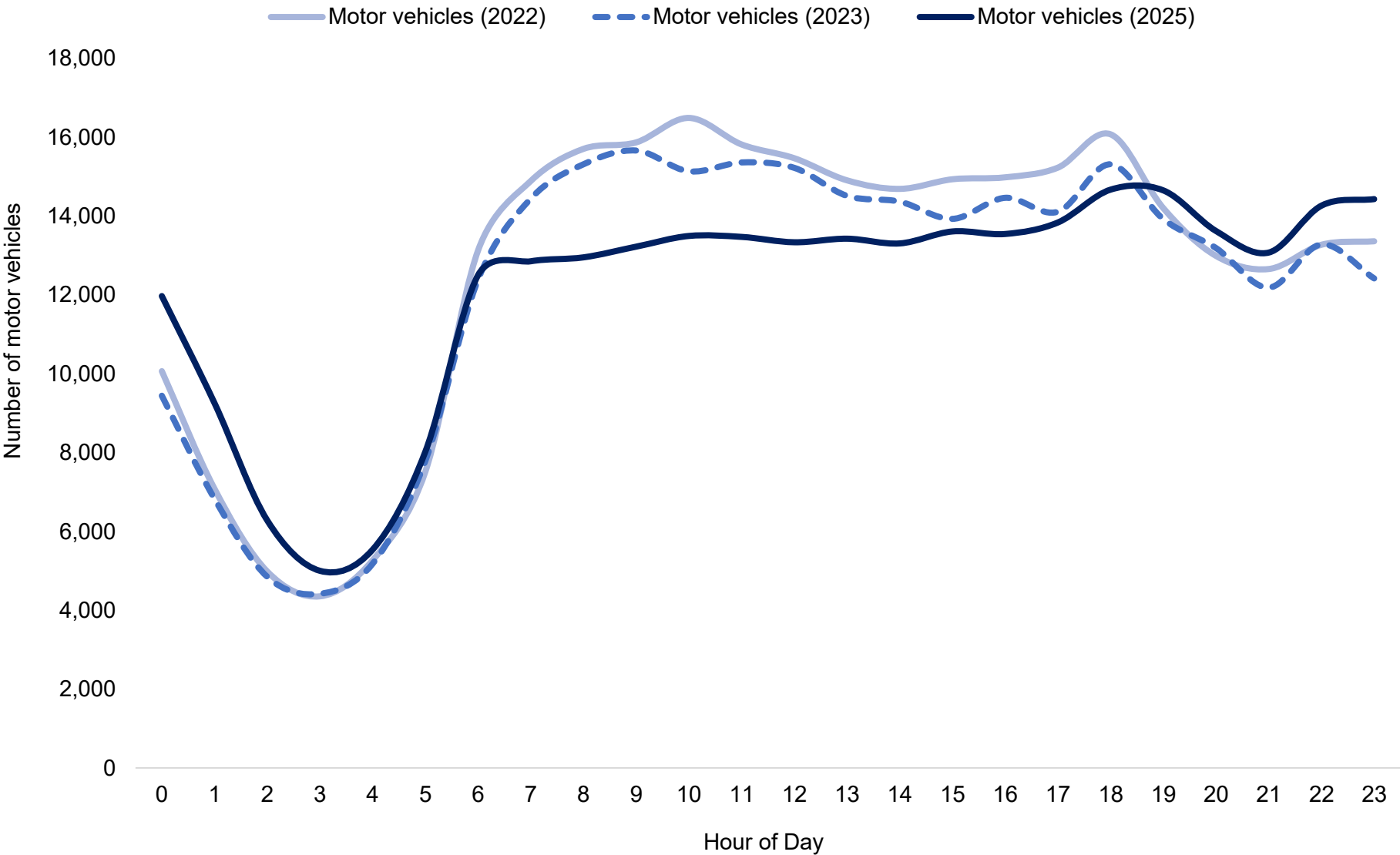
8 Daytime traffic mode totals since summer 2022



