NTA
Údarás Náisiúnta Iompair
National Transport Authority

Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Canal Cordon Report 2023

Report on trends in mode share of vehicles and people crossing the Canal Cordon

2006 - 2023

April 2024

Contents

1 Introduction

1.1 Background to data collection

Since 1980, Dublin City Council (DCC) has been conducting traffic counts at 33 locations around the cordon formed by the Royal and Grand Canals. The counts are conducted during the month of November each year. Since 1997, the counts have been conducted over the AM peak period between 07:00 and 10:00.

Between 1997 and 2009, the Dublin Transportation Office (DTO) collected data from a number of sources on people crossing the Canal Cordon into Dublin's City Centre in the AM peak period between 07:00 and 10:00. The National Transport Authority (NTA) subsumed the DTO in 2009, and has continued to collate this data on an annual basis.

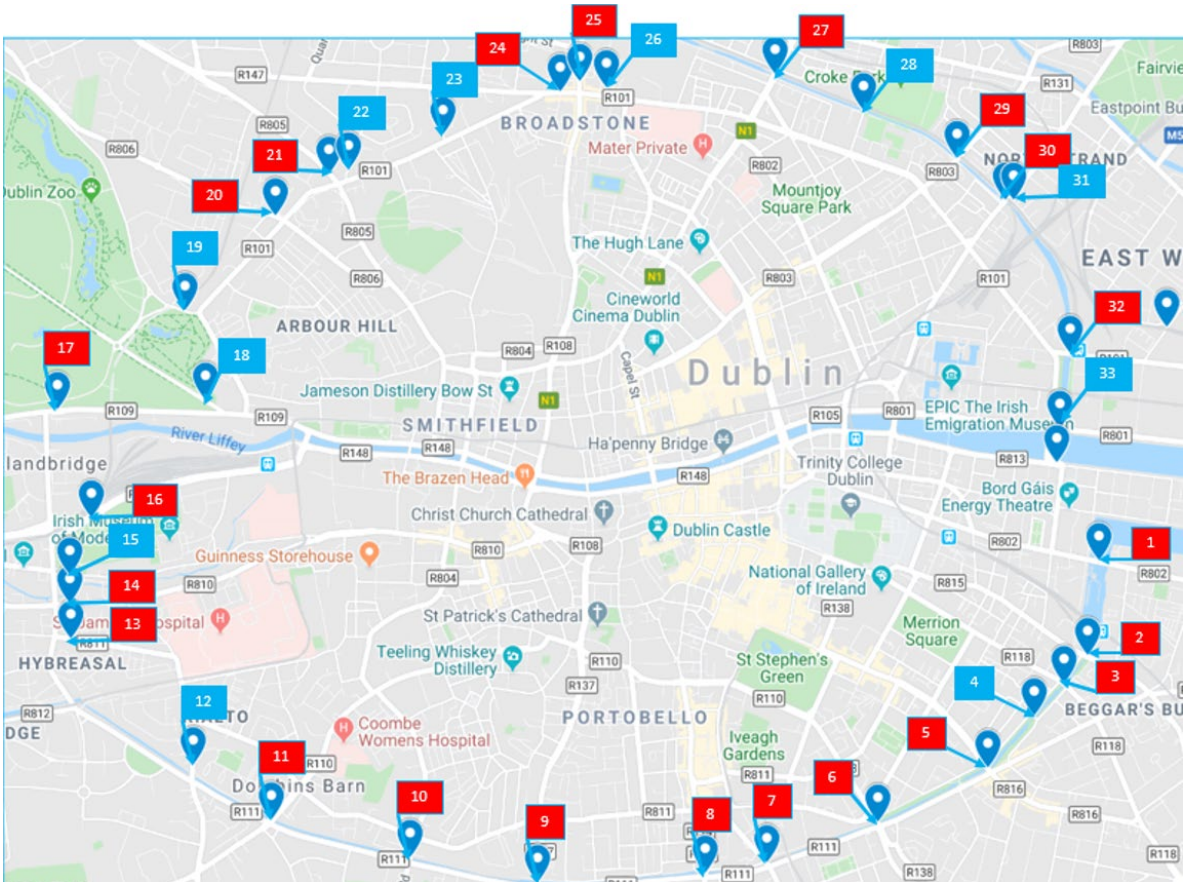
Combining the two sets of data enables the tracking of trends in the modes of travel that people are using to travel into the City Centre for the period 2006-2023.

1.2 Definition of the Canal Cordon

Map 1 illustrates the Canal Cordon and the 33 locations on the Cordon where data is annually collected on the movement of people in the AM peak period between 7:00 and 10:00. As the name suggests, the cordon has been chosen to ensure (as far as possible) that any person entering the City Centre from outside must pass through one of the 33 locations where the surveys were undertaken. It should be noted that the data as presented in this report refers to movements of people in one direction only (i.e. inbound into the city centre) across the various cordon points.

All 33 cordon points are on routes for general traffic into the City Centre, while 22 of the cordon points (shown in **red** in Map 1) are on bus routes into the City the remaining 11 are non-bus routes (shown in **blue** in Map 1). People using DART and suburban rail services to enter the City Centre cross the cordon close to cordon points 2, 16 and 31 on Map 1, while those travelling on the two LUAS lines cross the cordon at points 7 and 13.

