

City of London Corporation  
**Transport Strategy Annual Report**  
2025/26



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*Cover photo: London Wall/Moorgate Oval relandscaping project  
(Katrina Campbell 2026)*

## Introduction and executive summary

This report highlights progress and completion of work in 2025/26 to deliver the Transport Strategy. Progress against targets and a summary of achievements is followed by detail of transport and public realm projects. We also include City-wide strategic initiatives such as the Vision Zero Action Plan and management of dockless cycle hire.

We started collecting traffic data in the summer of 2022 to complement the autumn counts that we have been undertaking since 1999. Summer and autumn counts are usually carried out in alternating years. Continuing the trends reported last year, there was another significant increase in walking, wheeling and cycling levels when comparing summer 2025 to summer 2023, with 44% more people cycling and 22% more people walking and wheeling. In summer 2025, people walking, wheeling and cycling made up 78% of all observed travel activity during the day and 87% during peak hours. Daily footfall in summer 2025 reached 83% of pre-pandemic levels. There was a 37% increase in walking levels between 6pm and midnight compared to summer 2023.

Most of the increase in cycling was from higher rates of dockless cycling (a threefold increase since 2023), with personal cycling, increasing by 3%. 5,000 cargo cycles were counted (more than double 2023) and 50% more people were observed using Santander Cycles compared to 2023.

Looking at long term in travel patterns between 1999 and 2025, we see a continuation of the trend of falling motor vehicle volumes while people cycling has increased sharply. Motor vehicle numbers fell by around 71% over the period while cycling volumes rose more than sevenfold. Notably the summer 2025 counts now show that the number of people cycling has overtaken motor vehicle volumes during the daytime (7am-7pm).

Our progress on developing and delivering Healthy Streets Plans includes a further two adopted plans, for the Barbican, Bunhill and Golden Lane and Fenchurch Street areas. This brings the total adopted to five, with a further three plans due to be progressed in the next two years.

We continue to look for opportunities to increase the amount of tree planting and greening within our street improvement schemes. As well as helping to create a more attractive public realm, greening and tree planting also helps meet our corporate ambitions for climate action and biodiversity. Five schemes were finished this year at London Wall/Moorgate Oval, Little Trinity Lane, St Andrews Undershaft Churchyard, Bread Street and Knightrider Court.

A coordinated approach to planning and projects is enabling the creation of new and improved walking and wheeling routes. One example is the enhancements to make the walk between Liverpool Street station and Moorgate station more convenient, accessible and enjoyable. This incorporates a step free route, a new crossing and Moorgate and tree planting and greening, including the refurbished Finsbury Circus Gardens. Beyond Moorgate, this route connects to the reopened Moorfields Highwalk and on to the Barbican.

Construction of the new highway layout at St Paul's Gyratory commenced in April 2025 and has been progressing well, with changes to traffic routing and the switch to two-way working due to complete in September 2026. This will enable the closure of the southern section of King Edward Street which will form part of the new Greyfriars Square.

A programme of updates to the 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.

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 by porters, who deliver parcels around the City on foot, thus reducing the need to use vans. Other work on deliveries includes monitoring effectiveness of Delivery and Servicing plans for new developments, which obliges or encourages consolidation of deliveries.

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, funded by the Mayors Air Quality Fund. Also as part of this programme a new public cargo bike share scheme was launched in November 2025 on Fann Street. Usage has been good in the first four months, with 48 bookings, 114 hours of ride time and 360km travelled.

We continue to work closely with City of London Police to support road danger reduction initiatives and campaigns. Last year we hosted five 'Exchanging Places' events with the City Police and our partners from Speedy Services, FM Conway, and Business Improvement Districts. These events provide the opportunity for people to experience the street from the point of view of what it is like to be a different street user, such as a lorry or van driver or a person with visual impairments.

This year the City Police's 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.



## Traffic in the City

Change since summer 2023



We have started collecting data in the Summer in alternating years to complement the autumn counts that we have been undertaking since 1999. Continuing the trends reported last year from the autumn series, there was another significant increase in walking, wheeling and cycling comparing summer 2025 to summer 2023.