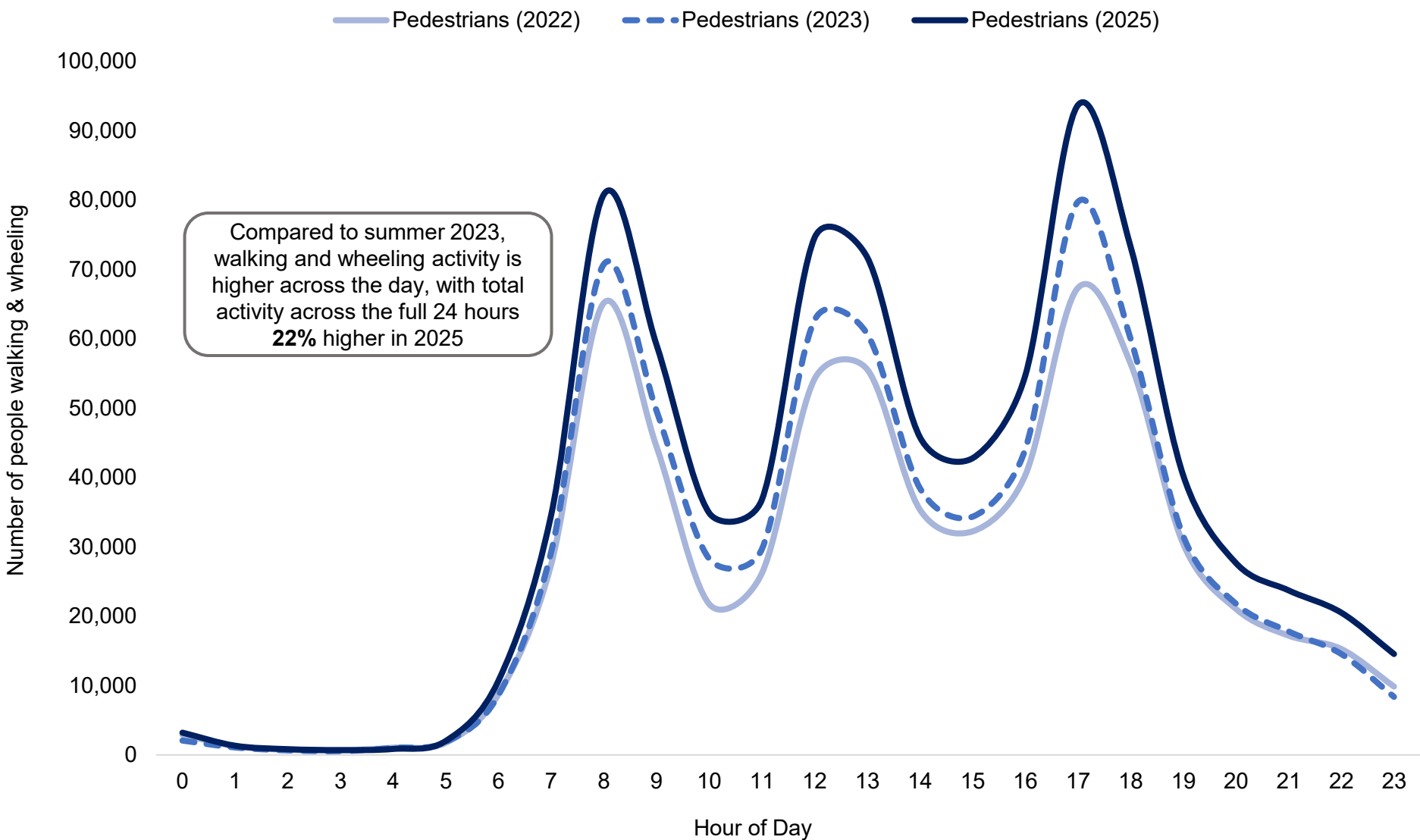
9 24-hour traffic mode totals since summer 2022