Map 1 Canal Cordon Showing all 33 count locations



1.3 Data Sources

Data on the movement of people across the Canal Cordon has been assembled from a number of sources as outlined below:

- Dublin City Council has undertaken surveys at the Canal Cordon in November annually since 1980. Surveys are undertaken over two days at each location and an average across the two days is reported. The survey counts pedestrians, cyclists, cars, taxis, buses, goods vehicles and motorbikes crossing the cordon points in the inbound direction in the three hour, AM peak period 07:00-10:00.

- To complement the Dublin City Council Canal Cordon annual surveys, Dublin Bus have undertaken their own surveys annually on a single day at each location in November. This is not necessarily the same day as the DCC cordon counts. Since 1997 this survey has counted the number of passengers on all buses (including privately operated bus services)[1] crossing inbound over the canal cordon points. This survey is undertaken at the 22 cordon points that are on bus routes into the City (shown in red in Map 1).
- Since 2012, Iarnród Éireann has undertaken a census of passengers boarding and alighting on all services passing through all stations in the national rail network on a single day. In 2023, the national rail census was carried out on 9th November. Prior to 2012 and since 1997, Iarnród Éireann had undertaken a similar passenger census for services operating within the Greater Dublin Area (GDA)[2]. Analysis of this data enables a calculation of the numbers of rail passengers crossing the three Canal Cordon points (inbound) between 07:00 and 10:00 on the census day.
- Transport Infrastructure Ireland (TII)[3] undertakes an annual census of passengers boarding and alighting at all LUAS tram stops. This census is undertaken on a single day in November. It has been undertaken every year since both LUAS lines became operational in 2004. This data enables calculation of the number of LUAS passengers crossing the two Canal Cordon points (inbound) between 07:00 and 10:00 on census day.

By combining these four data sources, the NTA and DCC have been able to compile a comprehensive picture of the modes of travel used by people travelling across the Canal Cordon into the City in a typical AM peak period. There may be gaps in the data compiled in certain years, and some changes in the survey methodology for the DCC cordon counts have been introduced in recent years.

The introduction of LUAS also had a significant impact on the data trends. For these reasons, the analysis of trends in chapter 2 of this report is restricted to the years after 2006.

1 Surveyors board all Dublin Bus services at the cordon point and conduct a count of passengers. For non-Dublin Bus services (such as Bus Éireann and privately operated services) experienced surveyors estimate the volume of passengers on board as the bus crosses the cordon point.

2 When the Census was GDA only, passengers who began their trip outside of the GDA would still be counted once they completed their trip within the GDA. For example a passenger travelling from Cork to Dublin would be counted crossing the Cordon at point 16 i.e. departing Parkwest and Cherry Orchard station.

3 Previously Railway Procurement Agency (RPA)

Traffic flows during 2020 and 2021 were impacted by the COVID-19 pandemic which resulted in large-scale reductions in traffic due to movement restrictions which resulted in a high number of people working from home. 2020 & 2021 figures (where available) are presented to provide a full set of trend data.

Due to this reason comparisons will be made between 2019 (normal conditions) and 2023 (C-19 recovery) in the following sections of this report, with some commentary between 2021 and 2022 where relevant.

At Work - CSO - Central Statistics Office

A new question was included in Census 2022 asking people whether they ever worked from home and if so, for how many days per week. Nearly 750,000 people (32% of workers) reported that they worked from home for at least one day a week.

- More than half of workers (57%) said that they never worked from home.
- Among people who worked from home, 15% did so for one day a week, 17% for two days, 16% for three days, 10% for four days and 33% for five or more days per week.

Dublin City had the largest increase in the number of people working mainly from home, up by nearly 30,000 workers since 2016 and has the second highest proportion of workers who ever worked from home, with 40% working one or more days a week from home.

CSO Labour Force Survey - Employment Series Q4 2023

When considering the trend data it is important to note the shift from the traditional 5 day working week pattern (pre 2019) to hybrid and working from home patterns that have emerged since the pandemic. For context, respondents to the CSO's quarterly Labour Force Survey (**Background Notes Labour Force Survey Quarter 4 2023 - Central Statistics Office**) were asked about the extent to which they have done any work at home for their job. A person classified as mainly, or usually, working from home means the person worked at home on at least half of days worked in the four weeks prior to interview.

The estimated number of people in employment in Q4 2023 stood at just over 2.7 million, up 3.4% compared with a year ago.

Q4 2023 Key Findings:

- The employment rate for people aged 15-64 years was 74.0% in Quarter 4 2023.
- The number of people aged 15-89 years in employment increased by 89,600 or 3.4% to 2,706,400 in the 12 months to Q4 2023.
- The estimated Labour Force stood at 2,824,100 in Q4 2023, a rise of 3.5% (94,700) from Q4 2022.
- The estimated total number of hours worked per week in Q4 2023 increased by 300,000 hours or 0.4% on Q4 2022 figures to 82.5 million hours.

Labour Force Labour Force Survey Quarter 4 2023 - Central Statistics Office

In light of these changes the need to travel for work has changed substantially and the effects of this change have most likely influenced some of the fluctuations observed between 2019 and 2023 in the cordon.