### 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, with the biggest growth on dockless hire bikes, 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 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. The summer 2025 daytime counts also showed more people cycling than motor vehicle activity on the road.

### 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.

	Units	2017	2022	2024	2025	2030	2044
		Baseline	Update	Update	Update	Target	Target
Reduction in motor vehicle traffic (24 hr)	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 vehicles 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	published in September	<16	0
Number of km of pedestrian priority streets	Kilometres / % of all streets	25km / 25%	26.3km / 26%	27.8km / 28%	28km / 28%	35km / 35%	55km / 55%
Increase the number of people cycling (24 hr)	Cycles	44k	47k (+7%)	75k (+70%)	*	66k (+50%)	88k (+100%)
Proportion of battery electric (BEV) vehicles & zero emission capable (ZEC) vehicles entering the City	n/a	2022 baseline	BEV 9.7% ZEC 15.3%	*	BEV 17.6% ZEC 23.9%	90%	100%
People rating experience of walking in the City as pleasant	n/a	10%	75%**	*	68%**	35%	75%

Table of annual Transport Strategy progress against Key Performance Indicators

\*Data not available for year

\*\*Note that the survey method was revised in 2022 so these figures are not directly comparable to 2017. The new method will be repeated for future years.

\*\*\* BEV are now recorded as this is a higher standard for zero emission, and ZEC includes plug in hybrids

## Three-year summary of project delivery achievements

Transport and public realm improvements delivered over the last three years include:



**4,000m<sup>2</sup>**  
of new  
pavement space



**41**  
new raised tables



**4**  
new formal  
pedestrian crossings



**349**  
new seating spaces



**114**  
new trees



**1,300m<sup>2</sup>**  
of new green  
planting and SuDS



**586m**  
of new  
cycle lane



**322**  
new private cycle  
parking spaces



**851**  
new micromobility  
parking spaces

## Detailed three-year summary of transport and public realm project delivery achievements (2023/24 - 2025/26)

	Pavement widening (m/m <sup>2</sup> )	Trees	Planting and SuDS (m <sup>2</sup> )	Seating (capacity)	Cycle parking (capacity)	Micro-mobility parking (capacity)	Advanced stop lines	Cycle lanes (linear m)	Raised tables or carriage-ways	New formal crossings	Improved formal crossings	New or improved informal crossings
Healthy Streets Minor Schemes	8 / 42				13		2		26		3	25
Private cycle parking programme	5 / 10				200							
Micromobility parking programme						743						
Fleet Street Quarter seats and greening			7	60								
City Cluster Green Streets			60	40								
Cool Streets and Greening tree planting		37										
1 Broadgate S278					4				1			1
1 Leadenhall Street S278	150 / 120								1			2
101 Moorgate S278	99 / 85			9	10				1	1		
40 Leadenhall Street S278	50 / 60	3		12					1			
All Change at Bank	741 / 2186	11	17	38	13			324	2	1	8	3
Bevis Marks SuDS		4	185	10								
Bread Street			19	2								
Cannon Street Corssing									1	1		1
Finsbury Circus	127 / 240				42	72			4			4
Finsbury Circus Western Arm	50 / 375	5	150	25	12							
Jubilee Gardens		12	282	35								
King Street	150 / 192			3				150	1		1	2
King William Street Phase 1	167 / 248	11	10	9	20				1			1
Knightrider Court	8 / 24		17									
Leadenhall Street Transformation		2										
Little Trinity Lane		9	160	30								
London Wall/Moorgate Oval		3	350	10								
Mark Lane	30 / 60	2	5	10				40	2			
Middlesex Street Phase 2		6		5								
Moor Lane	70 / 116	6										
New Change Garden			25	25								
Ropemaker Street/Moorgate junction	79 / 251	2		8	8			72		1		
St Andrew Undershaft Churchyard		1	14	18								
Stonecutter Court S278						36						
<b>Total</b>	1734 / 4009	114	1301	349	322	851	2	586	41	4	12	39

## Healthy Streets Plans

We are developing and delivering Healthy Streets Plans for eight areas covering the City. The plans provide a framework for improvements to the public realm and changes to traffic management, following the Healthy Streets Approach to put human health and experience at the heart of planning our streets.

