Road usage and infrastructure in London

LONDONASSEMBLY

Research Unit

Overview

This data analysis, produced by the London Assembly Research Unit, provides an overview of road usage and the infrastructure of roads across London. It brings together data on the structure and management of the road network, vehicle and bicycle use, congestion levels and journey purposes. The report also explores issues relating to road condition, pollution and travel behaviour.

The information presented in the report is based on published data from a range of sources, including Department for Transport (DfT), Transport for London (TfL), London Datastore and the Office for National Statistics (ONS).

The analysis was undertaken in support of the London Assembly Transport Committee's upcoming investigation into road space, driving and congestion in London.

About the Research Unit

The London Assembly Research Unit provides an impartial research and information service. We undertake research and analysis on key issues in London to inform the Assembly's work.

All of our publications are available at: https://www.london.gov.uk/who-we-are/what-london-assembly-does/london-assembly-research-unit-publications

This report was produced by Kenny Oladimeji, Becka Storer, Richard Berry and Monolita Mahtab.

With thanks to Eleanor Haigh and Isobel Wilson.

Cover image credit: Greater London Authority – Caroline Teo

Connect with the London Assembly on social media

Contents

1 Road networks and infrastructure

Overview

This section covers information on the different types of roads that make up London's road network. There are around 13,600km of road network in London. Responsibility for maintaining these roads is based on their classification and strategic importance. Most public roads and streets in London are managed locally by the London boroughs. London's most strategic roads, known as the Transport for London Road Network (TLRN), are managed by Transport for London (TfL).

This section provides a visual representation of London's road network and an analysis of how road space is allocated. It also explores the impact of roadworks and the condition of road surfaces, including potholes and maintenance activity.

Source information

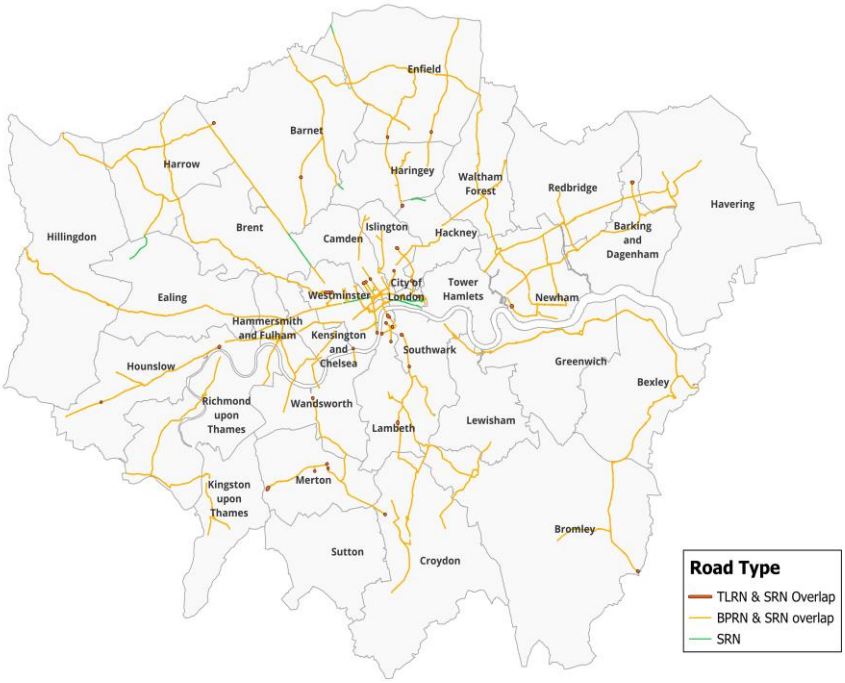
The majority of data presented in this section is derived from the Department for Transport (DfT) and Transport for London (TfL).

Information on speeds, delays and reliability is published by the DfT and is processed using Python to analyse traffic patterns across London. Data on the condition of London's roads is also provided by the DfT. Additional data on the Transport for London Road Network (TLRN) and other strategic routes is sourced from TfL. London-specific geographical data for mapping is obtained from the London Datastore. The OS Open Roads dataset is used to define road layouts and classifications.

London's roads are managed by a range of different bodies

London's road network includes borough-managed and regional routes, known as the Strategic Road Network (SRN) and the Transport for London Road Network (TLRN). The SRN is mostly overseen by boroughs, while the TLRN is managed by TfL.

Strategic Road Network (SRN)



SRN

London's Strategic Road Network (SRN) is a system of roads spanning 587.7 km, representing 2.87 per cent of all roads within the Greater London Authority (GLA) boundary. Of this, 97.3 per cent (571.6 km) overlaps with the Borough Principal Road Network, for which individual London boroughs are the highway authorities.

A small portion, 0.3 per cent (2 km), also overlaps with the Transport for London Road Network (TLRN). While the boroughs retain primary highway responsibility, Transport for London (TfL) maintains oversight of planned schemes and works.

Transport for London Road Network (TLRN)

TLRN

The TLRN includes the capital's most important roads for everyday movement within the city.

Although it only makes up about five per cent of all roads in London, it carries over 30 per cent of the city's traffic. TfL is responsible for managing this network, which includes many key bus routes, cycling corridors, and main roads linking different boroughs.

Source: Transport for London (TfL), Strategic Road Network (SRN) – GIS Layer, Updated: 2023; TfL, Transport for London Road Network (TLRN) – GIS Map, Updated: 2023; TfL, Borough Principal Road Network (BPRN). Background information on the SRN is taken from London Assembly (SRN), National Highway and the Department for Transport. Background information on the TLRN is sourced via TfL.

A-roads in London, including the North and South Circular

A-roads are key routes in London, marked with an 'A', that connect districts within the city and link to the national road network. Some, known as radial A-roads, run from the outer boroughs into central London. Others are orbital routes, such as the North Circular (A406) and South Circular (A205), which loop around the city centre to help traffic bypass the busiest central areas and lessen the strain on central routes. These roads vary widely in layout, capacity and traffic conditions.

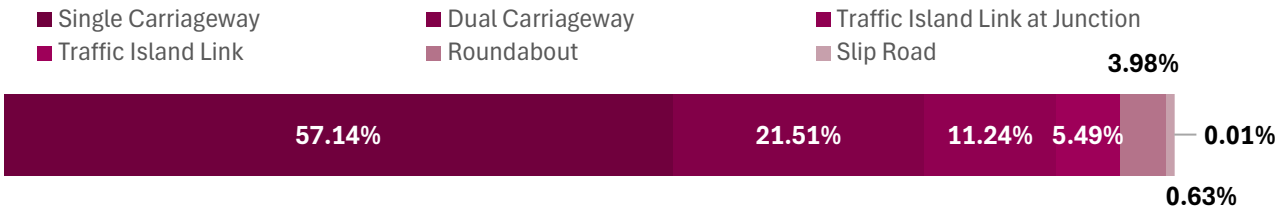
A-Roads in London

Source: Department for Transport (DfT), Average Speed, Delay and Reliability of Travel Times, filtered to identify and extract A-roads by name for visualisation; Greater London Authority (GLA), Ultra Low Emission Zone (ULEZ) Expansion – North and South Circular Roads, Updated: 2023, used to supplement A-road mapping and clipped using GIS software [Accessed: July 2025].
Note: Road geometries sourced from Ordnance Survey, OS Open Roads (2025). A single colour was applied to the A-Road network layer to display its entirety and spatial distribution.

Most of the SRN is made up of single carriageways and A-roads

This breakdown shows the types and classifications of roads that make up London's Strategic Road Network (SRN). It highlights how most of the network consists of standard A-roads and single carriageways.

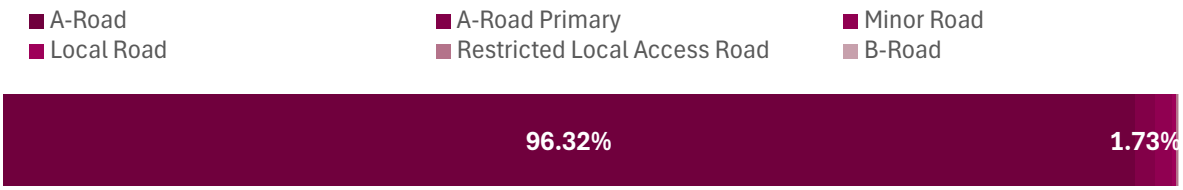
SRN by road type



Road Type	Percentage
Single Carriageway	57.14%
Dual Carriageway	21.51%
Traffic Island Link at Junction	11.24%
Traffic Island Link	5.49%
Roundabout	3.98%
Slip Road	0.63%
Enclosed Traffic Area	0.01%

Most of the SRN is made up of single carriageway roads (57 per cent), with dual carriageways accounting for 22 per cent. A smaller share includes roundabouts, slip roads and traffic island links.

SRN by road class



Road Network	Percentage
A-road	96.32%
A-road – Primary*	1.73%
Minor road	1.39%
Local road	0.40%
Restricted Local Access road	0.12%
B-road	0.04%
Local Access road	0.01%

Over 96 per cent of the SRN is classified as A-roads, reflecting its role in linking key destinations across the region. Minor and local roads make up only a small share. This shows the SRN is focused on higher-order routes, even if not all are high-capacity in design.

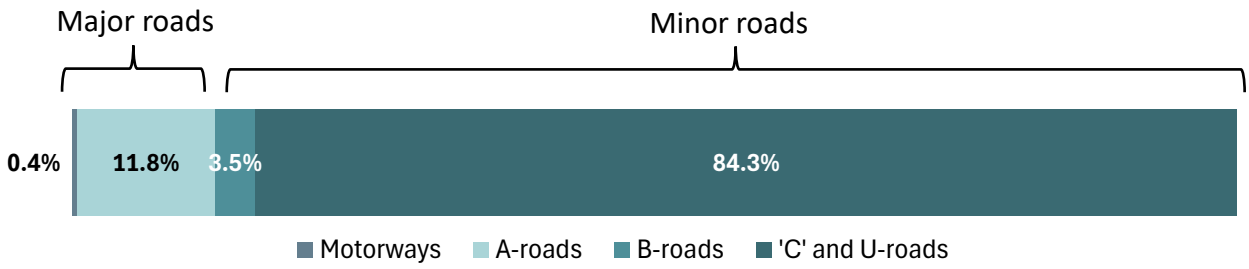
Source: Transport for London (TfL), Strategic Road Network (SRN) – GIS Layer, Updated: 2023 [Accessed: July 2025].

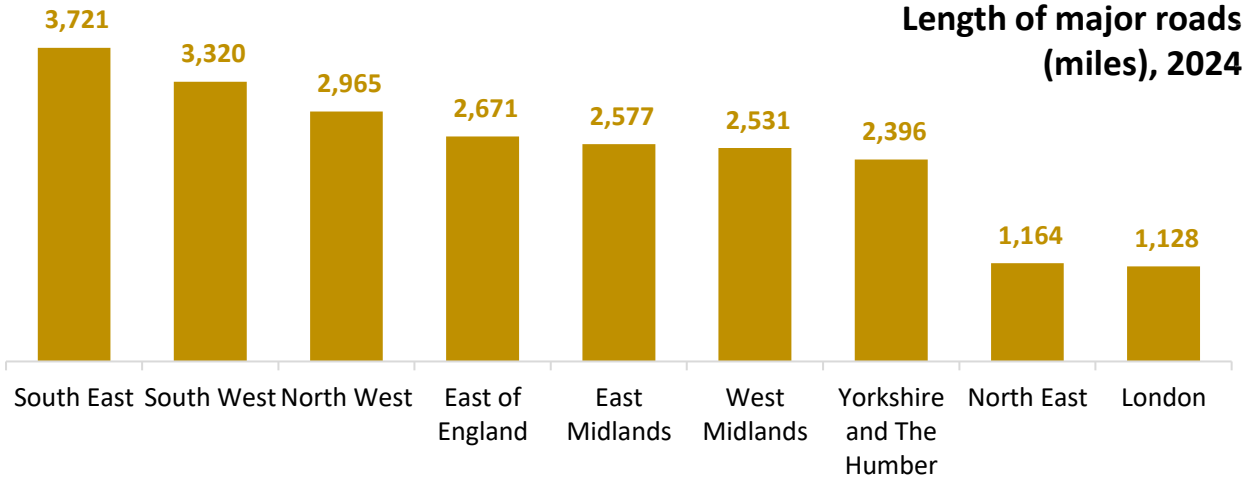
***Note:** A primary A-road is a subset that forms the Primary Route Network (PRN).

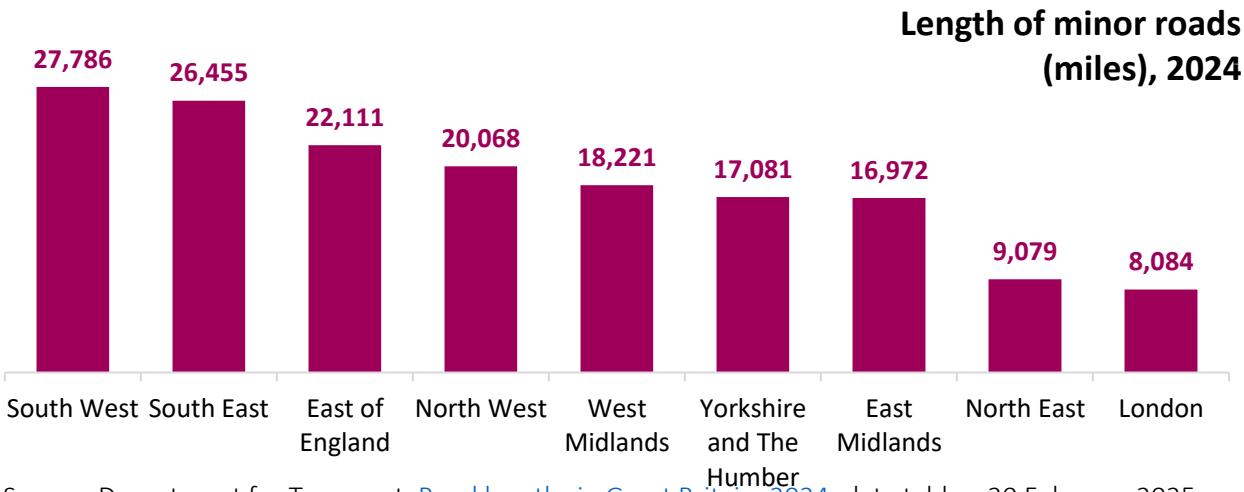
C and U-roads make up the majority of London road miles

Department for Transport road length statistics provide estimates for the length of roads in Great Britain by road type. Motorways and A-roads are defined as major roads, while B, C and U-roads are classed as minor roads. In 2024, London had the shortest length of both minor and major roads compared to other regions (a total of 9,212 miles of roads). The majority (84.3 per cent) of this road length was classed as C and U-roads. 3.5 per cent were classed as B-roads, 11.8 per cent were A-roads and the remaining 0.4 per cent were motorways.