2 Traffic Surveys – Vehicles, Cyclist, Pedestrians

2.1 Overview

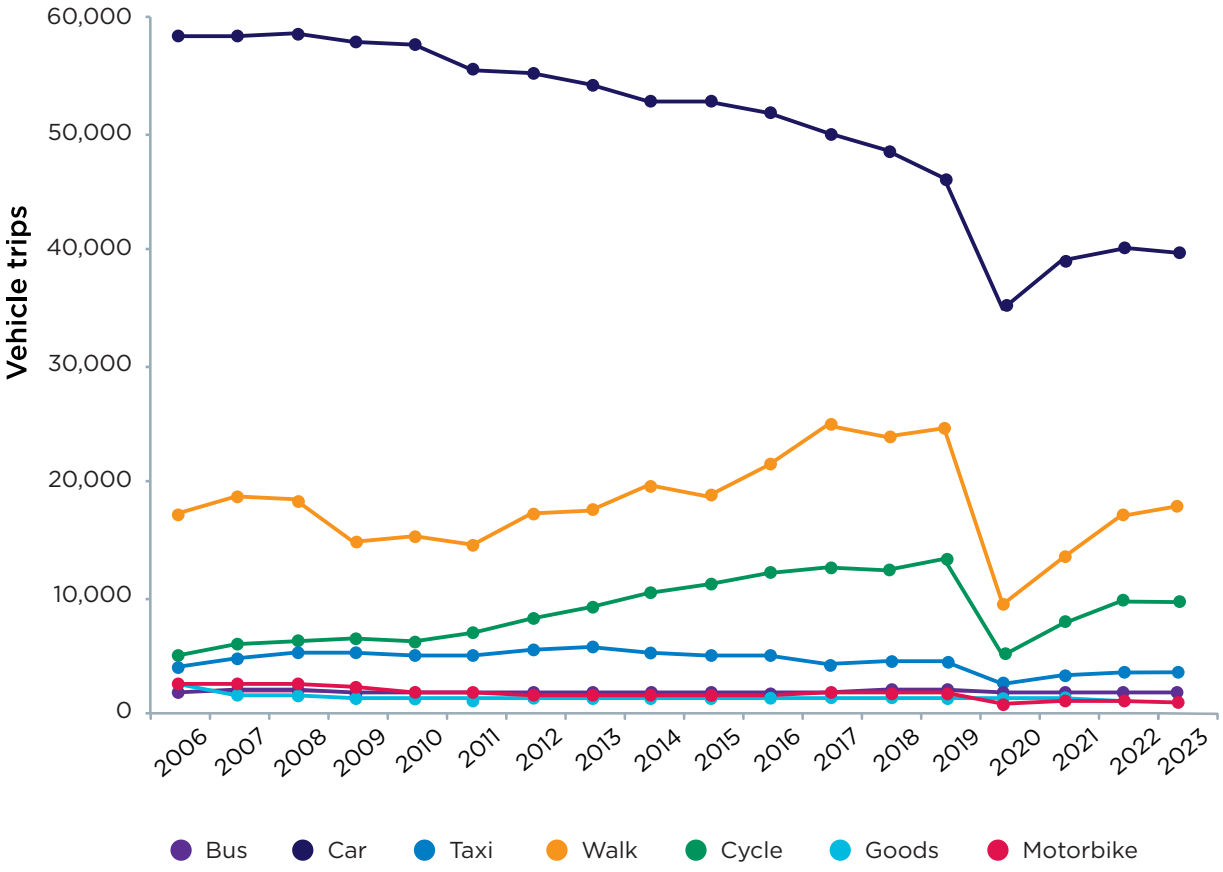
This Chapter of the report records the data collected from the traffic counts only, which records the numbers of vehicles of different types and the numbers of cyclists and pedestrians. It does not include the public transport surveys which supplements the traffic counts with the additional passenger numbers on the various modes of public transport. That information is included in Chapter 3 of this report.

Table 1 below presents the total numbers of vehicles, pedestrians and cyclists crossing the Canal Cordon inbound between 07:00am and 10:00am from 2006 to 2023. Figure 1 illustrates this data in graphical format.

Table 1 – Vehicles, cyclists and pedestrians crossing the Canal Cordon by mode of travel 2006-2023

Mode	Bus	Car	Taxi	Walk	Cycle	Goods	M. Bike
2006	1,680	58,664	3,825	17,114	4,839	2,291	2,395
2007	1,740	58,686	4,583	18,594	5,676	1,445	2,429
2008	1,814	58,897	5,079	18,360	6,143	1,223	2,375
2009	1,704	58,232	4,980	14,618	6,326	1,087	2,060
2010	1,688	58,047	4,809	15,092	5,952	993	1,656
2011	1,539	55,745	4,862	14,551	6,870	1,176	1,485
2012	1,503	55,343	5,277	17,070	7,943	1,099	1,425
2013	1,539	54,458	5,458	17,495	9,061	1,045	1,423
2014	1,504	53,033	4,955	19,711	10,349	1,087	1,372
2015	1,528	53,064	4,699	18,727	10,893	1,096	1,390
2016	1,652	51,908	4779	21,473	12,089	1,093	1,464
2017	1,637	50,158	4,098	24,936	12,447	1,024	1,532
2018	1,837	48,820	4,399	23,858	12,227	1,153	1,477
2019	1,852	46,388	4,292	24,691	13,131	983	1,485
2020	1,683	35,041	2,264	9,235	4,756	1,045	581
2021	1,663	39,088	3,055	13,103	7,597	980	782
2022	1,642	40,207	3,237	16,951	9,486	933	928
2023	1,669	39,698	3,324	17,820	9,406	893	848

Figure 1 – Vehicles, cyclists and pedestrians crossing the Canal Cordon by mode of travel 2006-2023



The next sections provide an analysis of this data by mode of travel, identifying the trends in the number of vehicles, pedestrians and cyclists crossing the canal cordon during the AM peak period from 07:00-10:00. In Chapter 3, this analysis is supplemented with additional public transport patronage data to provide a full picture of the travel trends in person terms across the canal cordon.