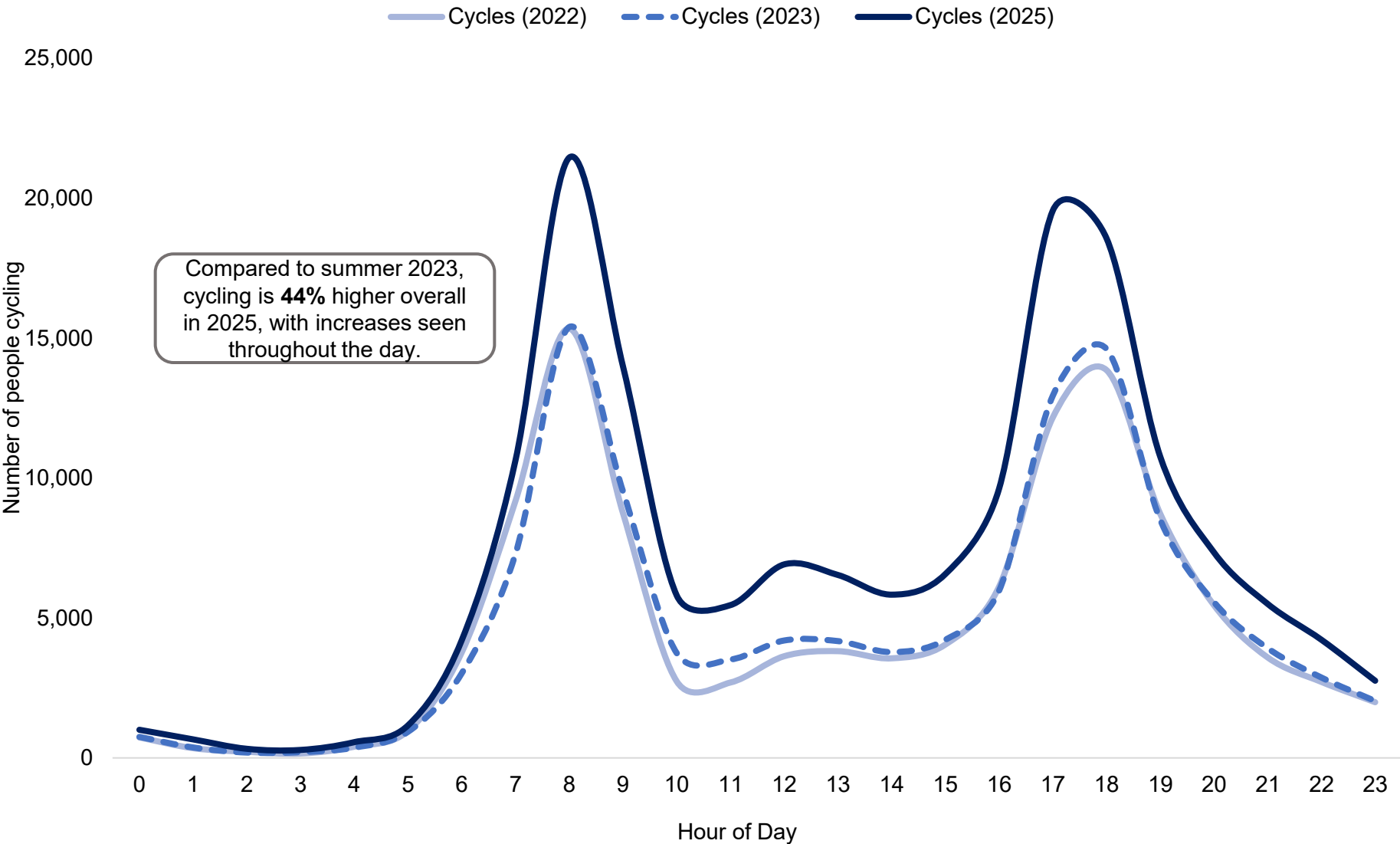
10 Motor vehicles by hour summer 2022, 2023 and 2025



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.