Percentage of road length in London, by road type, 2024







Source: Department for Transport, Road lengths in Great Britain: 2024: data tables. 20 February 2025. RDL0101. Motorways, A, B and C-roads are classified roads, and U-roads are unclassified. U-roads are made up of roads that have a variety of uses but they are typically residential streets or rural lanes. The lengths of C and U-roads have been combined in the dataset due to data constraints.

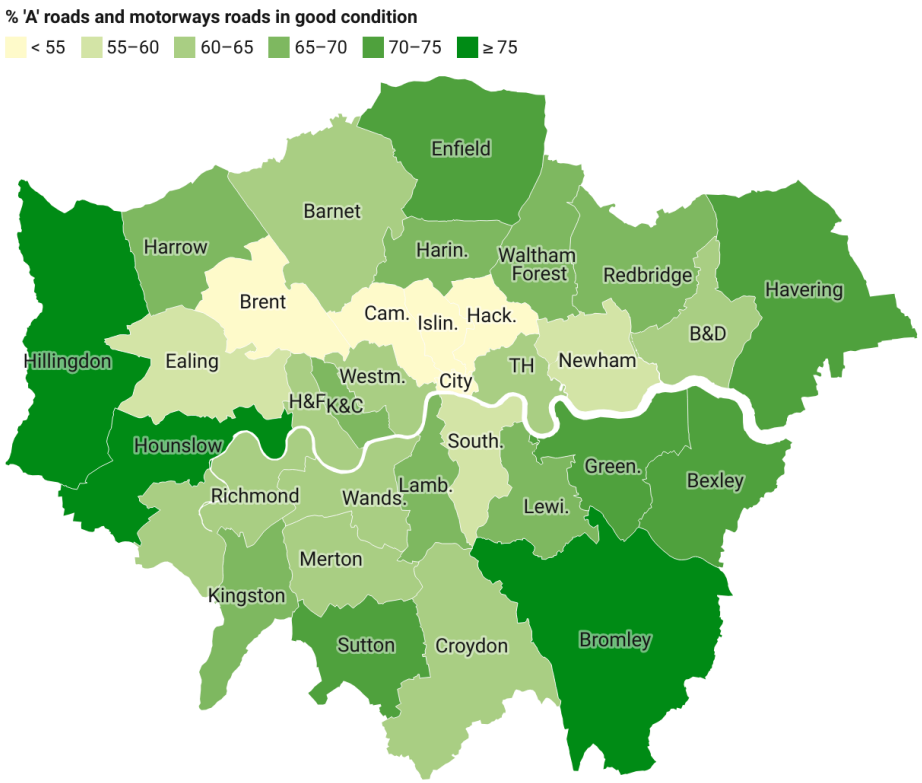
Around two-thirds of major roads in London are considered to be in a good condition

The DfT publishes data on the condition of roads, based on local authority assessments. The data shows that London roads are generally in a slightly worse condition than the national average, although there is variation between boroughs.

Proportion of major roads assessed as 'Green', 'Amber' or 'Red', 2024 (%)

Proportion of minor roads assessed as 'Green', 'Amber' or 'Red', 2024 (%)

Proportion of major roads assessed as 'Green' in London boroughs, 2024 (%)



Map data: © Crown copyright and database right 2018 • Created with Datawrapper

Green
Good, or no further investigation or work required to bring road up to standard.

Amber
May need work sometime soon.

Red
Poor, or requiring investigation to ascertain if immediate work is needed.

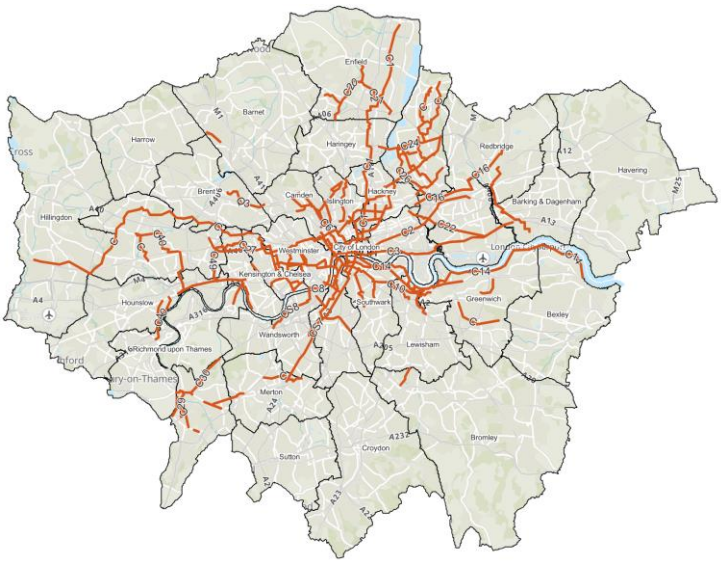
Source: Department for Transport (DfT), Road conditions in England to March 2024, December 2024. See RDC0122 for map data, and RDC0123 for chart data. Major roads are A-roads or motorways. Minor roads are 'B' or 'C' roads.

Dedicated cycle routes in London are clustered around central London

TfL defines cycleways as “high-quality cycle routes that link communities, businesses and destinations across London”. The Mayor's Transport Strategy, published in 2018, and TfL's Cycling Action Plan 2, published in 2023, make commitments to expand the cycleway network so that 70 per cent of Londoners live within 400 metres of the network by 2041, with an interim target of 40 per cent of Londoners by 2030.

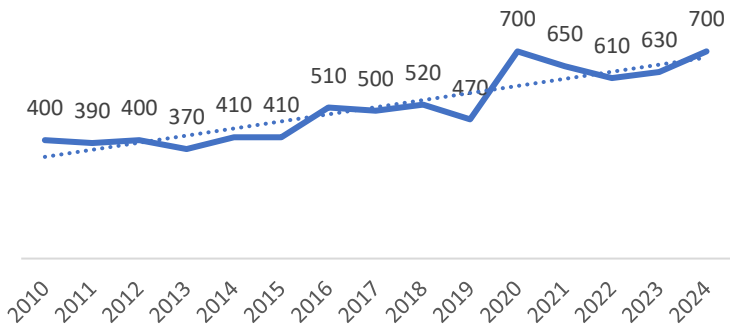
The greatest concentration of cycleways is in central London. From central London, cycleway coverage extends out further to the north than the south, with greater coverage in north London boroughs such as Waltham Forest. Areas with the least cycleway coverage are south and east Outer London boroughs. Boroughs such as Croydon, Sutton, Bexley, Havering and Harrow have no established Cycleways. TfL states that the majority of new routes launched since 2023 have been in outer London.

Existing strategic cycle network



Source: TfL, TfL GIS Open Data Hub, Cycle Routes, updated 11 June 2025. This dataset includes all open, in-progress and future (post-consultation) cycle routes in London. Map created by London Assembly Research Unit.

Pedal cycle traffic in London (million vehicle miles), 2010-2024



Pedal cycle traffic has increased in London over the past decade. Total road traffic has remained fairly stable over the same period.

Source: Department for Transport (DfT), Road traffic estimates (TRA) , TRA0403, updated 12 June 2025.

2 Vehicles and road usage

Overview

This section explores the types and volumes of vehicles using London's roads. It presents data on traffic flow, focusing on motor vehicle traffic, freight and delivery traffic, and congestion levels across London. It also looks at weekly bicycle usage, including bicycle hires through the Santander hire scheme, to provide insight into the overall demand on the London road network. In addition, this section provides an overview of road regulation through traffic speed limits and the enforcement of speeding offences. Finally, the environmental impact of road traffic is highlighted through analysis of air pollution levels on London's busiest roads.

Source information

Data on cycling is taken from the Department for Transport's (DfT) walking and cycling statistics which are based on the National Travel Survey (DfT) and Active Lives Survey (Sports England). Additional information on bicycle hire is provided by Transport for London (TfL) and accessed through the London Datastore. Performance data on London's bus network is sourced from TfL and information on electric vehicles comes the Office for National Statistics (ONS).

Data on taxi and private hire traffic, as well as road traffic estimates, is sourced from the DfT. Congestion data is derived from both the DfT and the London Travel Demand Survey (LTDS) – Travel in London, a survey carried out by TfL to understand Londoners' travel habits.

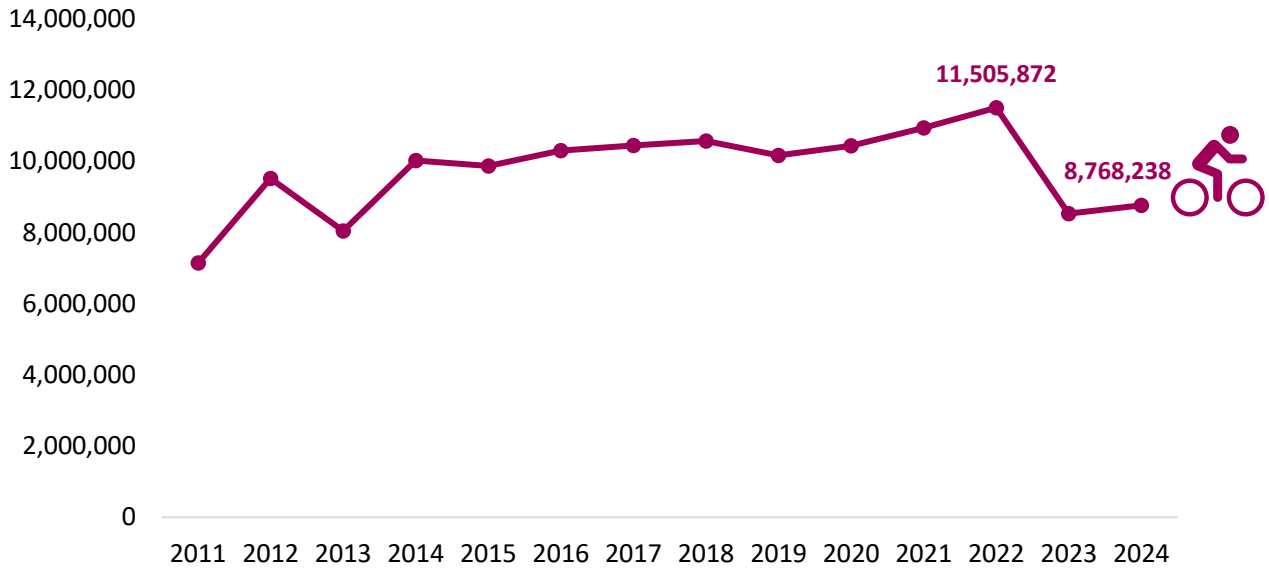
Air pollution data is drawn from Air Quality datasets available through the London Datastore and the UK-AIR portal.

Demand for Santander bicycle hires has fallen in recent years

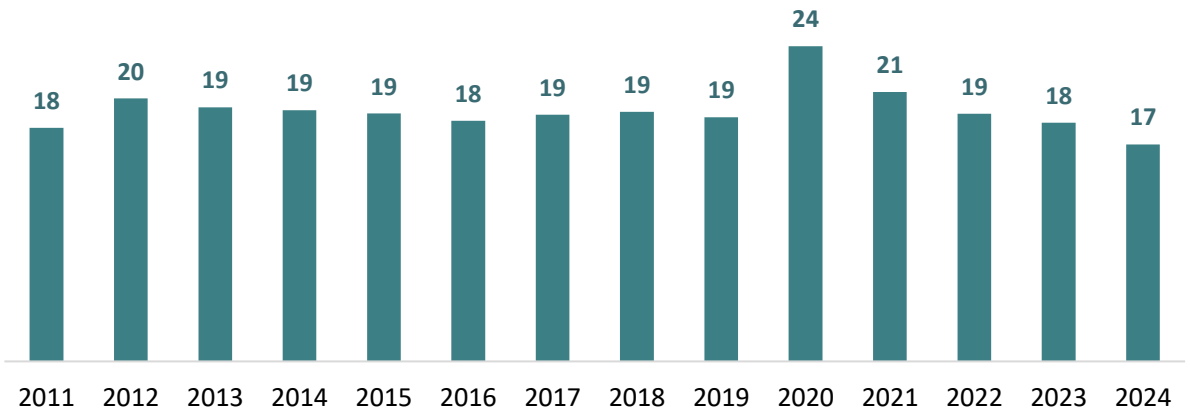
Data from TfL provides information on TfL's cycle hire scheme (Santander Cycles). Santander bicycle hires in London increased steadily from 2011, reaching a peak of more than 11 million in 2022 but Santander Cycle hires have declined in recent years. TfL's Travel in London 2024 report suggests that private dockless cycle operators in London collectively supply four to five times more cycles than TfL's Santander Cycle scheme. While TfL's data only covers Santander Cycles, the growth of private operators is helping drive an overall increase in cycle hire trips across the city.

Average Santander bicycle hire time peaked at 24 minutes in 2020, likely due to the impact of the Covid-19 pandemic, but has since fallen to 17-18 minutes in 2023-24.

Annual bicycle hires in the Santander Hire Scheme, 2011 - 2024



Average bicycle hire time (minutes), 2011-2024

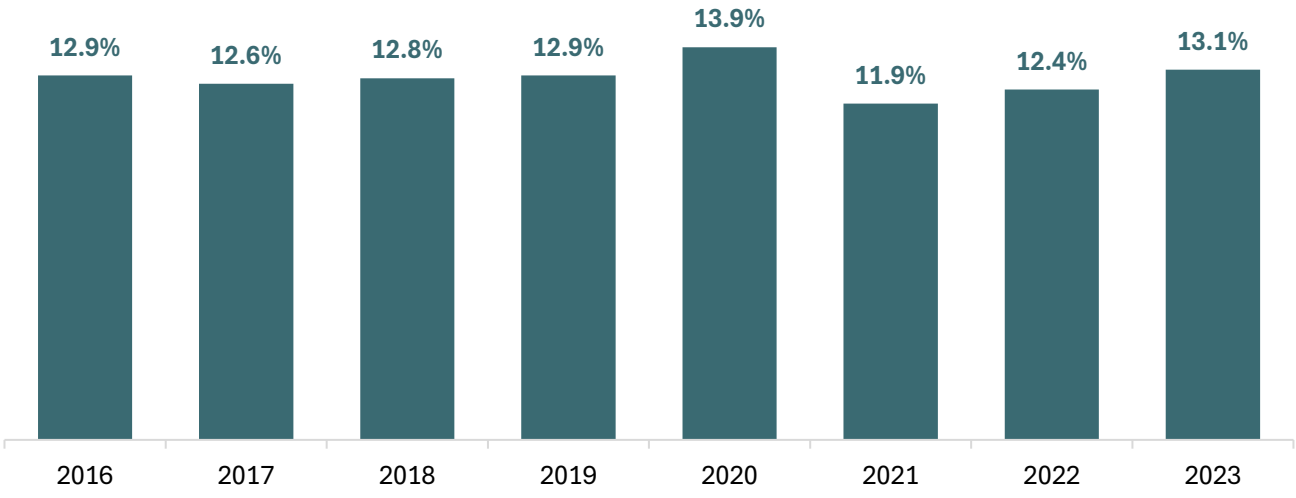


Source: London Datastore, TfL Number of Bicycle hires of the Santander Cycle Hire Scheme, accessed on 28 July 2025. TFL, Travel in London 2024 - Active Travel Trends.