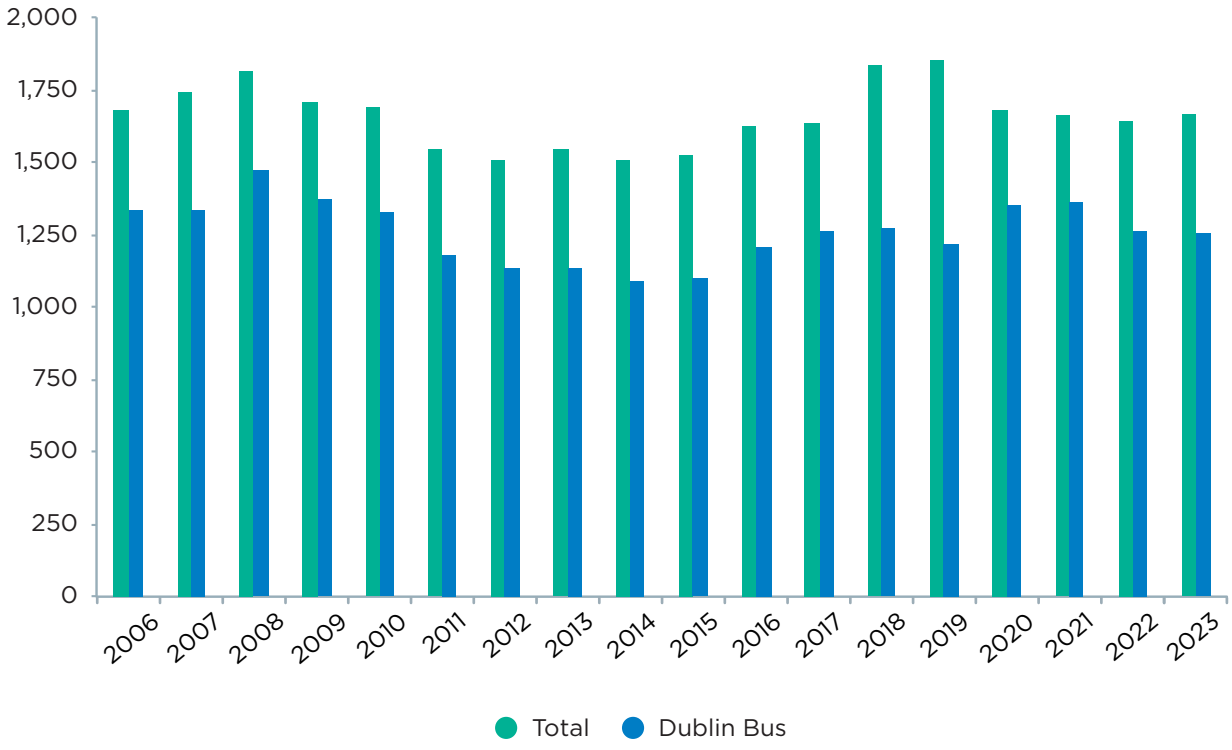
2.2 Numbers of vehicles, cyclists and pedestrians crossing the canal cordon by mode

2.2.1 Buses

Between 2019 and 2023, there was an overall decrease in the number of buses crossing the cordon from 1,852 to 1,669. However, within this total, Dublin Bus vehicle numbers increased by 2% whereas buses operated by Bus Éireann and private operators have displayed a significant decreasing trend of 33%.

In the period 2006 - 2023, the total number of buses crossing the cordon has decreased by 1%.