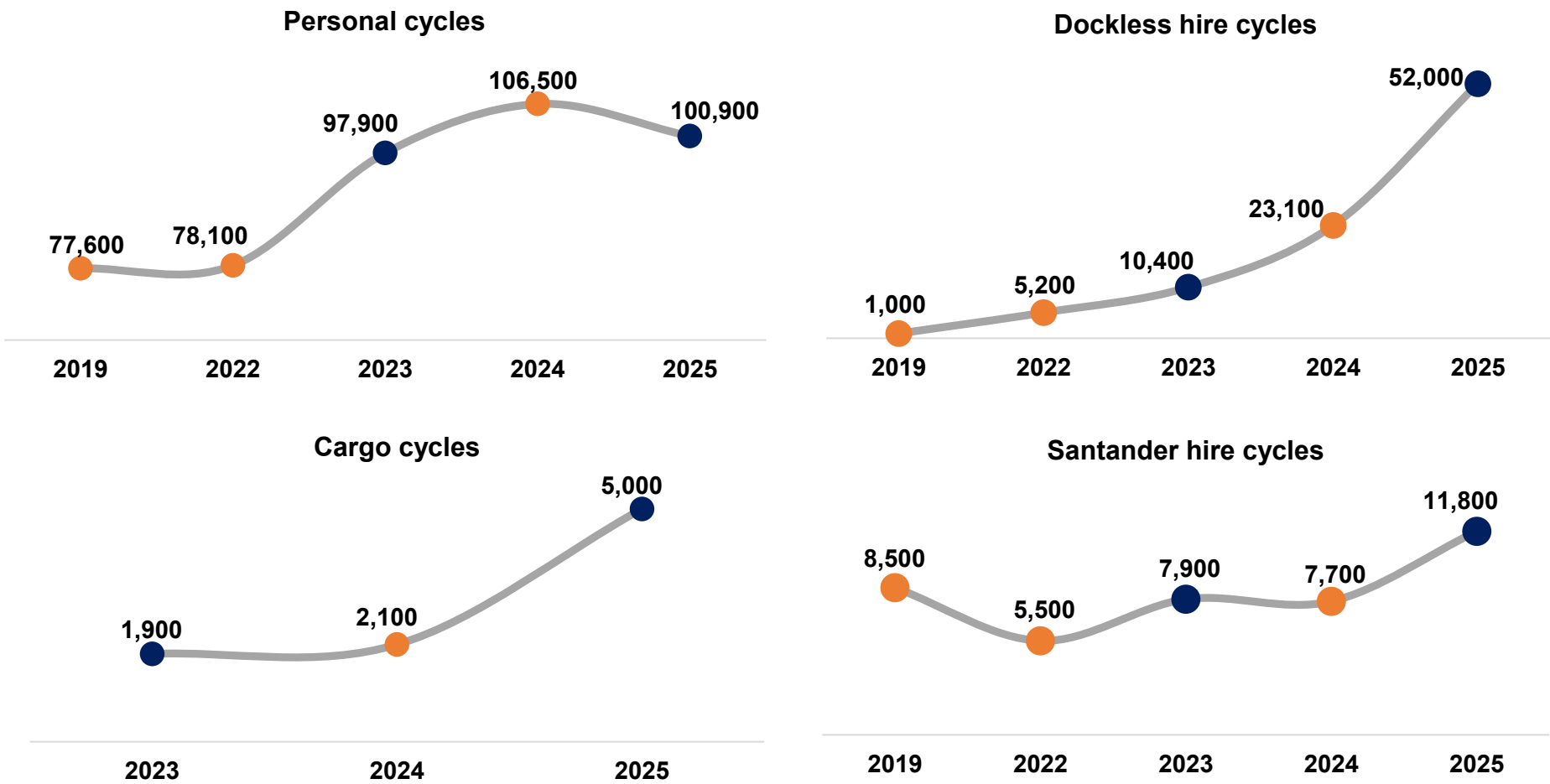
Figure 13 shows changes in cycle use by type over time. Personal cycles remain the dominant mode in 2025, increasing slightly by 3% and continuing to account for the majority of cycling activity. The most notable growth is in dockless hire cycles, which have risen sharply since 2023, alongside a doubling 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).