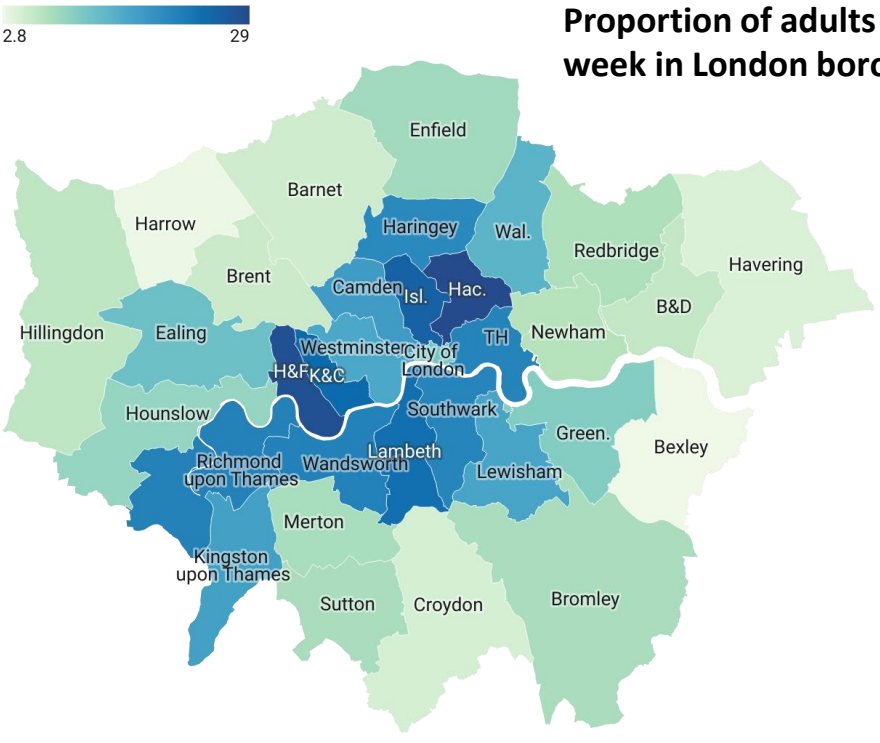
Weekly cycling uptake is higher in inner London compared to outer London

The Active Lives Survey, conducted by Sports England, provides information on Londoners' participation in physical activity. The proportion of adults in London who cycle at least once a week remained relatively stable between 2016 and 2023. In 2023, cycling rates varied across London boroughs, with inner London areas showing the highest levels of weekly cycling.

Proportion of adults who cycle at least once per week, London, 2016-2023



Proportion of adults who cycle at least once a week in London boroughs, 2023 (%)



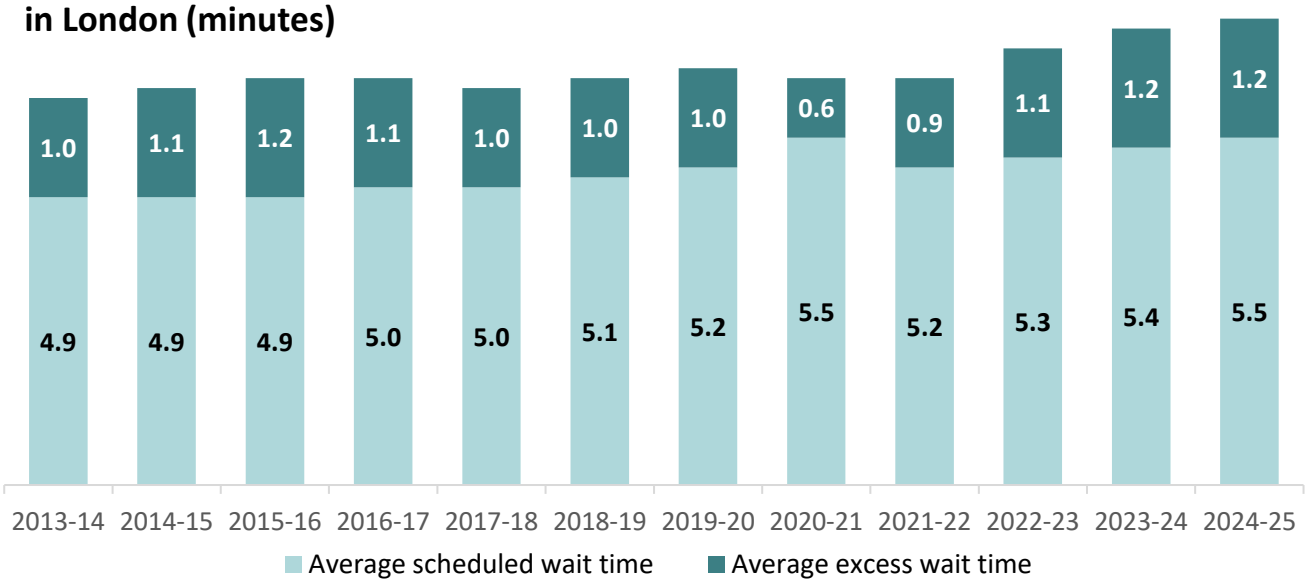
Map data: © Crown copyright and database right 2018 • Created with Datawrapper

Source: Department for Transport (DfT), Walking and Cycling Statistics (CW). Active Lives Survey, CW0302: Proportion of adults that cycle, by frequency, purpose and local authority: England

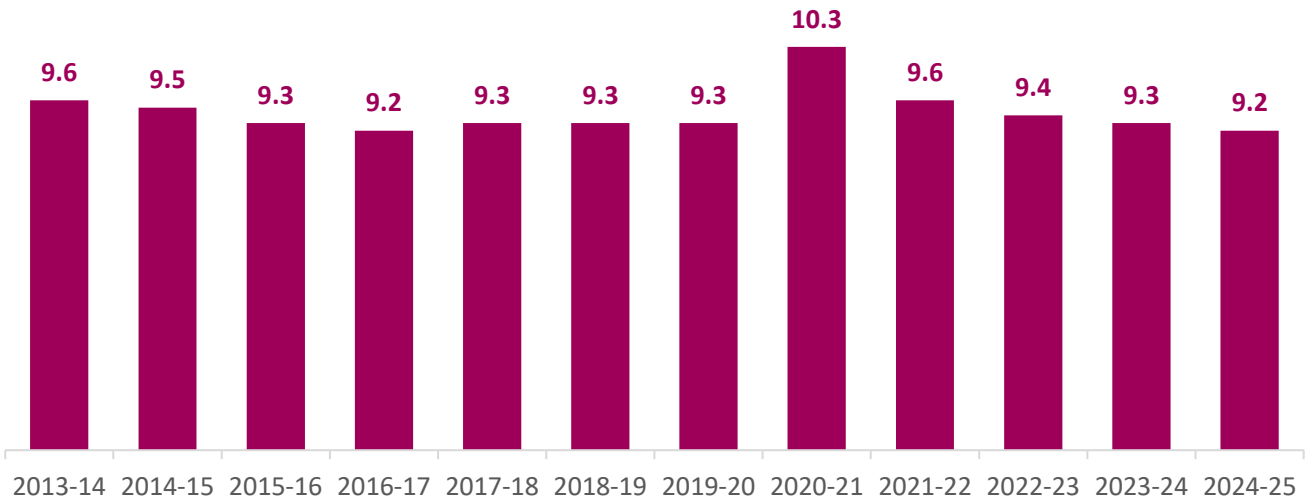
Bus network performance indicates gradual increases in traffic congestion in recent years

The Mayor has a target to increase average bus speeds by 10 per cent by 2030 (from a 2015 baseline) to encourage more people to use public transport. TfL publishes bus network performance data annually, including on the average speed of buses and the wait time for passengers. These measures can give an indication of the impact of traffic congestion on the bus network, which appears to have increased since the Covid-19 pandemic.

Average scheduled and excess wait times for high-frequency bus services in London (minutes)



Average bus speed in London, all bus services (miles per hour)

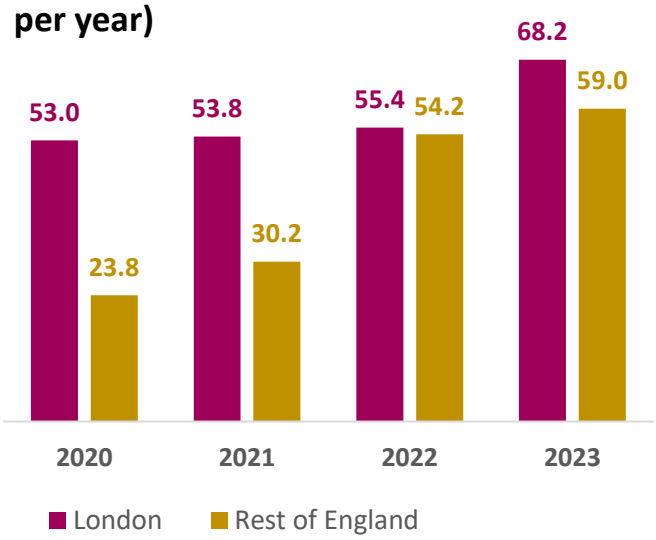


Source: Data for 2022-23 to 2024-25 from TfL, Annual network performance summary 2024-25. Data for previous years from TfL, Travel in London 2024: Trends in public transport demand and operational performance. High-frequency bus services are those with five or more buses per hour scheduled. Excess waiting time represents the amount of time a passenger has had to wait in excess of the time they should expect based on the given schedule.

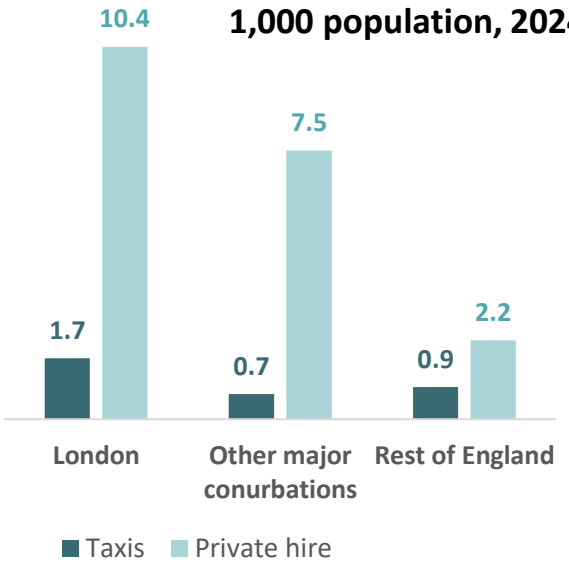
The number of licensed private hire vehicles in London has almost doubled in the past 15 years

TfL releases data on the number of taxi and private hire vehicles licensed for use in London. While taxi numbers have gradually reduced in recent years, private hire vehicles (also known as minicabs) have increased significantly. The Department for Transport also releases data on the number of licensed vehicles across the country, as well as estimates of the distances travelled by people as passengers, indicating greater usage in the capital.

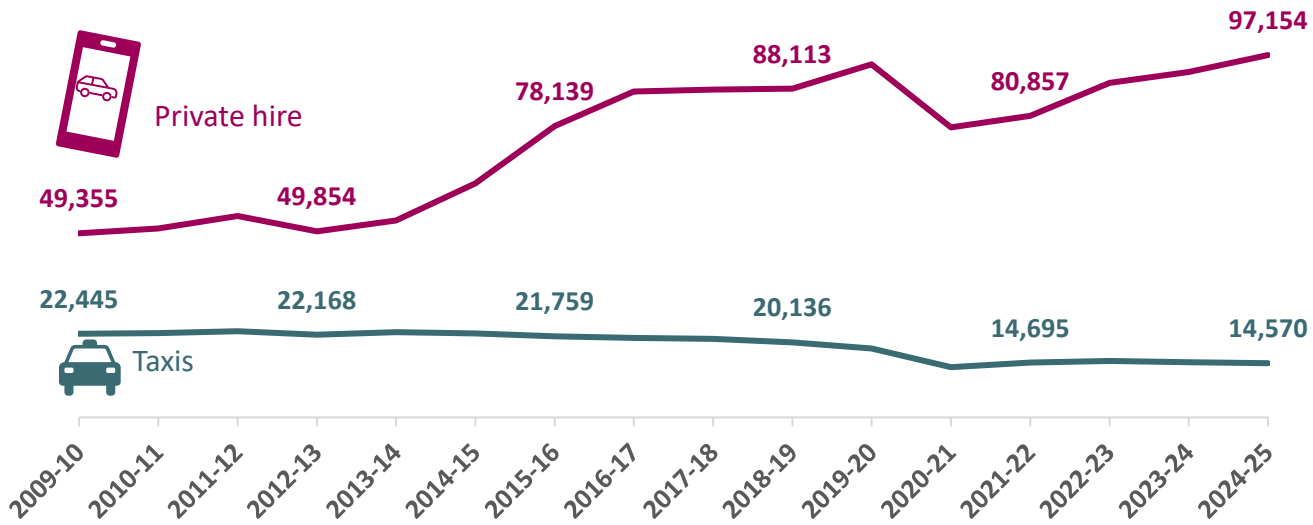
Distance travelled by taxi or private hire (miles per person per year)