Number of Buses Crossing Cordon in AM Peak Period, 2006-2023

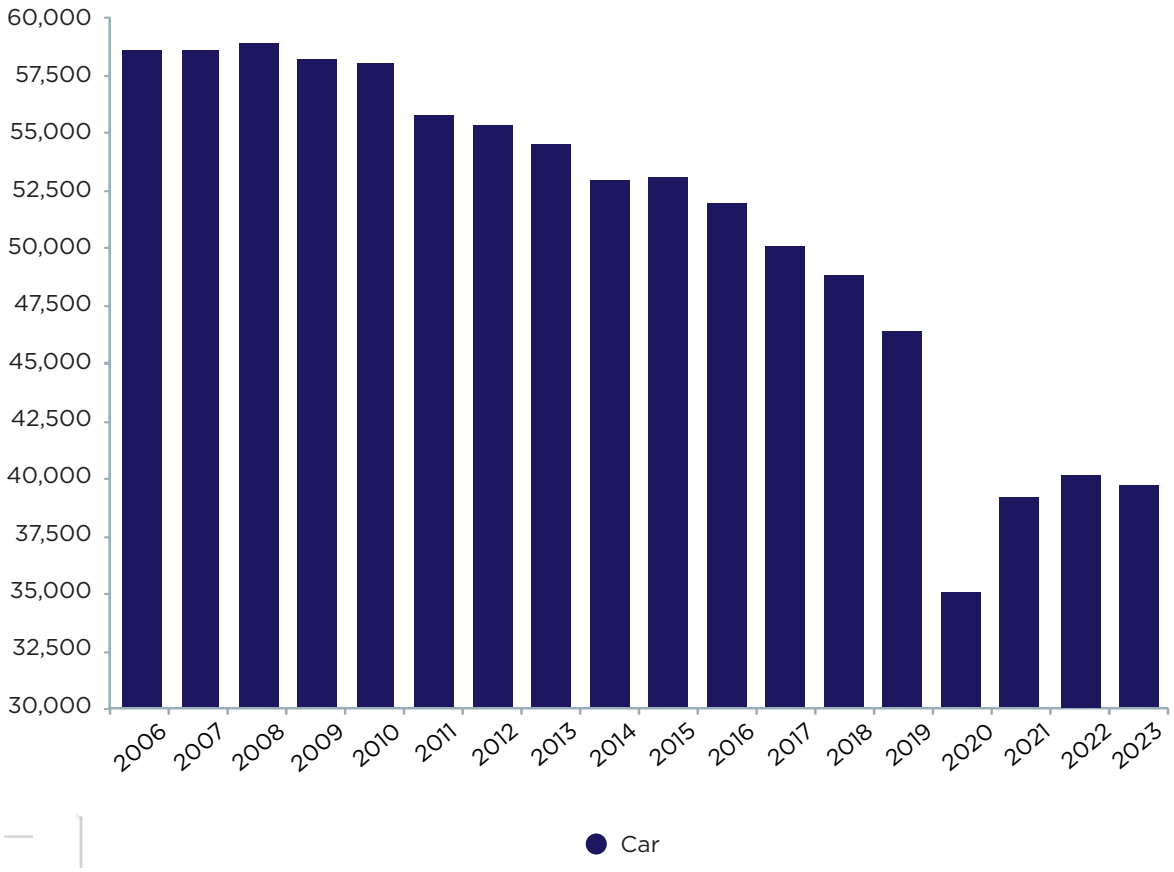


2.2.2 Cars

Continuing the trend of recent years, there was a decrease in the number of cars crossing the cordon from 46,388 to 39,698 between 2019 and 2023. This represents a decrease of 14%.

In the period 2006-2023 the peak year for cars crossing the canal cordon was in 2008 with almost 59,000 vehicles. The 2023 figure represents a decrease of 33%, or 19,199 cars, since this peak.

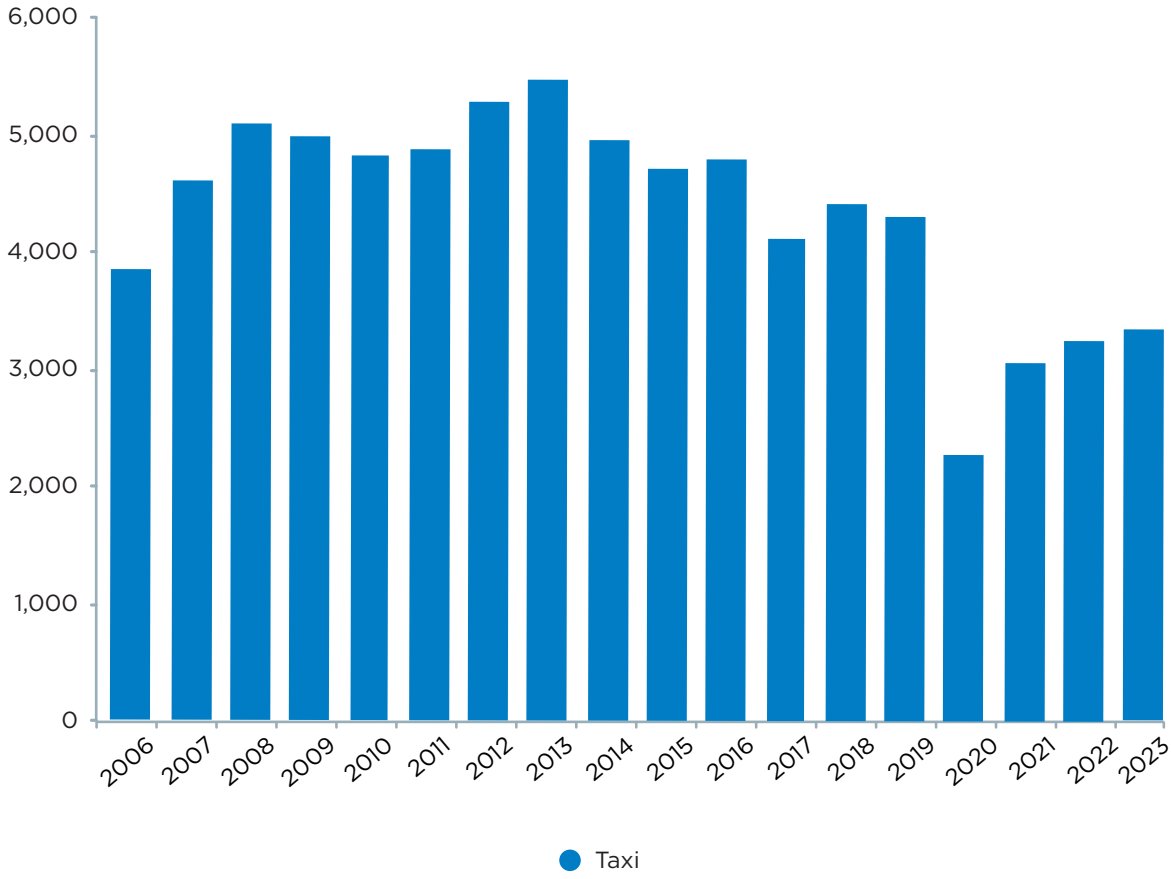
Number of Cars Crossing Cordon in AM Peak Period, 2006-2023



2.2.3 Taxis

Taxis made up 6.12% of all cars crossing the canal cordon in 2006. This proportion increased to 8.47% in 2019. Although the proportional percentage increased between 2006 and 2019, 2023 saw a drop in the number of taxis crossing the cordon in the AM peak period from 2019, down by 23% or 968 vehicles.