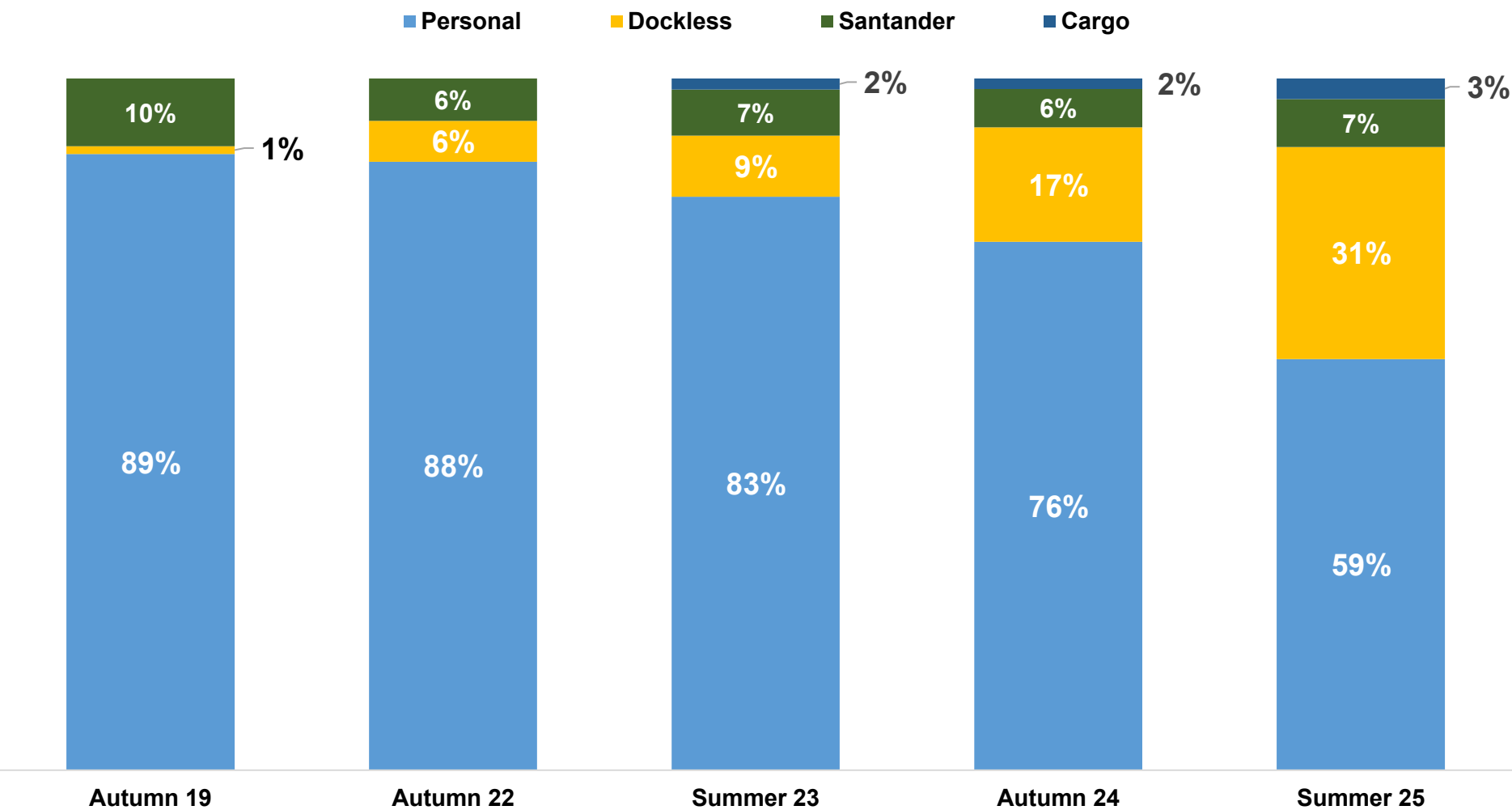
13 Trends by cycle type 2019-2025

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

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%
- **9%** 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.

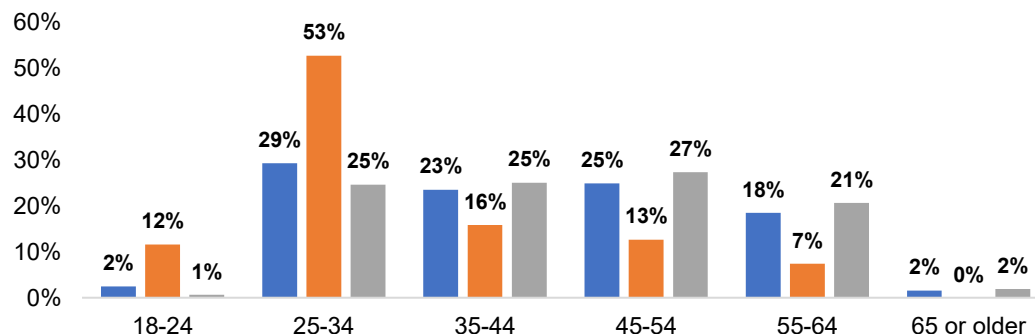
16% of people cycling surveyed were of black, Asian or a minority ethnic origin, compared to 37% of the City's workforce and 31% of the City's population. This is lower than 2023. Among new people cycling, the figure is higher at 26%.

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.

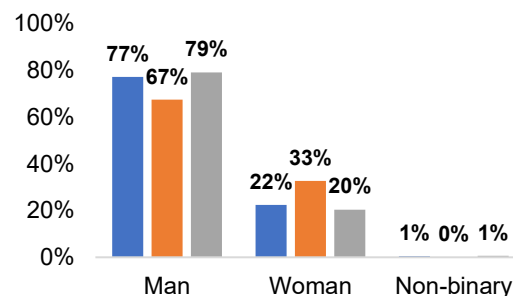
3% of survey respondents had a disability, compared to 24% of the UK population. There were no people with adapted cycles in the survey.