Number of licensed taxi and private hire vehicles per 1,000 population, 2024



Number of taxi and private hire vehicles licensed by Transport for London

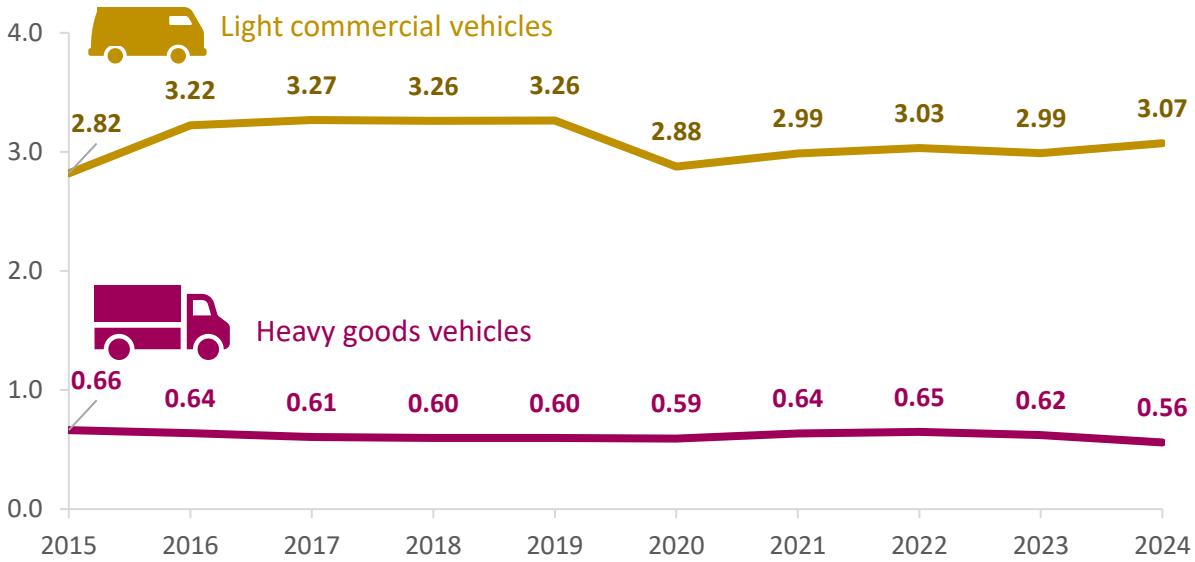


Source: Department for Transport (DfT), Mode of travel, April 2025 [table NTS9904 for distance travelled]; Taxis, private hire vehicles and their drivers, January 2025 [table TAXI0105 for number of vehicles per 1,000 population]; Transport for London, Licensing information, accessed 30 July 2025

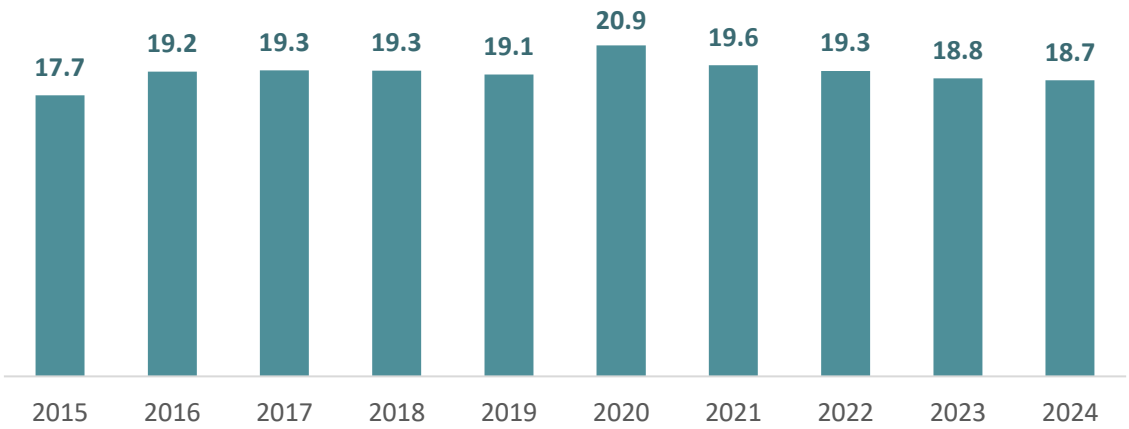
Freight and commercial vehicles travelled 3.6 billion miles on London roads in 2024

Using roadside vehicle counts on A-roads, motorways and some minor roads, the Department for Transport publishes data on the composition of traffic. In London, this shows that heavy goods vehicles (lorries) and light commercial vehicles (vans) comprise around 19 per cent of all vehicle traffic in London. The level and proportion of freight traffic has remained stable over the past decade.

Vehicle miles travelled on London roads by heavy goods vehicles and light commercial vehicles per year (billions)



Heavy goods vehicles and light commercial vehicles as a proportion of all motor traffic on London roads (%)



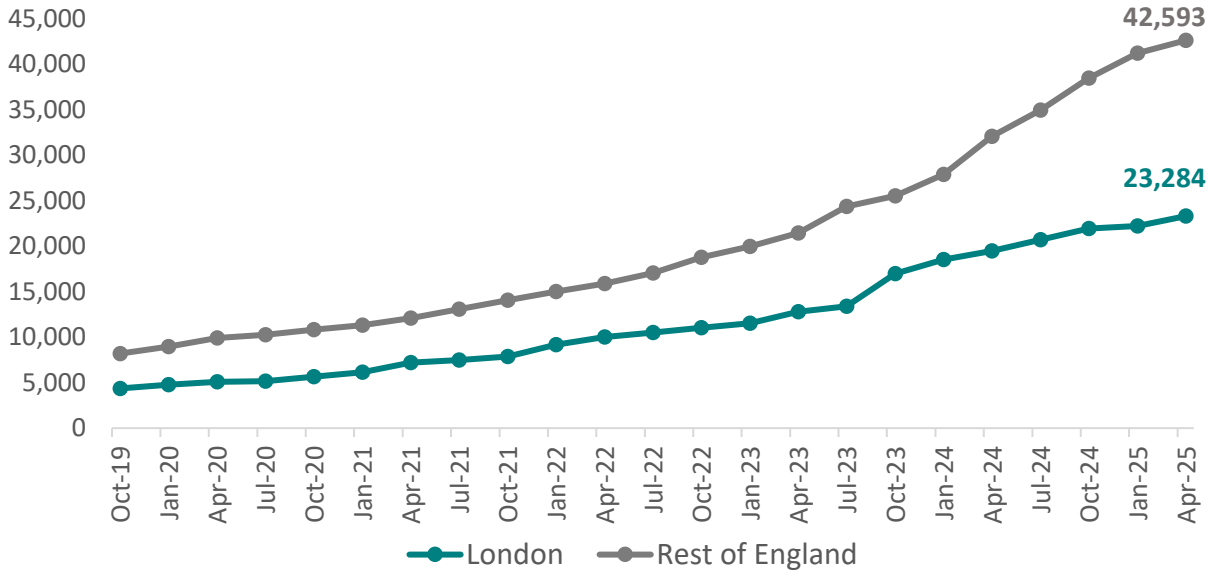
Source: Department for Transport (DfT), Road traffic statistics: London region, accessed 21 July 2024. DfT's road traffic open data provides street-level data for every junction-to-junction link on the motorway and A-road network, and for some minor roads in Great Britain. Pedal cycles are also counted but are not included in the calculation of all motor traffic.

The number of public Electric Vehicle charging devices in London has increased by over 400 per cent since 2019

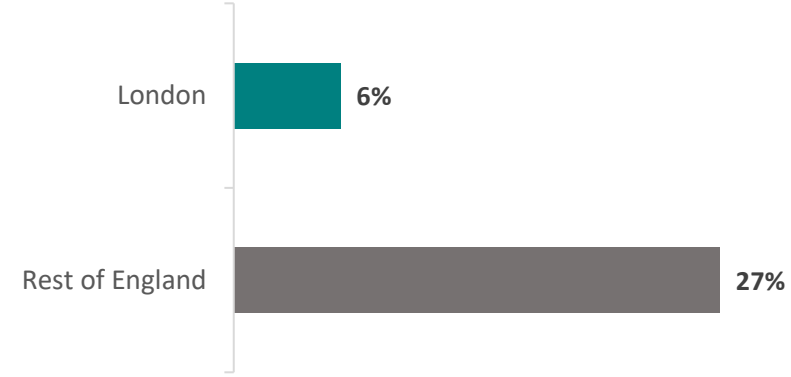
Publicly available Electric Vehicle (EV) charging devices can be located in a range of areas including residential streets, service stations, retail parks, leisure areas and transport hubs. Devices over 50 Kilowatts are defined as rapid chargers, capable of faster charging times.

The number of public EV charging devices in London increased by 434 per cent from October 2019 to April 2025. This was a similar rate of change to the rest of England (420 per cent). In April 2025, London accounted for 35 per cent of the public EV charging devices in England.

Publicly available EV charging devices (all speeds) in London and the rest of England



Proportion of public EV chargers that are rapid charge or above, April 2025



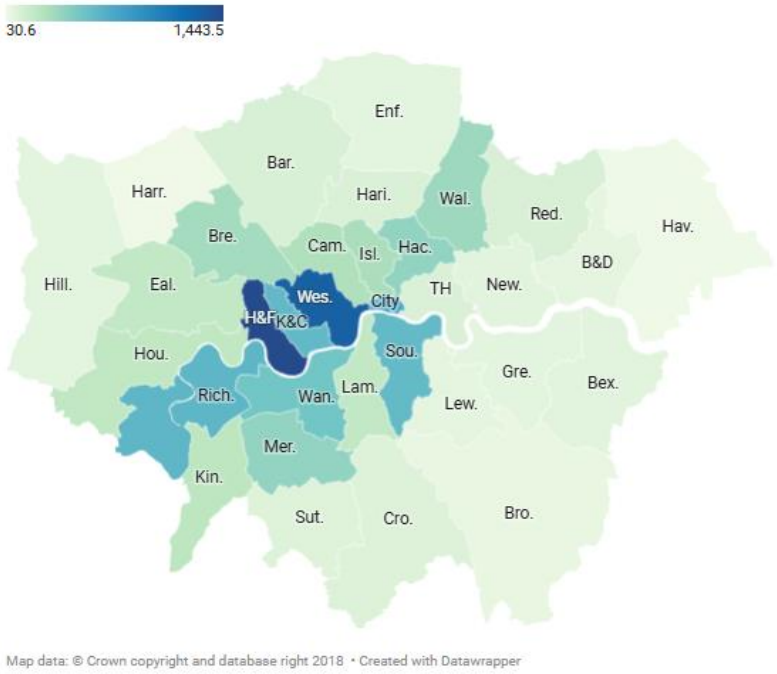
As of April 2025, 1,365 (6 per cent) of London's public EV charging devices are rapid charging or above. This is a smaller proportion than in the rest of England.

Source: Office for National Statistics (ONS), Electric vehicle public charging infrastructure statistics: April 2025, 30 April 2025. This does not include private or domestic chargers. A charging device may have more than one charging connector and be able to charge more than one vehicle at a time.

Per 100,000 population, public EV charging points are concentrated in some areas of London

In proportion to the number of residents, inner west London boroughs generally have a higher number of public EV charging points. Hammersmith & Fulham and Westminster both have over 1,000 public EV charging points per 100,000 people.

Publicly available EV charging devices at all speeds by local authority per 100,000 population, April 2025



Harrow has the fewest EV public charging devices with 30.6 per 100,000 people.

However, generally the boroughs with the fewest EV charging points per 100,000 population are in east London.

Public EV charging devices per 100,000 population in Inner and Outer London, April 2025

In April 2025, there were 9,074 EV charging points in Outer London compared to 14,210 in Inner London.

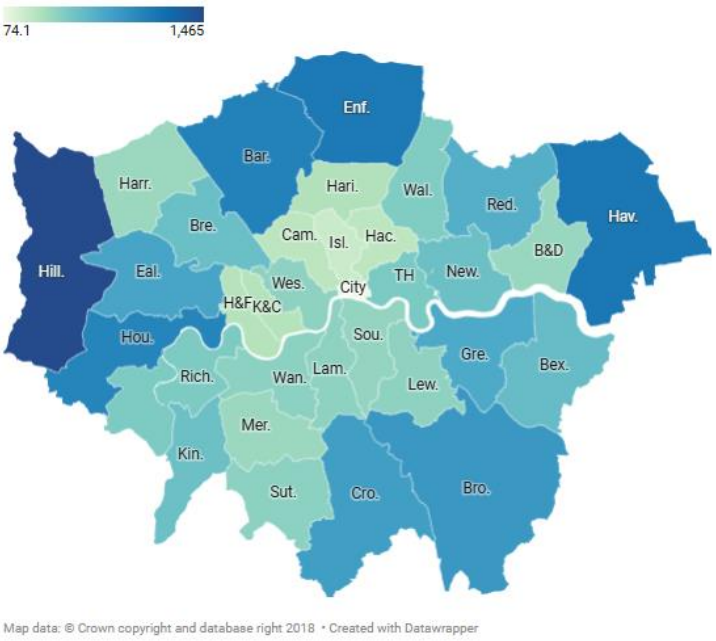
Per 100,00 population, there are almost 2.5 times more public EV charging points in Inner London than Outer London.

Source: Office for National Statistics (ONS), Electric vehicle public charging infrastructure statistics: April 2025, 30 April 2025. This does not include private or domestic chargers. A charging device may have more than one charging connector and be able to charge more than one vehicle at a time.

Outer London boroughs generally record the highest levels of motor vehicle traffic

Traffic flows in London, measured by vehicle miles, have remained broadly stable since 2010. Levels of road traffic are highest in Outer London boroughs. Hillingdon recorded the highest level of traffic in 2024 (1.5 billion vehicle miles), while Islington recorded the lowest excluding City of London (225 million vehicle miles).