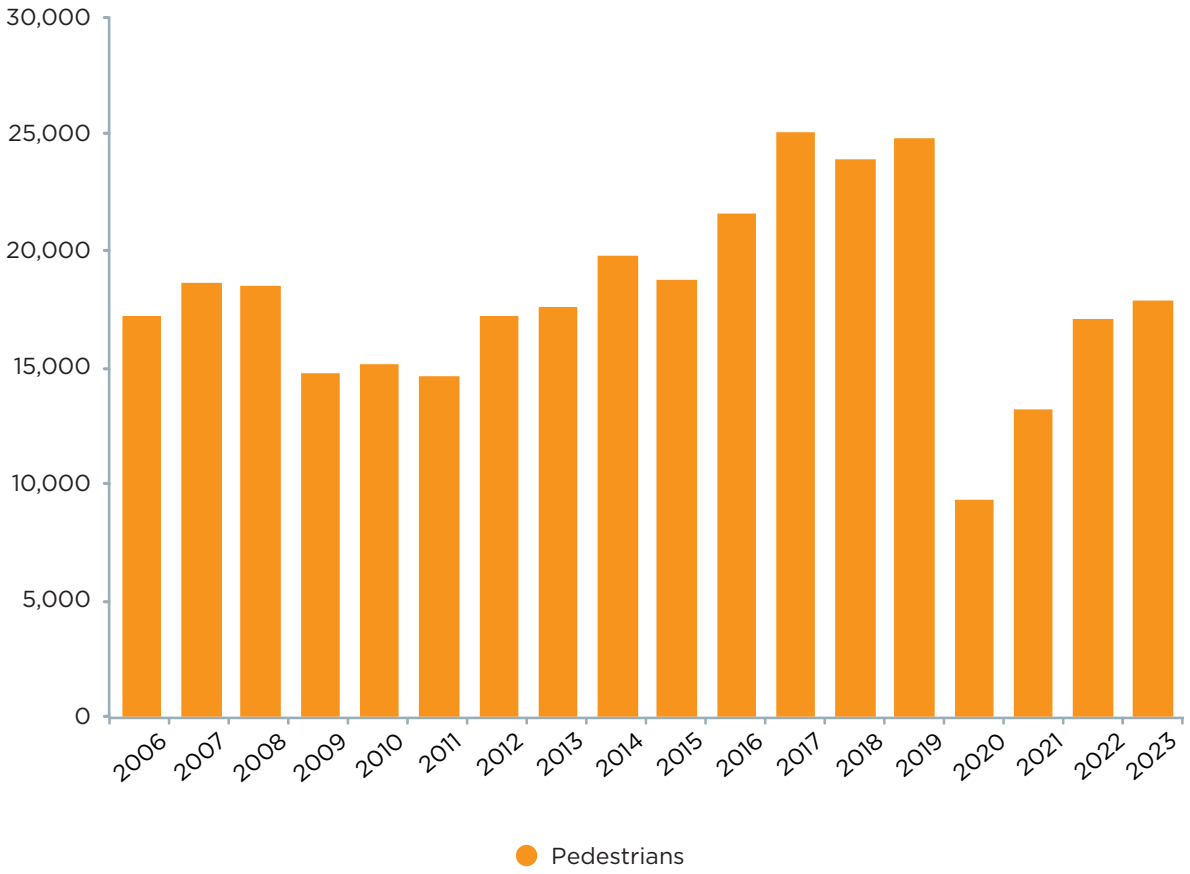
Number of Taxis Crossing Cordon in AM Peak Period, 2006-2023



2.2.4 Pedestrians

The number of pedestrians crossing the canal cordon has decreased from 24,691 in 2019 to 17,820 in 2023, a decrease of over 28% or 6,871 people. In the period 2006 to 2023, there has been a 4% increase in the number of pedestrians crossing the cordon during the AM peak period.