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

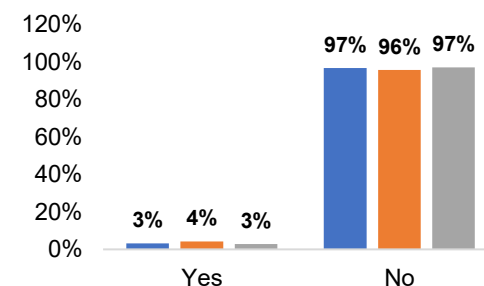
Age



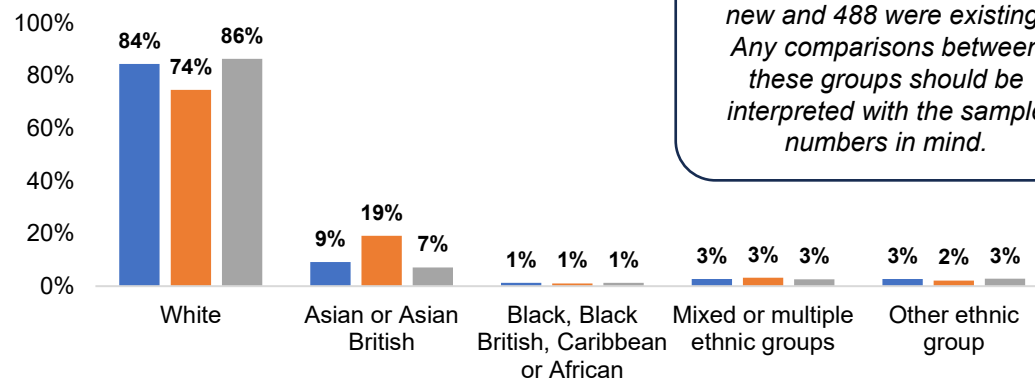
Gender



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.

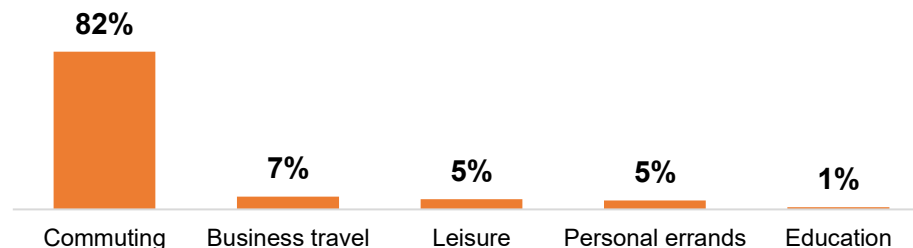
81% of people were using privately owned cycles, which is higher than the proportion observed in our traffic counts (60%). Most people (64%) were using privately owned standard bicycles, and the most common type was a road bike (27% of people cycling).

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

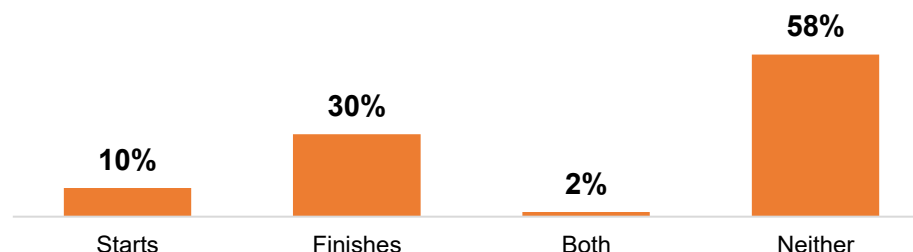
29% of people were using electric cycles. We did not ask respondents using Santander cycles whether they were electric or not.

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%).

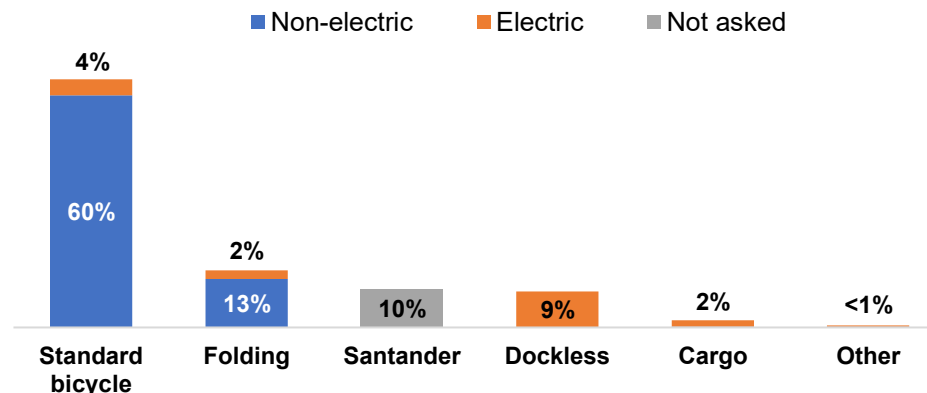
Journey purpose



Journey starts or finishes in the City?