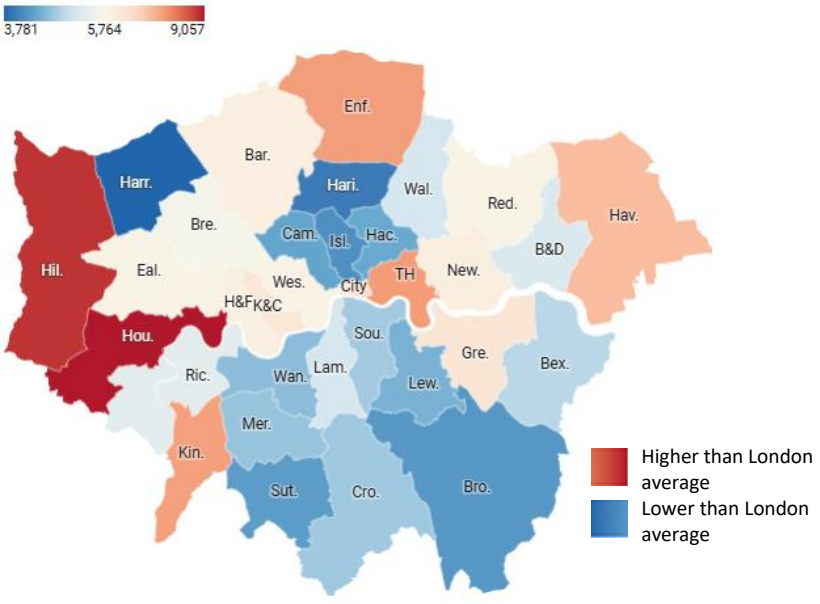
Motor vehicle traffic (million vehicle miles) per borough, 2024



Map data: © Crown copyright and database right 2018 • Created with Datawrapper

Motor vehicle traffic is the number of miles travelled on a borough's roads in a year. It is influenced by the total miles of road in a local authority.

Motor vehicle annual average daily flow per borough, 2024



Map data: © Crown copyright and database right 2018 • Created with Datawrapper

Annual average daily flow is the yearly average of the number of vehicles passing a point in the road network each day. It is not influenced by the total miles of road in a local authority.

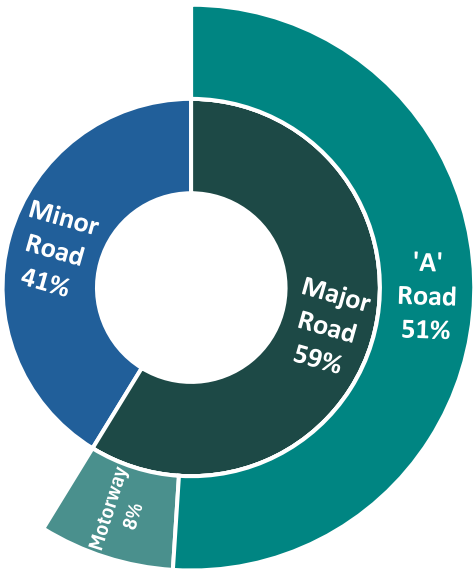
Source: DfT, Road traffic estimates (TRA) , TRA8901 and TRA907, updated 12 June 2025.

59 per cent of motor vehicle traffic in London is on major roads

The majority of traffic in London in 2024 was recorded on A-roads. These are defined as major roads intended to provide large-scale transport links within or between areas.

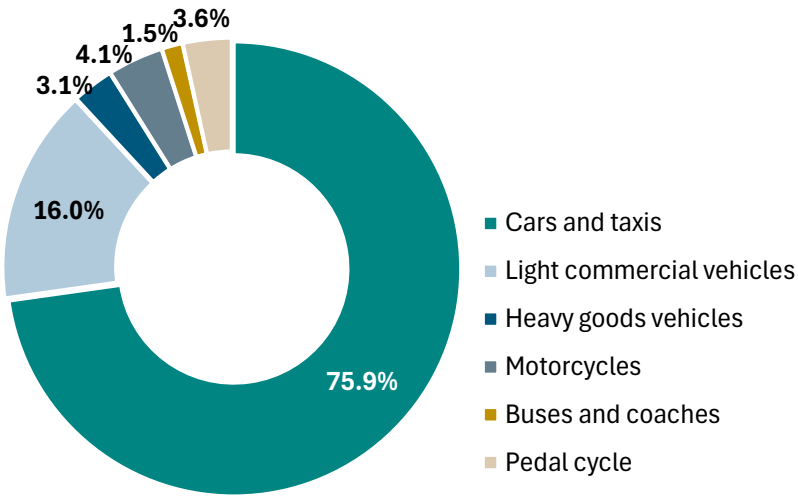
Minor roads accounted for 41 per cent of traffic in 2024. These roads include B and C classified roads, as well as unclassified roads.

Motor vehicle traffic (million vehicle miles) in London by road type, 2024



Source: DfT, Road traffic estimates (TRA) , TRA0103, updated 12 June 2025.

All vehicle traffic (million vehicle miles) in London by vehicle type, 2024



Cars and taxis made up 76 per cent of vehicle miles in 2024, with light commercial vehicles making up 16 per cent.

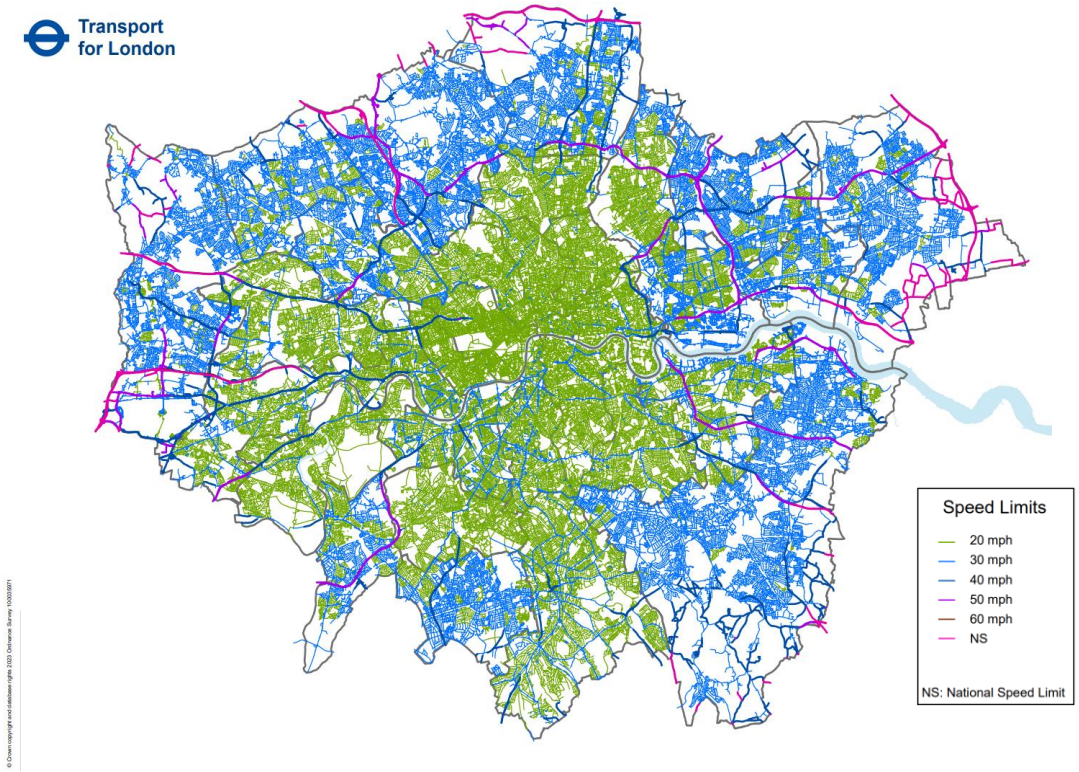
Source: DfT, Road traffic estimates (TRA) , TRA8902, updated 12 June 2025.

Over half of London's roads have a 20 mile per hour speed limit

The Mayor's 2018 Vision Zero Action Plan set out his commitment to 'safe speeds' on London's roads. As a result, in March 2020, a 20mph speed limit was introduced on TfL roads in central London. The Action Plan also outlined further commitments for TfL to reduce speeds on high-risk sections of its outer London roads, and to work with boroughs to support similar lowering of speed limits on borough-managed roads.

Two-thirds of London's boroughs have a policy to apply a 20mph limit on most of their roads. According to TfL, over half of London's roads now have a 20mph speed limit.

Speed limits in London

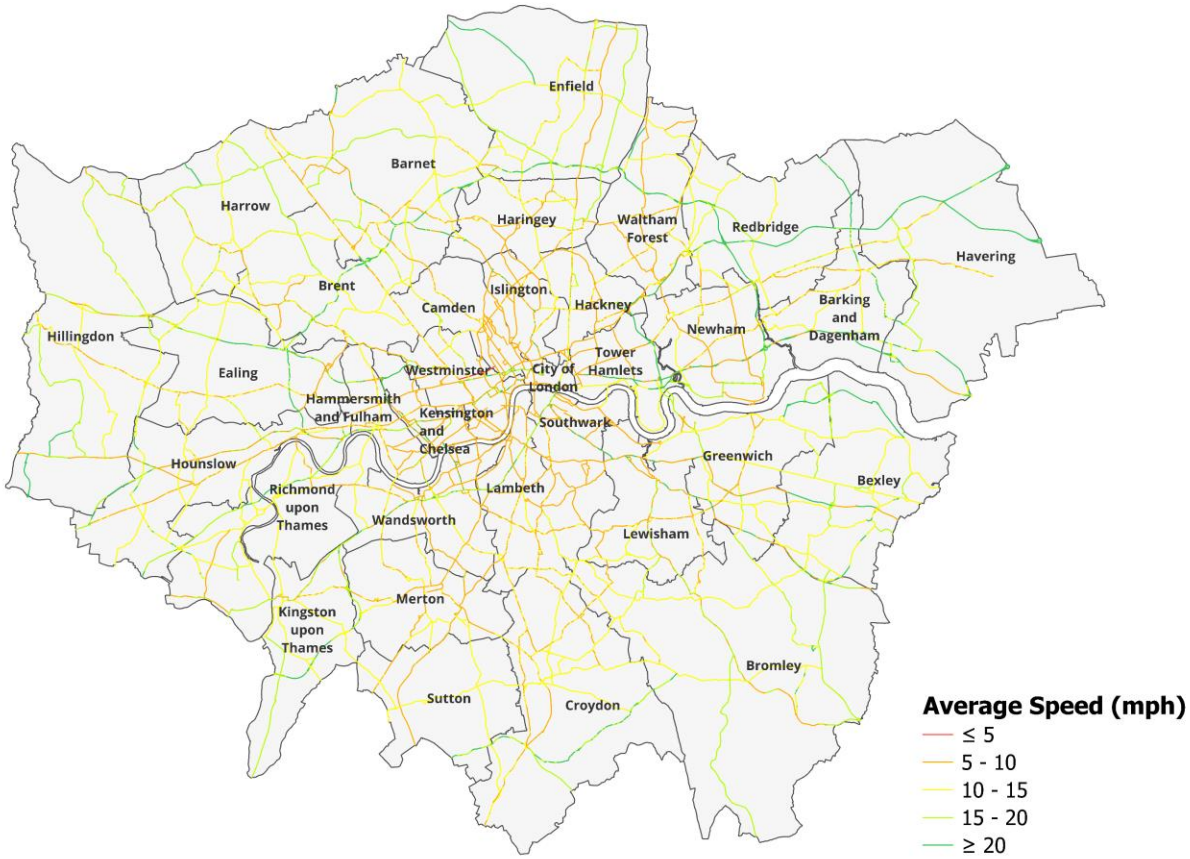


Source: Transport for London (TfL), London Digital Speed Limit Map, November 2023. Map created by TfL.

Speeds on London's A-roads varied in 2024

Speeds in outer London A-roads are much faster than those in inner London, with the A13 in Havering reaching average road speeds of over 50mph in 2024. In contrast, A-roads in central London boroughs, like Westminster and Camden, were far slower, with many averaging under 10mph in 2024 – including Westminster's A5204 at just 4.4 mph. In particular, the North Circular shows higher recorded speeds as is evident in the map below.
Overall, speeds on specific A-roads slowed down significantly the nearer they were to the city centre. For example, the A40 dropped from an average of 48mph in Hillingdon to 17mph in Hammersmith & Fulham.

London 'A' road Average Speeds (mph) – 2024



Fastest A-road:
A13
Borough:
Havering
Average Speed:
52.3mph

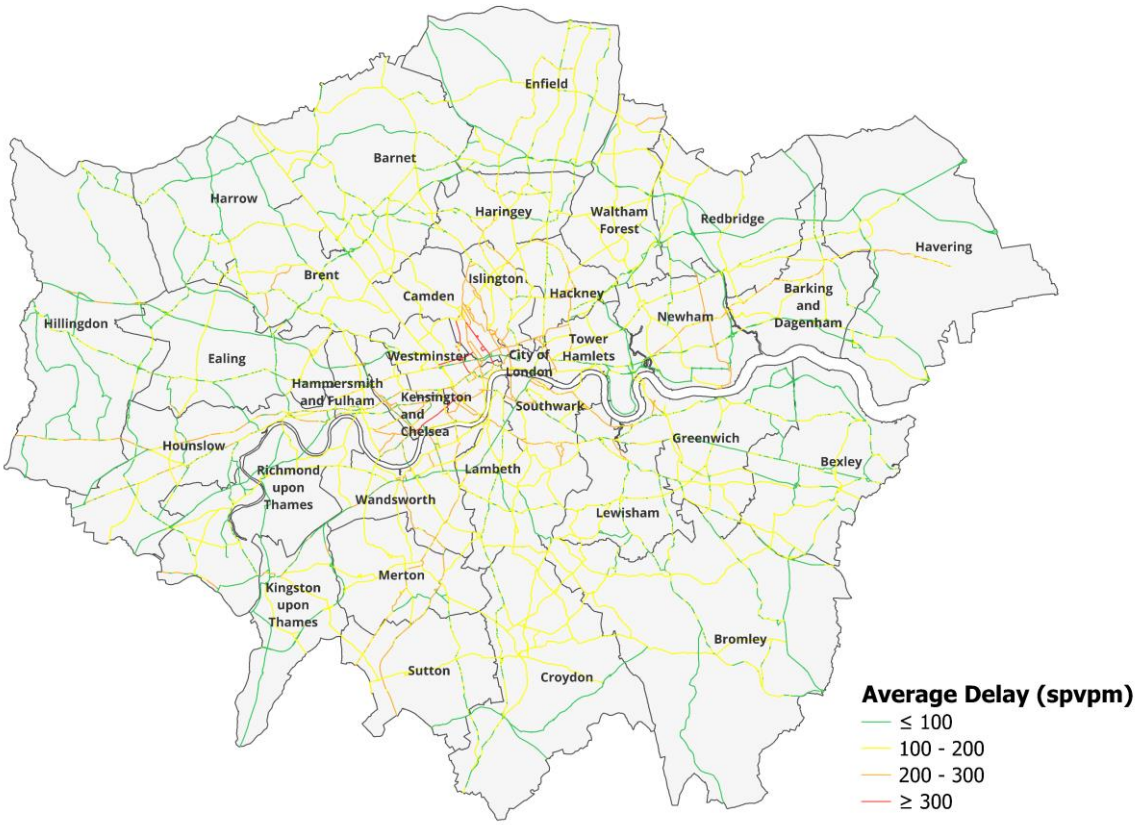
Slowest A-road:
A5204
Borough:
Westminster
Average Speed:
4.4mph

Source: Department for Transport (DfT), Average speed, delay and reliability of travel times (CGN) - Table CGN0503e, filtered for 2024 data and road names, [Accessed: July 2025].
Note: Road geometries sourced from Ordnance Survey, OS Open Roads (2025).