This year we adopted two Healthy Streets plans, bringing the total in adopted to five. Progress continues on delivering the Healthy Streets Plans for the City Cluster, Fleet Street and Liverpool Street. Detail on specific projects is included in the Transport Strategy Delivery Plan. Plans for the Riverside, Bank & Guildhall, and Aldgate Tower & Portsoken areas are expected to be developed within the next two years.

### **Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan, May 2025**

This plan is a joint endeavour between the City Corporation and the London Borough of Islington. After a public consultation in late 2024, the plan was approved in May 2025. Projects and proposals include enhancements to Moorgate and the Ropemaker Street junction, Moor Lane, Moorfields and Beech Street.

### **Fenchurch Street Area Healthy Streets Plan, December 2025**

Following a consultation in the autumn the plan for the Fenchurch Street Area was approved in December. Priority projects identified within the plan include improvements on Fenchurch Avenue, America Square and Lloyds Avenue.



Lloyds Avenue visualisation

## Greening the City

### London Wall/Moorgate Oval

Relandscaping of the lawn was completed in June 2025. The project delivered new trees and climate resilient planting, the protection of the existing mature oak tree, a new pathway to Moorgate station, and additional seating.

### Little Trinity Lane

Public realm enhancements at the southern end of Little Trinity Lane were completed in April 2025, including a raingarden, biodiverse and climate resilient planting, new trees, seating and repaving.

### St Andrew Undershaft Churchyard

This relandscaping project completed in December 2025 has transformed the churchyard into a more welcoming, accessible and usable green space, including an irrigation system to capture rainwater from the church roof.

### Bread Street

A rain garden and seating were installed in March 2026 to improve drainage, increase greening, and create a more attractive and accessible urban space.

### Knightrider Court

As of March 2026, this previously underutilised space near St Paul's has been transformed into a more attractive, functional and accessible place, with reduced flood risk and increased climate resilience.



Photo: EGY Design

Little Trinity Lane

## A walk from Liverpool Street to Moorgate

A coordinated approach to planning and projects has enabled the creation of a convenient, accessible and enjoyable walking route between Liverpool Street station and Moorgate station. Beyond Moorgate, the reopened Moorfields Highwalk (opened in 2024) connects the route to the Barbican.

### Finsbury Circus Gardens

As part of a major City Gardens project completed in June 2025, the paths through the gardens have been improved and made more accessible.

### Finsbury Circus

Complementing the garden transformation, there are now accessible crossings and wider pavements around the entrances to the gardens, and a raised carriageway at the junction with Blomfield Street. This project was completed in September 2025.

### Finsbury Circus Western Arm

This street has been closed to motor vehicles since 2019 (to facilitate Crossrail works) and has now been transformed into a permanent new green public space with trees, planting and seating. It is connected to the gardens by one of the new raised tables. This project completed in May 2025.

### Moorgate and Keats Place

The western arm links up with a new signalised crossing and wider pavements on Moorgate, and the reopened Keats Place passageway through the 101 Moorgate development, which leads to Moorfields. These improvements were completed in October 2025.



## Transforming St Paul's Gyratory

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.

The highway layout changes include the closure of the southern section of King Edward Street to traffic, the introduction of two-way traffic on Newgate Street and St Martin's Le Grand up to the junction with Angel Street, and the removal of a large traffic island at the south of the gyratory. Alongside this, there will be pavement widening, improved crossings, new cycle lanes and provision for northbound cycling on Aldersgate Street.

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.

The name Greyfriars Square was approved in October 2025 and the final design for the square was agreed in December 2025. The design includes 3,500-square-metres of public space with trees, planting, rain gardens, seating, play features, lighting and artwork with historical references.

Greyfriars Square is programmed for completion in April 2027.



**Greyfriars Square (St Paul's Gyratory) visualisation**

## Updating Legible London

A programme of updates to the City of London Legible London wayfinding system is underway. Most of the Legible London signs in the City were installed between 2019 and 2021, so are now at least five years old and include outdated content on the maps and directional panels.