Type of cycle used



17 Why people cycle

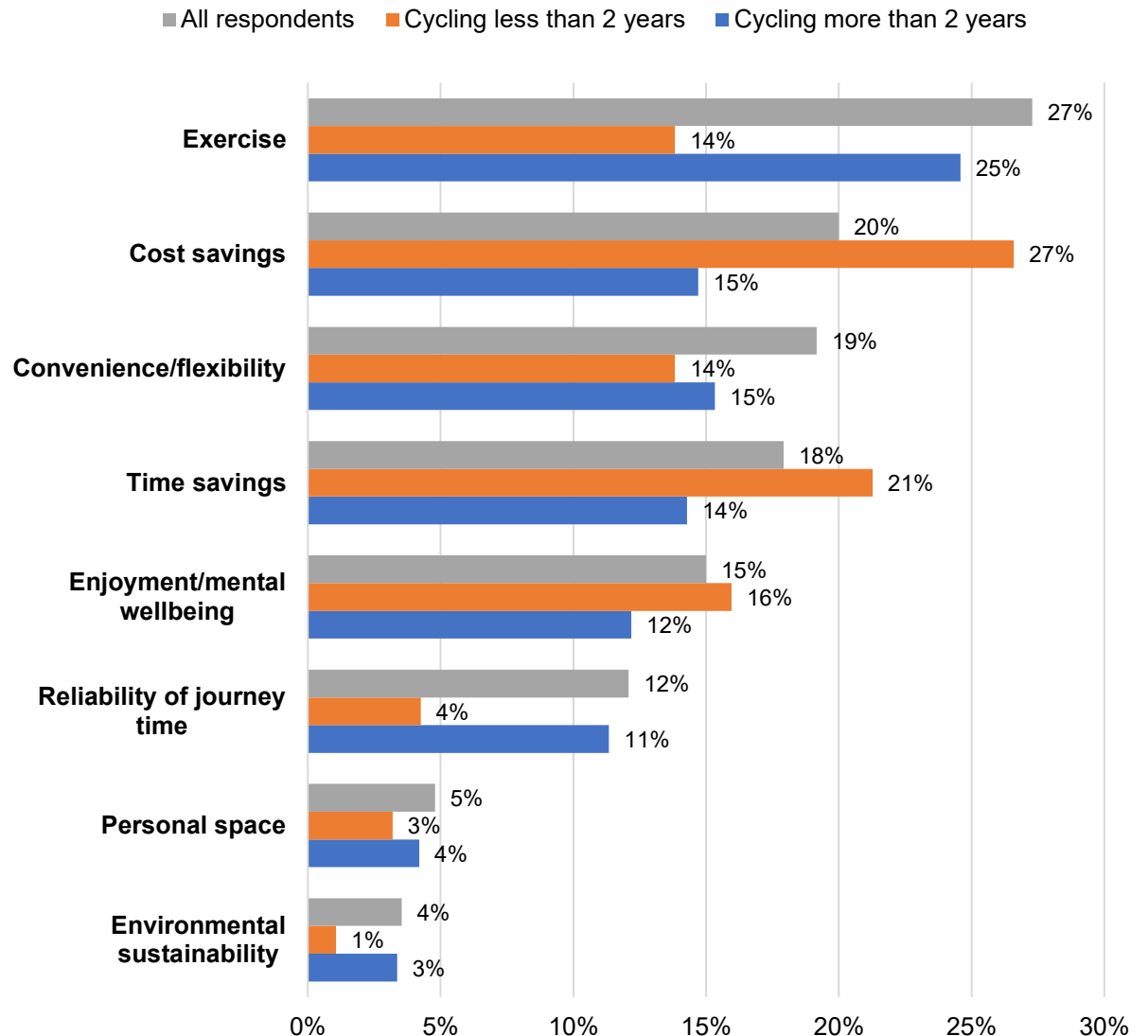
Survey respondents were asked about their single biggest motivating factor for choosing to cycle over other modes.

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.