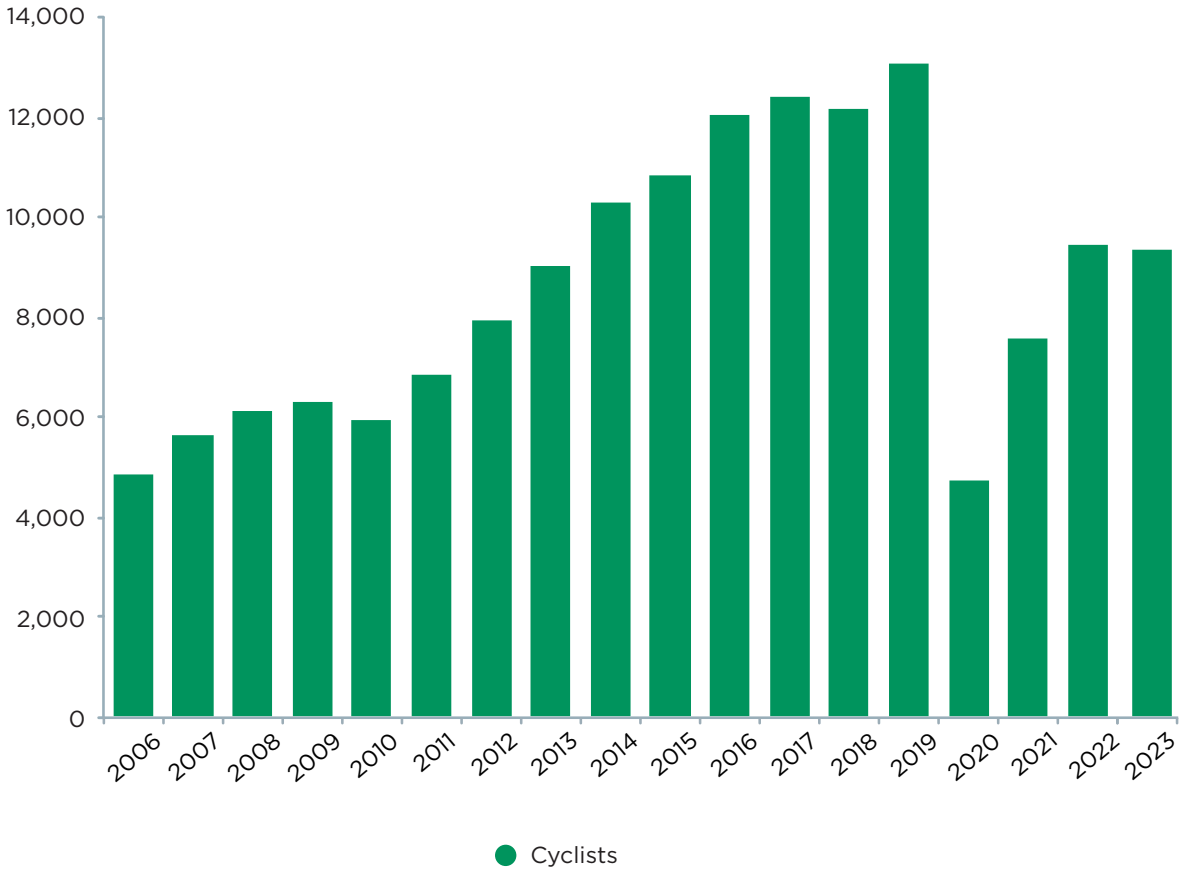
Number of Pedestrians Crossing Cordon in AM Peak Period, 2006-2023



2.2.5 Cyclists

There has been a decrease in cyclists crossing the canal between 2019 and 2023 with numbers decreasing by 28% in the AM peak period. There had been a steady year on year growth in the number of cyclists crossing the cordon between 2010-2019 (with the exception of a slight dip in 2018). In 2023, despite a steady recovery in numbers following the COVID restrictions, the overall number of cyclists observed crossing the canal was 9,406 in the AM peak period, which is circa 3,700 below the 2019 peak. However, even with these lower numbers in 2023, this still represents a significant growth of 94% when compared with 2006.

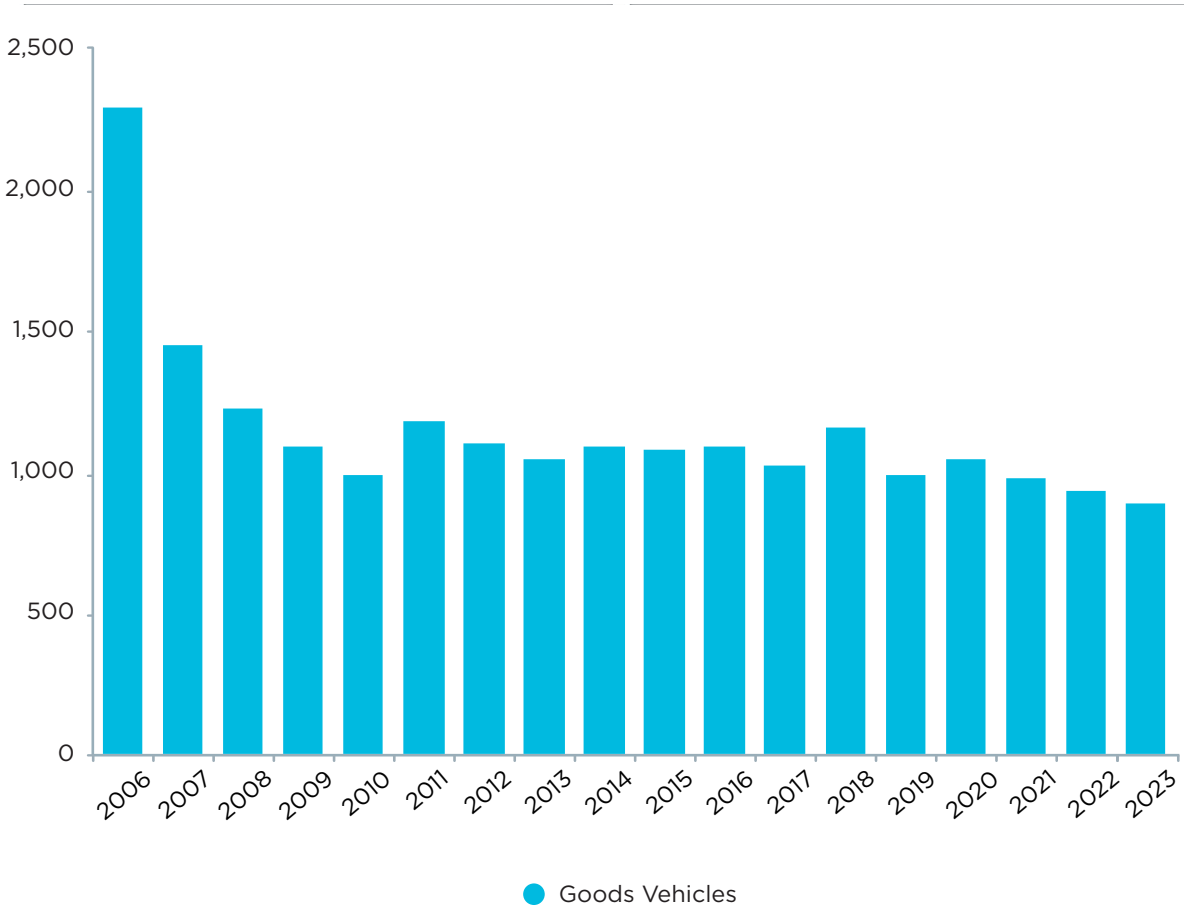
Number of Cyclists Crossing Cordon in AM Peak Period, 2006-2023