A-roads in central London saw longer average delays in 2024

Data on road delays, published by the DfT, is measured in seconds per vehicle per mile (spvpm). In 2024, on average, A-roads in central London experienced longer delays than those in outer London boroughs. This was particularly evident on A-roads, such as the A5204 in Westminster, which recorded delays of over 7 minutes per vehicle per mile (456 seconds). Similarly, roads in boroughs such as Camden, Islington and Kensington & Chelsea also experienced heavy delays. In contrast, A-roads in outer London boroughs generally had much shorter delays. For example, the A40 in Hillingdon recorded delays of around 7 seconds per vehicle per mile, while Havering's A13 had delays of 15 seconds per vehicle per mile (spvpm).

London A-road Average Delay (spvpm), 2024



Least Delayed A-road:
A40
Borough:
Hillingdon
Average Speed:
7.4 spvpm

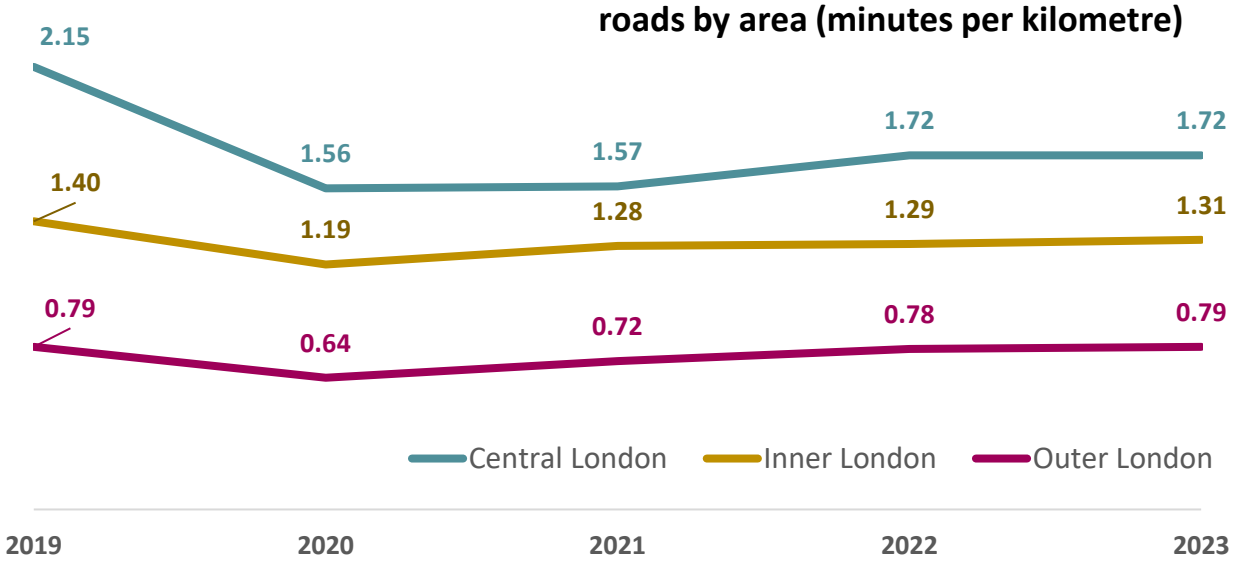
Most Delayed A-road:
A5204
Borough:
Westminster
Average Speed:
456.1 spvpm

Source: Department for Transport (DfT), Average speed, delay and reliability of travel times (CGN) - Table CGN0504e, filtered for 2024 data and road names, [Accessed: July 2025]. Road geometries sourced from Ordnance Survey, OS Open Roads (2025). Average delay is measured in seconds per vehicle per mile (spvpm), which shows the difference between free flow travel times and recorded average journey times across the entire day. Higher numbers mean more congestion, often due to busy roads, roadworks, or junctions, but it doesn't measure traffic volume directly.

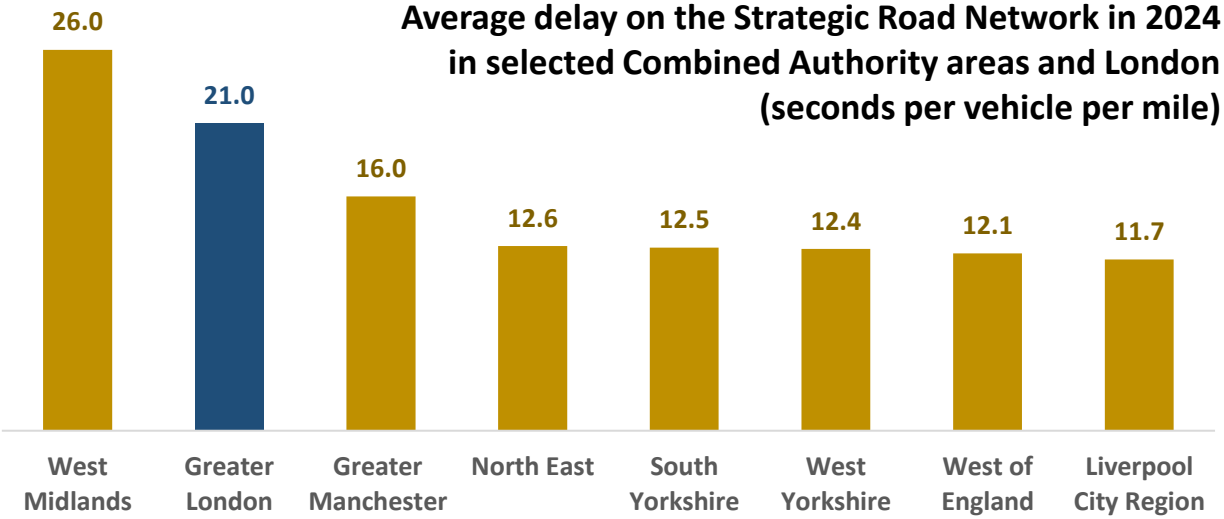
Congestion is higher on London roads than in most other major conurbations in England

TfL and the Department for Transport publish a variety of congestion measures for London and other parts of the country, including delays experienced by vehicles. Data for recent years shows that congestion fell during the Covid-19 pandemic but has steadily increased since, across all parts of London. London also has higher vehicle delays on its major roads compared to other conurbations.

Excess vehicle delay in the morning peak on London roads by area (minutes per kilometre)



Average delay on the Strategic Road Network in 2024 in selected Combined Authority areas and London (seconds per vehicle per mile)

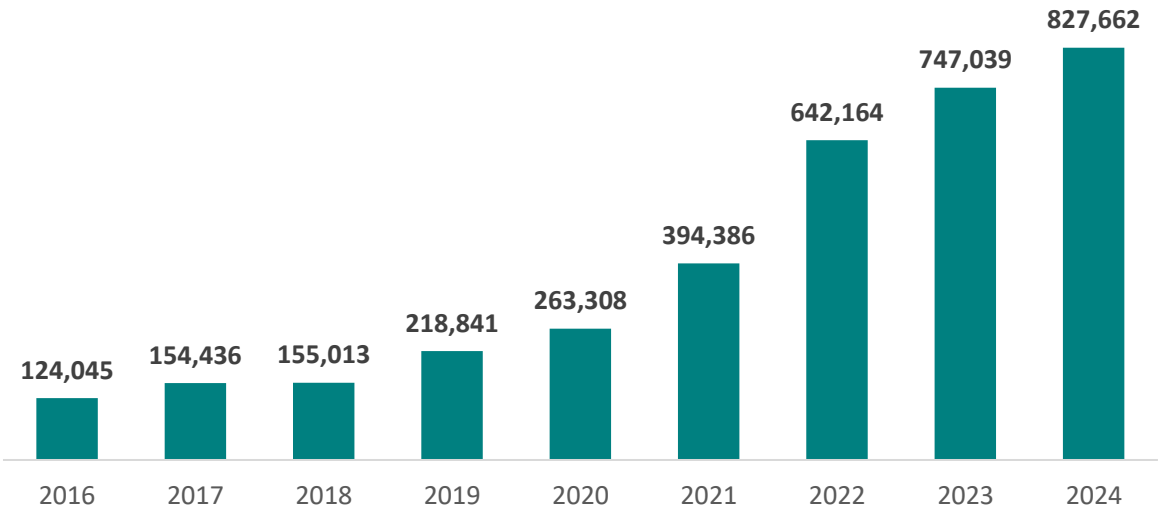


Source: London delays by area from TfL, Travel in London 2023: Annual overview (data), 2025. Regional comparison from Department for Transport, CGN0405: Average delay on the Strategic Road Network in England: monthly and annual averages (tables b and c), March 2025. DfT data is for all times of day. Delays are calculated using a travel rate (distance over time) compared to what would be expected in free-flow conditions. Details of Combined Authorities can be obtained via the Local Government Association.

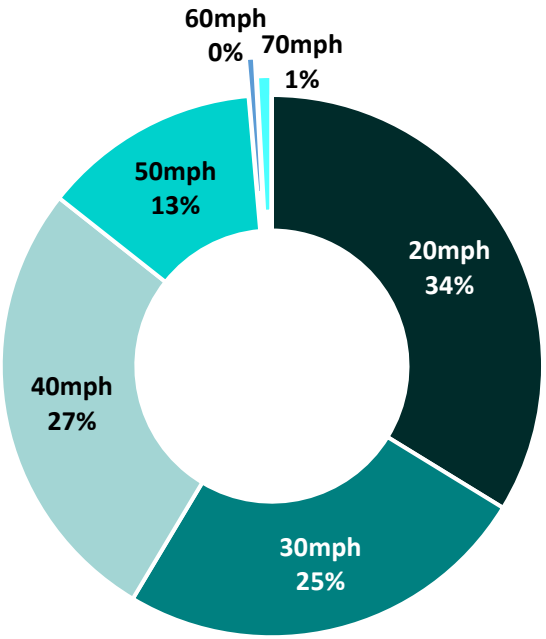
The number of enforcements for speed offences in London has risen significantly since 2018

TfL publishes data on enforcement action taken as a result of speeding offences. In 2024, there were over 800,000 enforcements for speeding offences recorded by police in London. This was an increase of 11 per cent on the previous year. Since 2018, speed enforcements in London have increased by 434 per cent.

Number of enforcements for speed offences in London



Number of enforcements for speed offences in London by speed limit, Jan 2016 to May 2025



From 1 January 2016 to 31 May 2025, there were 3.8 million speed enforcements in London, of which 1.3 million (34 per cent) were related to a 20mph speed limit.

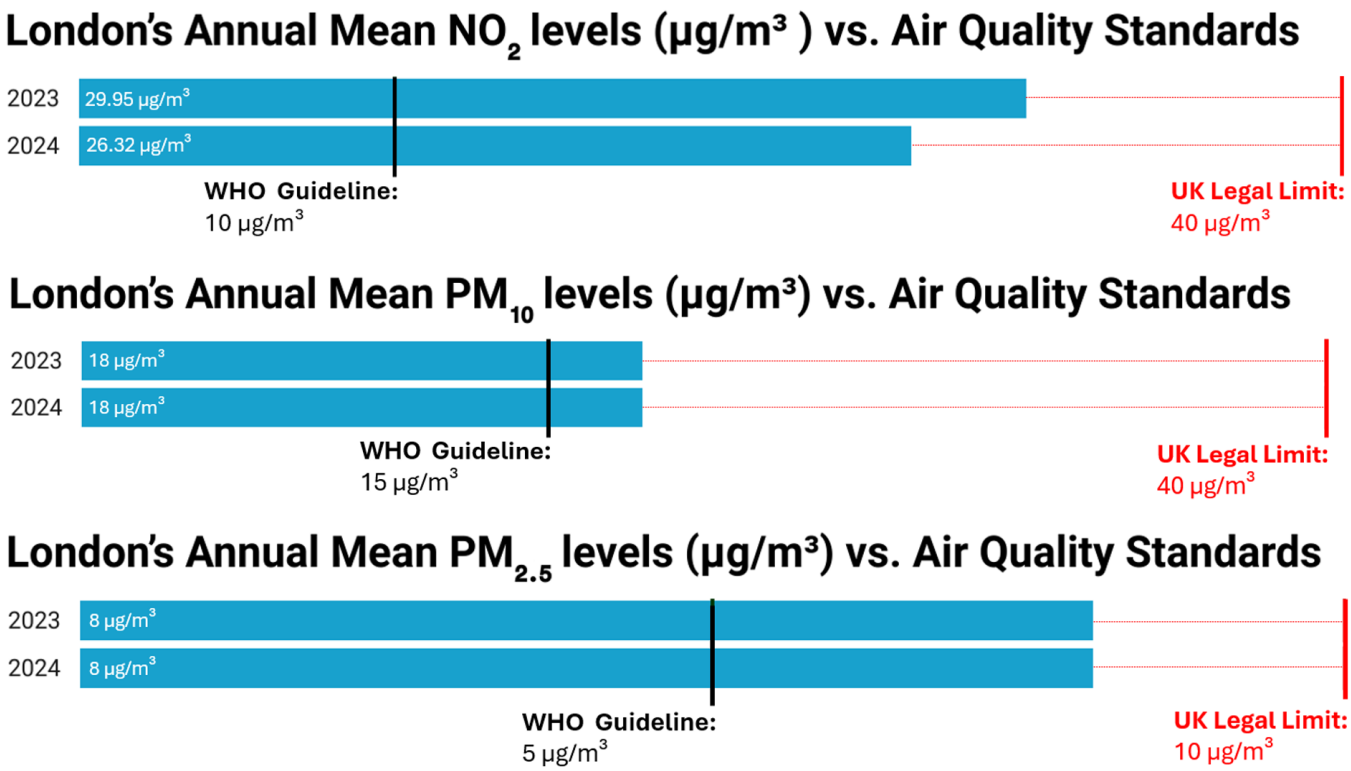
Source: TfL, Vision Zero Enforcement Dashboard, accessed 8 July 2025. This data is for all enforcement action taken irrespective of the outcome or any cancelled sanctions. It can take up to 6 months for the complete set of offences dealt with to be processed and collated by the police. This means that the most recent 6 months of data may increase in volume.