The first stage of the programme will involve updates to the map panel artwork on 220 totems and wall-mounted signs and the installation of new signage at priority locations, including Moorfields, Globe View walkway and Fann Street. New signage will also be installed at all City managed public lifts to direct people to the nearest alternative step-free route in the event of a lift fault.

A review of the Legible London basemap was completed in July 2025, with over 100 individual changes made, including to building and business names, street layouts, and public toilets (including the new changing places toilet at the Barbican Centre). Ad-hoc updates to the basemap will continue throughout the programme as required.

A phased programme of artwork production and manufacturing commenced in August 2025, and the first phase of new map panels were installed in November 2025. To date, 80 signs and totems have been updated with new map panels, predominantly around the Barbican, St Paul's and Moorgate.

A second stage of work will review and complete required updates to directional information on any of the remaining 539 totems, wall-mounted signs and directional panels. The programme is expected to be completed in 2027.



## Reviewing shared spaces

A review of four locations where people walking, wheeling and cycling share street space was carried out over three days in September 2025 to assess how these spaces function. The sites were Little Britain, Moorfields, Queen Street between Queen Victoria Street and Cloak Lane, and Queen Street between College Street and Upper Thames Street.

A combination of video surveys and on-site observations were used to gather information on the number of users, dwell time, speed, routing and conflict between users. Conflicts between people walking and wheeling and people cycling were ranked from "A" mildest severity (e.g. an early change of direction) to "H" most severe (a collision).

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, but that user comfort declined as the density and speed of people cycling increased.

Most users are familiar with and navigate the shared use spaces confidently, especially because they are used as regular commuting routes, and existing layouts are largely adapted to provide sufficient and accessible space. Tourists and first-time visitors may find the spaces more difficult to navigate, so minor interventions were recommended to improve awareness of the presence of other users to those who are less familiar.



## Reducing impact of deliveries

### Last mile delivery bay

This year, we have been working with Amazon and a participating Delivery Service Partner 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 by porters, who deliver parcels around the City on foot. This reduces van use, motor vehicle kilometres, non-tailpipe emissions, and demand for kerbside space. The City Corporation are assessing the benefits and exploring whether this approach can be rolled out further.

### Reducing deliveries to new developments

We have been working to establish a delivery and servicing monitoring system to monitor developments' compliance with their Section 106 Delivery and Servicing obligations. There are 122 buildings (built or approved) with an agreement that requires or encourages consolidation of their deliveries.

### Cargo bike grants and cargo bike share scheme

Our partnership with the Zero Emissions Network is in the second of a three-year delivery programme. Through this network, cargo bike grants were given to four City of London businesses this year to support sustainable operations.

A new public cargo bike share scheme was launched in November 2025. The bike is located on Fann Street and available for hire by residents and businesses. The Shakespeare pub looks after the bike and ensures the battery is fully charged. In the first four months, there have been 48 bookings, 114 hours of ride time and 360km travelled.



## Maintaining the City's streets

Keeping the City's streets smooth and easy to use is vital for the safety and accessibility of people travelling in the Square Mile. Each year, we carry out a planned programme of resurfacing works to repair wear and tear and make journeys more comfortable.

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 needed most.

We also used this programme to try out more environmentally friendly ways of working. One example is a newer type of road surface on Giltspur Street, which is made and laid at lower temperatures than traditional materials. This means it produces less pollution while work is taking place. It also sets more quickly, meaning roads can usually reopen two to three hours sooner, reducing disruption for people travelling in the City. The material is strong and flexible, helping streets stay in good condition for longer, even in areas with heavy traffic.

We also undertake regular monitoring of our streets to identify and repair issues on both carriageways and pavements, allowing us to address defects early.

By combining planned maintenance with innovation, we are helping to create streets that are safer, accessible and more resilient for everyone.