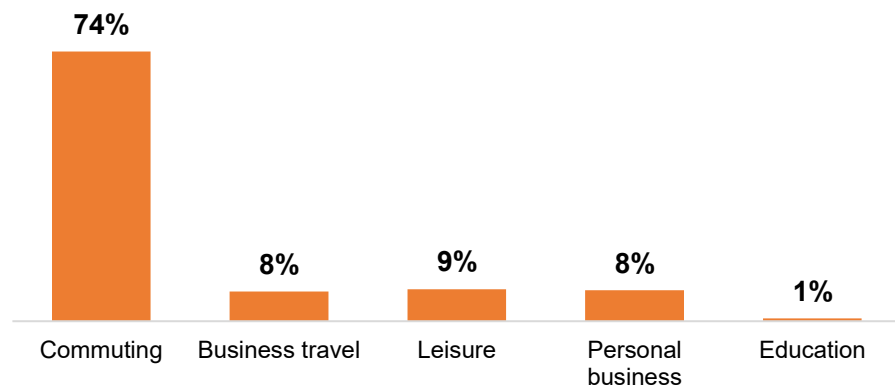
Biggest factor for cycling over other modes



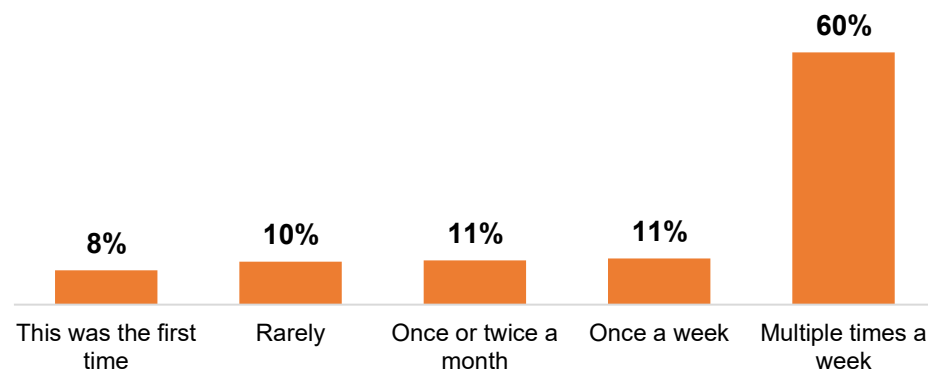
18 Dockless hire cycle user survey results

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.

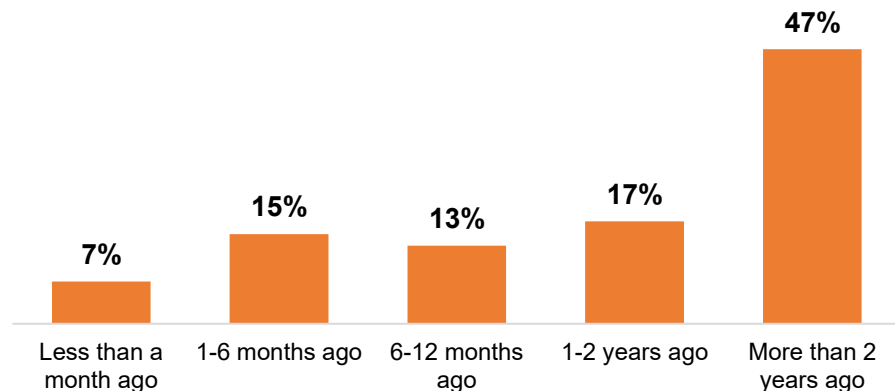
Purpose of journey



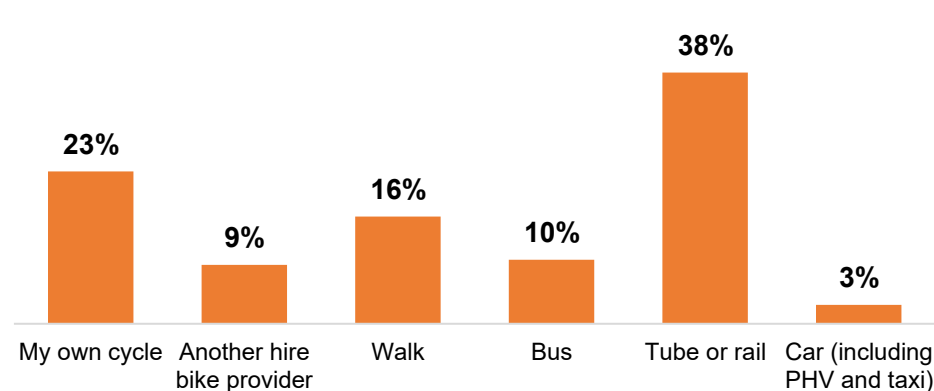
Frequency of journey



When did you start cycling in London?



What mode would you have used otherwise?



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.