Air pollution levels stay below UK legal limits but consistently above WHO guidelines

This analysis looks at air pollution levels close to busy roads, where exposure is highest. It includes nitrogen dioxide (NO_2), fine particulate matter ($PM_{2.5}$) and coarse particulate matter (PM_{10}), based on data from Automatic Urban and Rural Network (AURN) monitoring stations. To focus on road-related pollution, the data was filtered for urban traffic sites. For NO_2, several stations across London were included. For PM_{10} and $PM_{2.5}$, data was taken from the Marylebone Road station — the only urban traffic site with verified values for these pollutants.

Findings:

- NO_2 levels were above the World Health Organisation (WHO) guideline of an annual mean of 10 µg/m³ but remained below the UK legal limit of 40 µg/m³ in both 2023 and 2024.
- The annual mean $PM_{2.5}$ levels at Marylebone remained within the UK legal limit of 10 µg/m³ but exceeded the WHO recommendation of 5 µg/m³.
- Similarly, the annual mean PM_{10} levels at Marylebone remained within the UK legal limit of 40 µg/m³ but exceeded the WHO guidelines of 15 µg/m³.
- These findings were consistent among all three particulates.



Source: Department for Environment, Food & Rural Affairs (Defra), UK-AIR Exceedance Dataset, filtered for AURN monitoring stations within Greater London and extracted for years 2023 and 2024 [Accessed: July 2025].
Note: Included pollutants were Nitrogen Dioxide (NO_2) - annual mean calculated from the monthly mean data, PM2.5 - particulate matter (daily measured) and PM10 - particulate matter (daily measured).

3 People and travel purpose

Overview

This section looks at the human side of road usage, offering insight into how Londoners interact with the road network in their daily lives. Data is presented on the purpose of journeys, origins and destinations, modes of transport and car ownership levels across London.

Source information

The majority of the data presented in this section comes from the National Travel Survey, a household survey conducted by the Department for Transport (DfT) which monitors the trends in personal travel.

Data on active, efficient and sustainable mode share is taken from the London Travel Demand Survey (LDTS) – Travel in London (2024) report. The LDTS is a London based, household survey carried out by TfL to understand travel habits across the city.

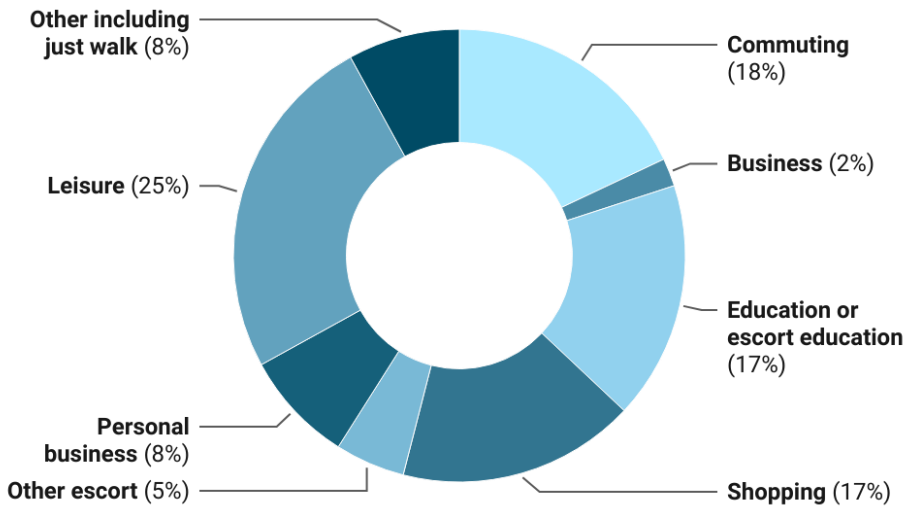
Information on car ownership levels is originally from the DfT's vehicle and licencing statistics, accessed through the London Datastore.

A quarter of all trips in 2023 were for leisure

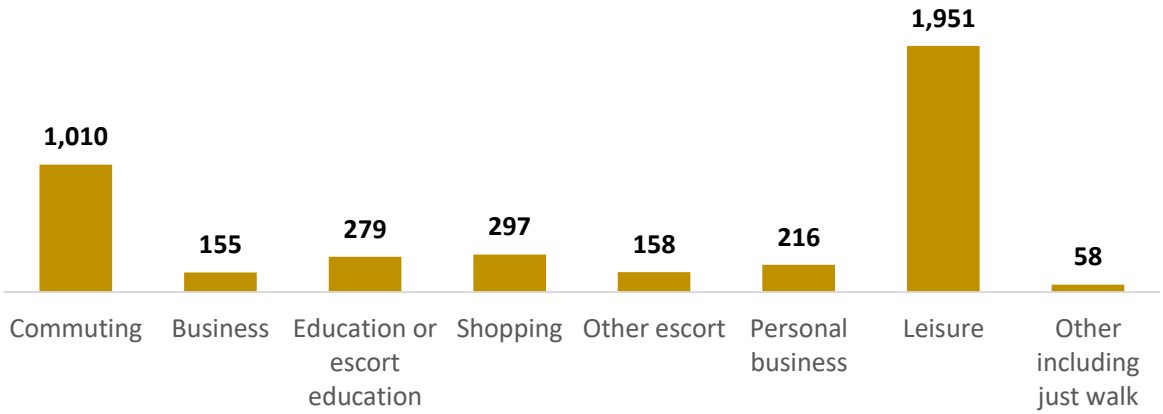
The National Travel Survey found that in 2023, the most common purpose for travelling in London was for leisure, accounting for 25% of all trips, followed by commuting (18%), education or escort education (17%) and shopping (17%).

On average, London residents travelled 4,125 miles in 2023. Londoners travelled the furthest for leisure (1,951 miles per person), followed by commuting (1,010 miles per person).

Proportion of trips per person by purpose, 2023



Average distance travelled by purpose in London (miles per person), 2023



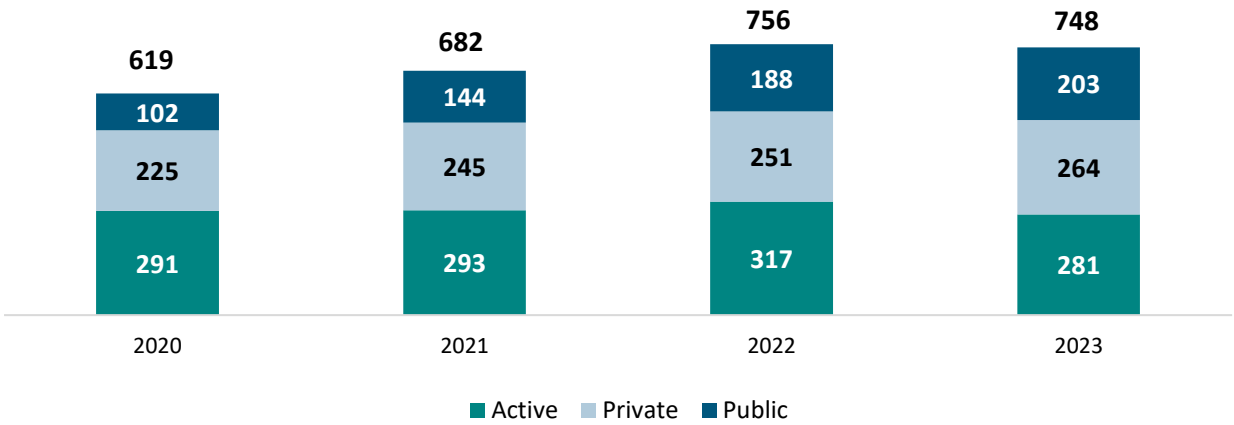
Source: Department for Transport, National Travel Survey 2023, National Travel Survey combined authority estimates, NTS0409_CA. Escort trips are when the traveller has no purpose of their own, other than to escort or accompany another person; for example, taking a child to school. Personal business refers to visits to services, for example hairdressers, launderettes, dry-cleaners, betting shops or solicitors. Just walk refers to walking trips for pleasure or exercise along public highways, including taking the dog for a walk and jogging.

The use of active transport remains the most common travel mode for London residents

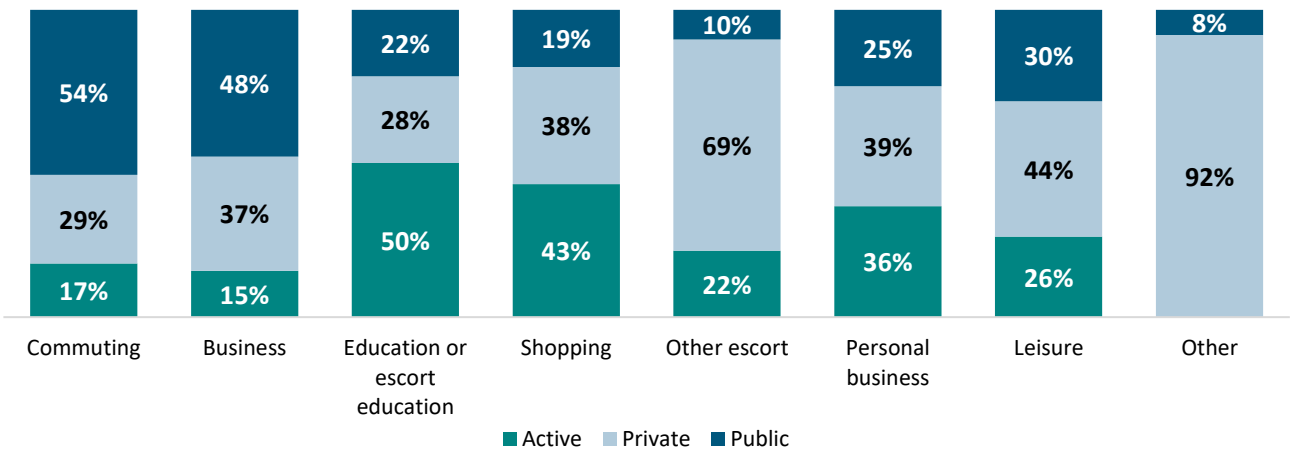
Between 2020 and 2023, the average annual number of trips made per resident in London steadily increased as travel recovered from the Covid-19 pandemic. Public transport use almost doubled, private transport use gradually increased and active travel remained the most common travel mode throughout this period.

In 2023-24, travel mode varied considerably by journey purpose. Active travel was the most common for education and shopping trips, while public transport was mostly used for commuting and business travel. Private transport was most frequently used for all other escorting trips, excluding for education.

Average annual number of trips per person, by main mode of travel, London, 2020-2023



Proportion of trips per person by purpose and main mode in London, 2023-24

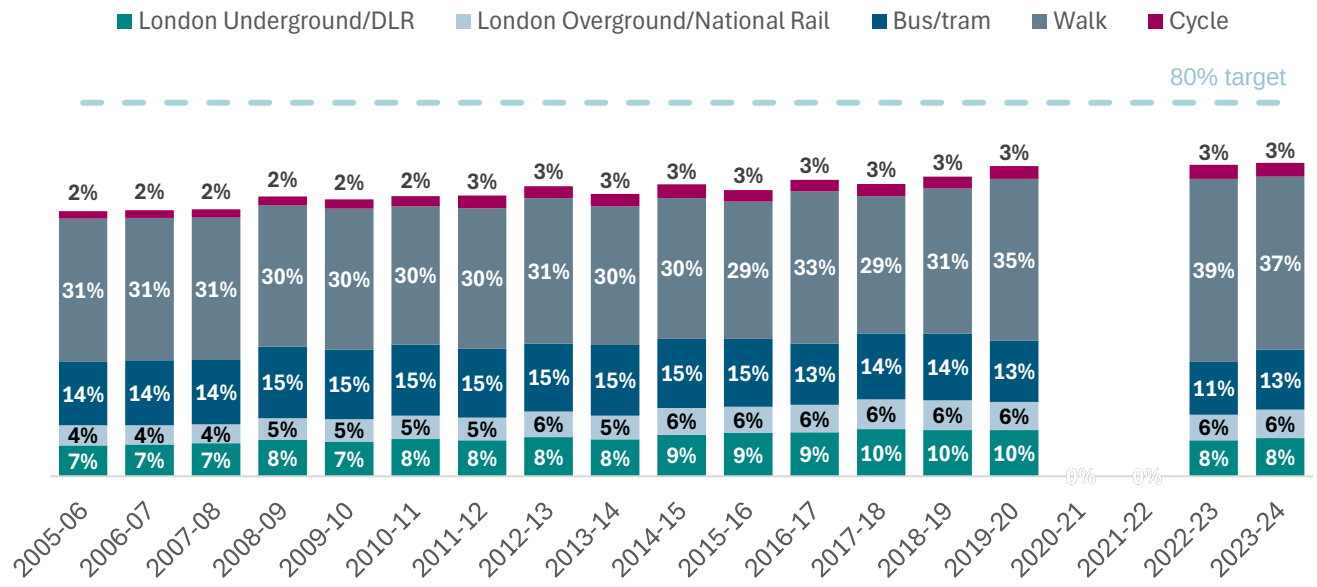


Source: Department for Transport, National Travel Survey 2023, National Travel Survey combined authority estimates, NTS0409_CA, accessed: June 2025. Escort trips are when the traveller has no purpose of their own, other than to escort or accompany another person; for example, taking a child to school. Personal business refers to visits to services, for example hairdressers, launderettes, dry-cleaners, betting shops or solicitors. Just walk refers to walking trips for pleasure or exercise along public highways, including taking the dog for a walk and jogging.