## Improving the walking and wheeling experience

### New walking routes

City of London planning officers are supporting delivery of the Transport Strategy by negotiating new walking routes with planning applicants. These new routes are crucial to ease crowding on some of the City's busiest streets and enhance the walking and wheeling experience as the City's workforce continues to grow, alongside rising numbers of residents and visitors. If connected together, the new and planned routes would be longer than the walk from Fleet Street to Aldgate.

### Pedestrian zones review

In April 2026 we reviewed the operational hours of six pedestrian and cycle zones – Bow Lane, Watling Street, Carter Lane, Devonshire Row, Lime Street and Austin Friars. This has led to the hours when motor vehicle access is restricted being extended for longer in the evenings, from 6pm to 9pm. These changes better reflect their high use in the evenings, particularly during the summer months to ensure people walking and wheeling remain the priority in these areas.

### Pavement widening

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.



Photo: James Newton

Carter Lane

## Engaging a diverse audience

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 reporting on the range of people responding to our consultations and comparing this against available data on the City community. The findings for the public consultations carried out since 2024 are summarised below.

Public consultations in 2025:

- Aldgate to Blackfriars Cycleway
- Barbican, Bunhill & Golden Lane Healthy Neighbourhood Plan
- Leadenhall Street Transformation
- Fann Street Greening
- Fenchurch Street Healthy Streets Plan
- Temple Avenue

The data reported here is for those protected characteristics (defined in the Equality Act) which the Equalities Impact Assessment identified as potentially being impacted, positively or negatively, by the proposals under consultation, and for which comparable data is available.

### Disabled people

2021 Census data indicates that 12% of City residents are disabled, compared with 16% for London as a whole. Data on the number of disabled people working in the City of London is not currently available. Our consultation data shows that 11% of respondents identified as disabled, 81% did not, and 7% preferred not to say (based on 1,112 responses).

### Age

According to the 2021 Census, 83% of City residents are aged 16 to 64. For our surveys, 86% of respondents were aged 18 to 64. The City Corporation's March 2025 statistics briefing states that the Square Mile has a younger workforce than the rest of the country, with 61% of workers aged between 22 and 39, compared with an England and Wales average of 40%. Although these age ranges are not directly comparable, around 41% of respondents to consultations were aged 25 to 44. The largest proportions of respondents were in the 25–34 (21%) and 35–44 (20%) age groups, followed by 45–54 (17%) and 55–64 (14%). 10% of respondents were aged 65 or over, 4% were aged 18–24 and less than 1% were 13–18 (based on 1,281 responses).

### Gender

The 2021 Census shows the gender distribution for City of London residents is 56% male and 44% female. The City Corporation's March 2025 statistics briefing states that the City workforce in 2023 was 62% male and 38% female. Among our consultation respondents, 67% identify as men, 26% as women, 1% using another term, less than 1% as non-binary, and 6% preferring not to say (based on 1,263 responses).

### Ethnicity

According to the 2021 Census, the population in the City of London is predominantly white at 69% of residents. The City Corporation's March 2025 statistics briefing states that 37% of the City's workforce was of Black, Asian or minority ethnic origin in 2023. Our consultation data shows that 76% of respondents identified as white, 7% as mixed or multiple ethnic groups, 3% as Asian or Asian British, 1% as Black, African, Caribbean or Black British, less than 1% as Arab, 2% as other, and 11% preferred not to say (based on 874 responses).

As with all consultations, responses to demographic questions are voluntary and may not fully represent everyone who responded to the consultations.

## Working with the City of London Police

This year we have continued to collaborate with the City of London Police, including the Cycle Team, the Local Policing Team and the Roads Policing Team, to run road danger reduction events and campaigns, and to collect data on collisions and unsafe or illegal road user behaviour.

We hosted five 'Exchanging Places' events with the City Police and our partners from Speedy Services, FM Conway, and Business Improvement Districts. These events provide the opportunity for people to experience of what it is like to be a different street user, such as a lorry or van driver or a person with visual impairments.

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.

The Transport Strategy team carried out surveys of behaviour by people cycling at 20 junctions in the morning and afternoon peaks in September 2025. It was observed that the majority of people cycling obeyed traffic signals. However, people on hire bikes were slightly more likely to disobey traffic signals compared to people riding their own bikes.