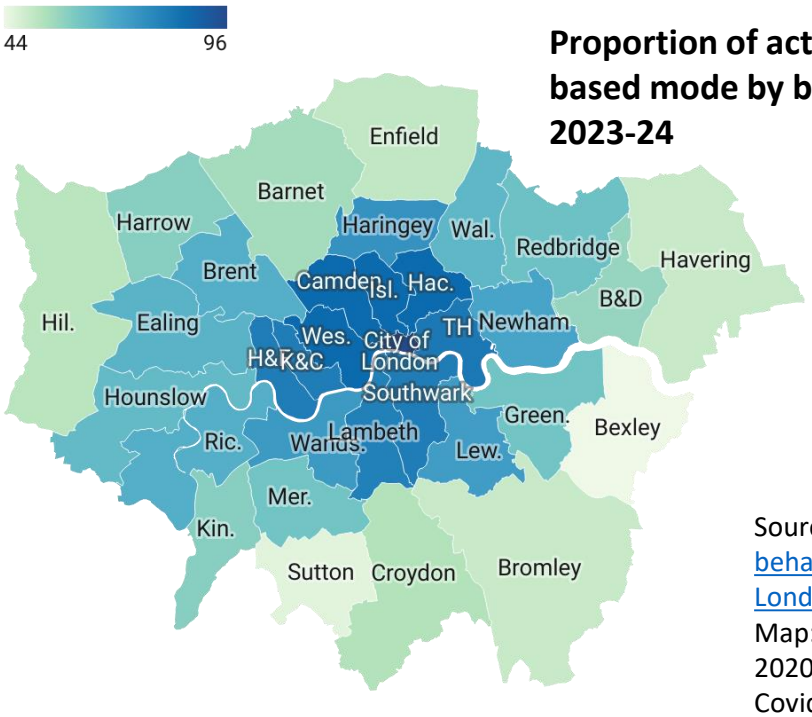
More than two thirds of residents' trips in London were made by active, efficient and sustainable modes

The Mayor has an overall ambition for 80 per cent of trips in London to be made by active, efficient and sustainable modes (walking, cycling and public transport) by 2041. The latest London Travel Demand Survey (LDTS) by TfL shows that in 2023-24, 67.2 per cent of London residents' trips were made by active, efficient and sustainable modes.

Active, efficient and sustainable trip-based mode share in London, 2005-06 to 2023-24



Proportion of active, efficient and sustainable trip-based mode by borough of trip origin, 2022-23 to 2023-24



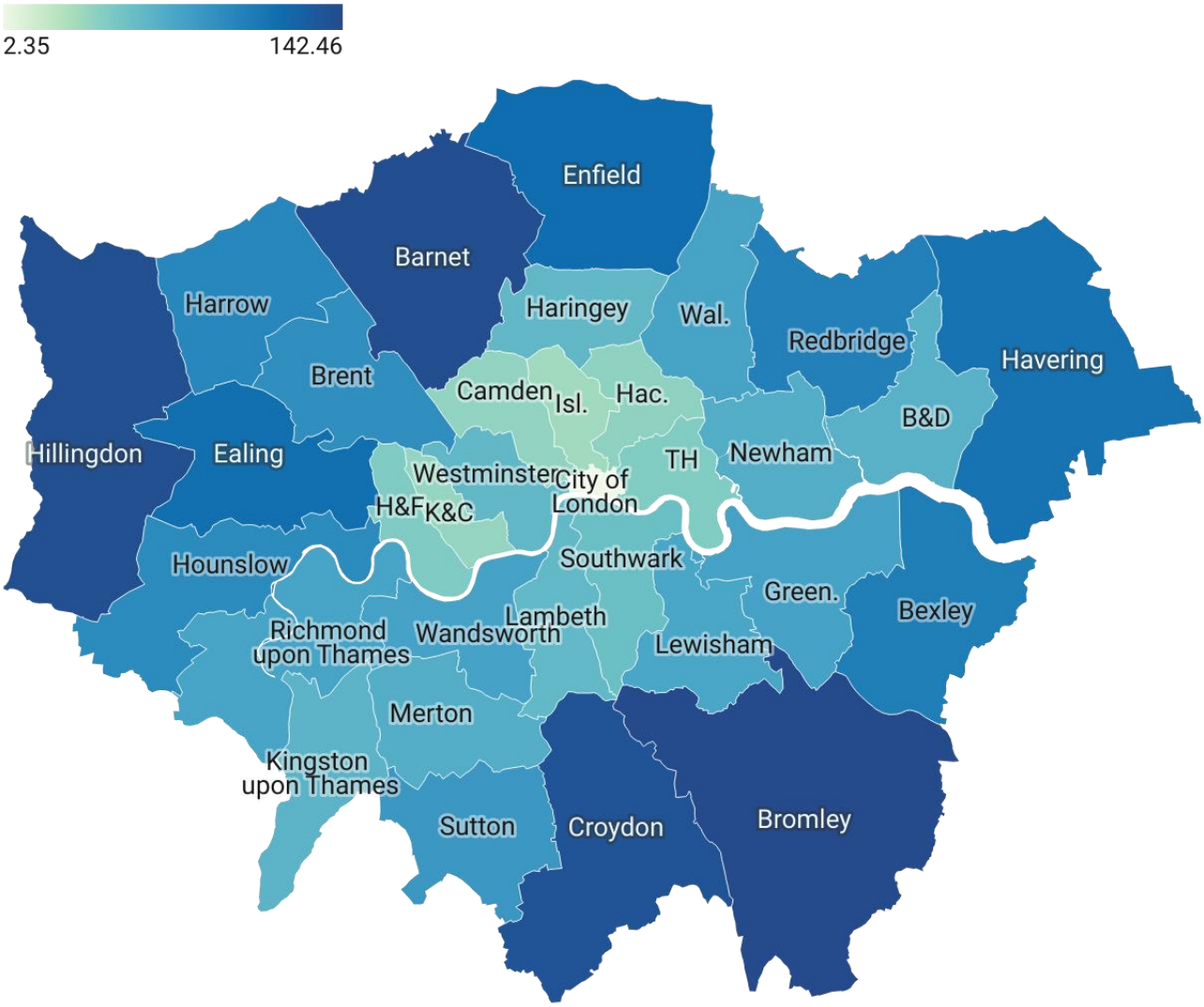
Map data: © Crown copyright and database right 2018 • Created with Datawrapper

Source: TfL, Travel in London 2024 - The travel behaviour of London residents based on the London Travel Demand Survey. Chart: figure 11. Map: figure 12. Data in the chart is missing for 2020-21 and 2021-22 due to the impacts of the Covid-19 pandemic.

Car ownership levels are higher in outer London than inner London

The Mayor's Transport Strategy aims to reduce daily car trips by three million and cut car ownership in London by 250,000 by 2041. In 2023, car ownership levels varied across London. Outer London boroughs had the highest number of licensed cars while inner London boroughs had much lower totals.

Number of cars licensed across London boroughs, 2023 (in thousands)



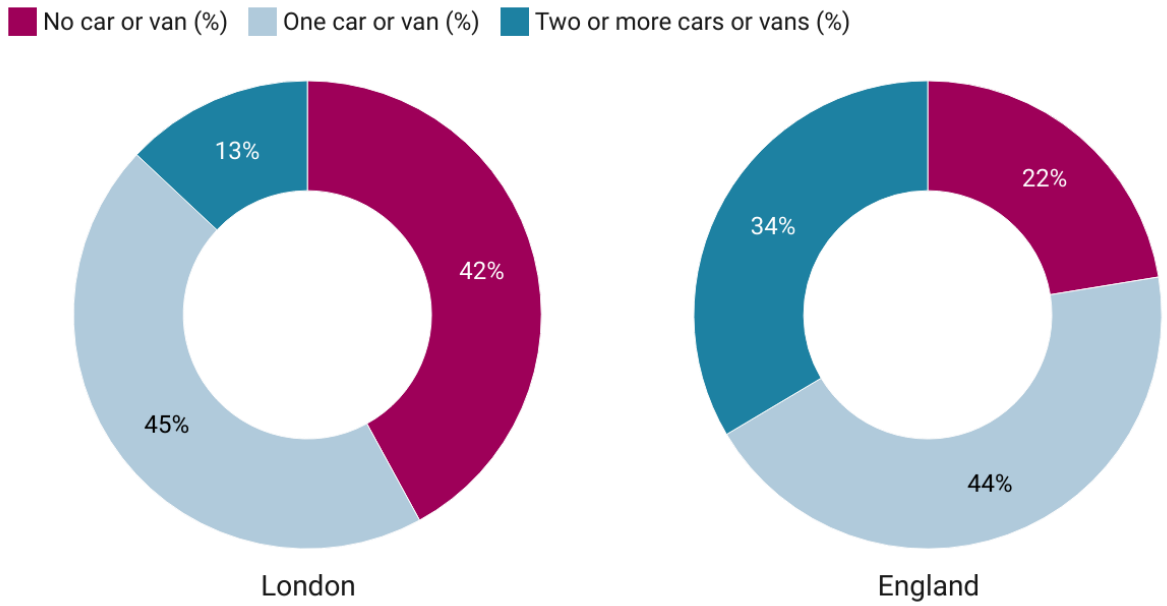
Map data: © Crown copyright and database right 2018 • Created with Datawrapper

Source: London datastore, Number of Licensed Vehicles by type (2009-2023), September 2024. Original publisher: DVLA/ Department for Transport. Data was taken from DfT tables VEH1104 and VEH0105.

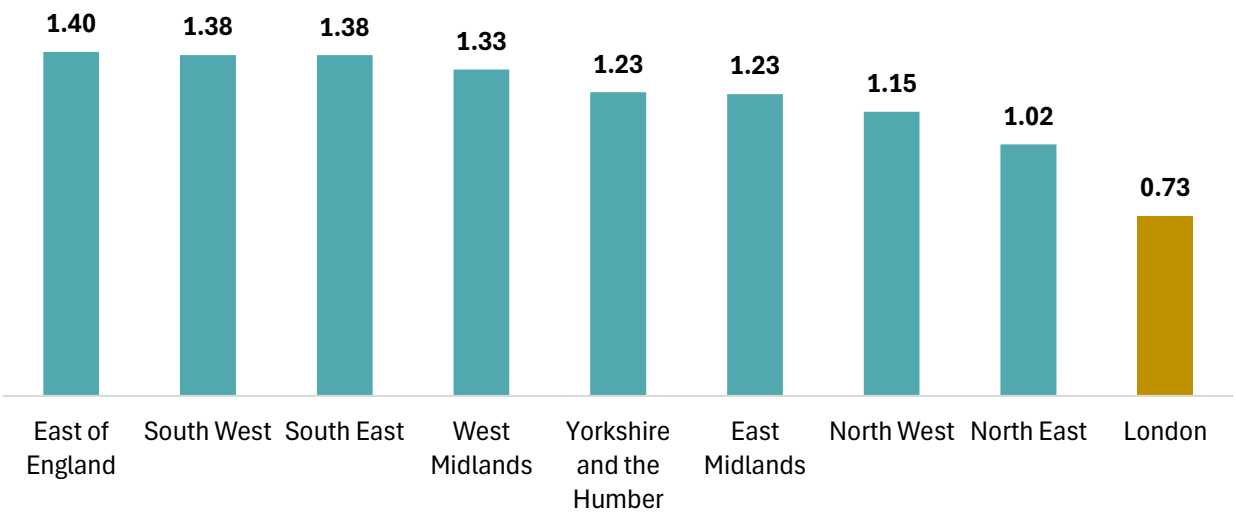
42 per cent of households in London had no car access compared to 22 per cent nationally

The National Travel Survey also captures data on household access to cars or vans across England. In 2023, 42 per cent of households in London had no access to a car or van compared to the national average of 22 per cent. While around 45 per cent of households in both areas own one vehicle, multiple vehicle ownership is more common in England. Compared to other English regions, London has the lowest average number of vehicles per household at just 0.73, reflecting a lower dependence on private transport.

Household car or van availability in London and England, 2023



Average number of cars or vans per households by region of residence, 2023



Source: Department of Transport (DfT), National Travel Survey, Household car availability by region and rural-urban classification of residence: England, 2002 onwards, NTS9902.

Other formats and languages

If you, or someone you know needs this report in large print or braille, or a copy of the summary and main findings in another language, then please call us on: 020 7983 4100 or email assembly.translations@london.gov.uk

Chinese

如您需要这份文件的简介的翻译本，
请电话联系我们或按上面所提供的邮寄地址或
Email 与我们联系。

Hindi

यदि आपको इस दस्तावेज का सारांश अपनी भाषा में
चाहिए तो उपर दिये हुए नंबर पर फोन करें या उपर दिये
गये डाक पते या ई मेल पते पर हम से संपर्क करें।

Vietnamese

Nếu ông (bà) muốn nội dung văn bản này được dịch sang
tiếng Việt, xin vui lòng liên hệ với chúng tôi bằng điện
thoại, thư hoặc thư điện tử theo địa chỉ ở trên.

Bengali

আপনি যদি এই দলিলের একটা সারাংশ নিজের ভাষায় পেতে চান,
তাহলে দয়া করে ফো করবেন অথবা উল্লেখিত ডাক ঠিকানায় বা
ই-মেইল ঠিকানায় আমাদের সাথে যোগাযোগ করবেন।

Greek

*Εάν επιθυμείτε περίληψη αυτού του κειμένου στην γλώσσα
σας, παρακαλώ καλέστε τον αριθμό ή επικοινωνήστε μαζί
μας στην ανωτέρω ταχυδρομική ή την ηλεκτρονική διεύθυνση.*

Urdu

اگر آپ کو اس دستاویز کا خلاصہ اپنی زبان میں
درکار ہو تو، براہ کرم نمبر پر فون کریں
یا مذکورہ بالا ڈاک کے پتے یا ای میل
پتے پر ہم سے رابطہ کریں۔

Turkish

Bu belgenin kendi dilinize çevrilmiş bir özetini
okumak isterseniz, lütfen yukarıdaki telefon
numarasını arayın, veya posta ya da e-posta
adresi aracılığıyla bizimle temasa geçin.

Arabic

إذا كنت أنت أو أحد معارفك بحاجة إلى هذا التقرير
مطبوعاً بخط كبير أو بطريقة برايل، أو ترغب في الحصول على الملخص
والنتائج الرئيسية بلغة أخرى، فيرجى التواصل معنا على:
020 7983 4100 أو عبر البريد الإلكتروني
assembly.translations@london.gov.uk

Punjabi

ਜੇ ਤੁਸੀਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਦਾ ਸੰਖੇਪ ਆਪਣੀ ਭਾਸ਼ਾ ਵਿਚ ਲੈਣਾ
ਚਾਹੋ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਇਸ ਨੰਬਰ 'ਤੇ ਫ਼ੋਨ ਕਰੋ ਜਾਂ
ਉਪਰ ਦਿੱਤੇ ਡਾਕ ਜਾਂ ਈਮੇਲ ਪਤੇ 'ਤੇ ਸਾਨੂੰ ਸੰਪਰਕ ਕਰੋ।

Gujarati

જો તમારે આ દસ્તાવેજનો સાર તમારી ભાષામાં
જોઈતો હોય તો ઉપર આપેલ નંબર પર ફોન કરો
અથવા ઉપર આપેલ ટપાલ અથવા ઈ-મેઈલ સરનામા
પર અમારો સંપર્ક કરો.

Published by
The London Assembly
City Hall
Kamal Chunchie Way
London E16 1ZE
Enquiries 020 7983 4000