2.2.6 Goods Vehicles

With the exception of 2018, the number of goods vehicles crossing the Canal Cordon in the AM Peak had remained relatively static over recent years. In 2023, there was a slight decrease of 9% between 2019 and 2023. The goods vehicle count in 2019 are similar to figures of just below 1,000 last seen in 2010. Overall, the volume of goods vehicles crossing the cordon has remained broadly unchanged since 2009. Over the longer period from 2006 to 2023 however, the number of goods vehicles crossing the cordon has decreased by two thirds at 61%. The majority of that decrease occurred in the period 2006-2007, and coincided with the opening of the Dublin Port Tunnel in 2006 and the implementation of the HGV Management Strategy in 2007.

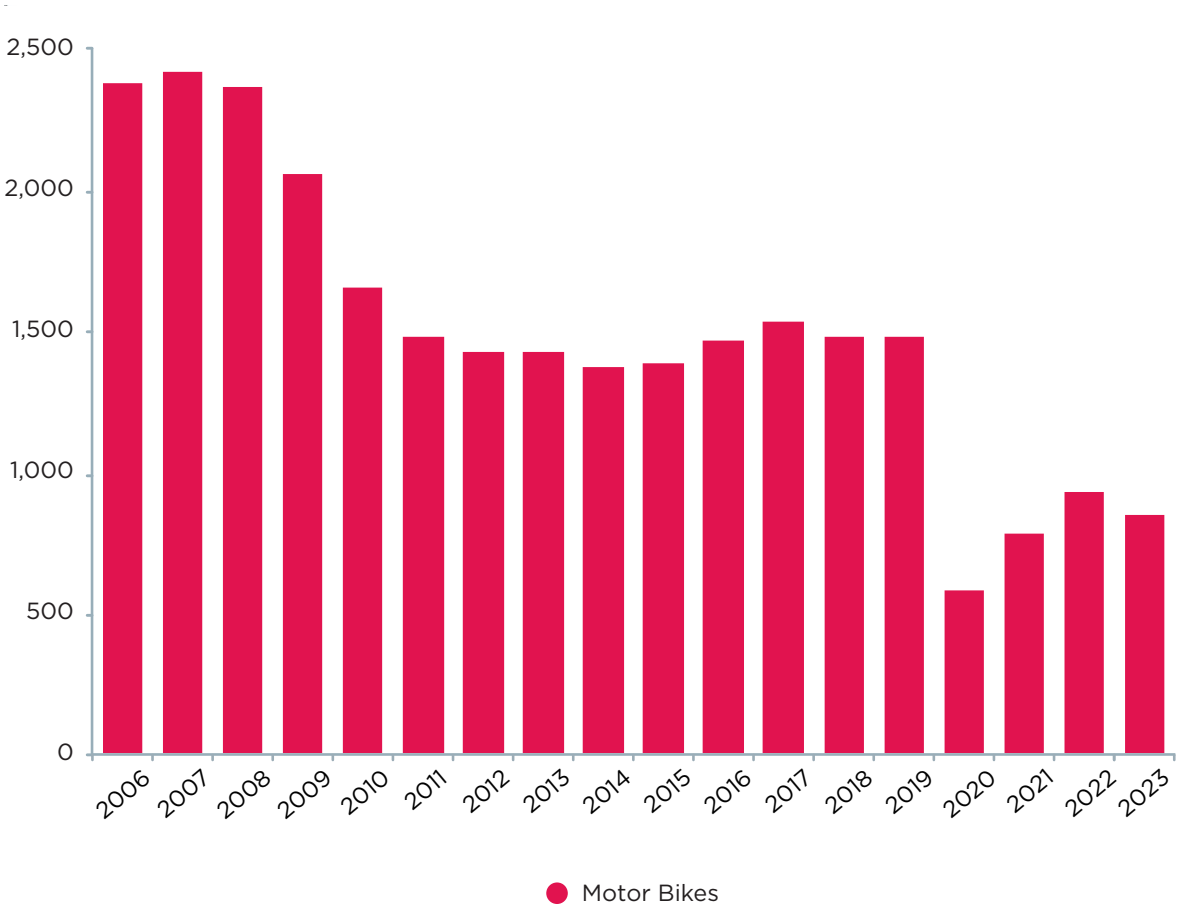
Number of Good Vehicles Crossing Cordon in AM Peak Period, 2006-2023



2.2.7 Motor Bikes

There has been a significant decrease of 43% in the number of motor bikes crossing the canal cordon between 2019 and 2023. In the period 2006 - 2022, the volume of motor cyclists crossing the cordon in the AM peak has fallen by roughly 65%, which equates to 1,547 vehicles. The declining trend seemed to have stabilised since 2011 until the occurrence of COVID-19.

Number of Motor Bikes Crossing Cordon in AM Peak Period, 2006-2023



3 Traffic and Transport Surveys - Overall Movements

3.1 Overview

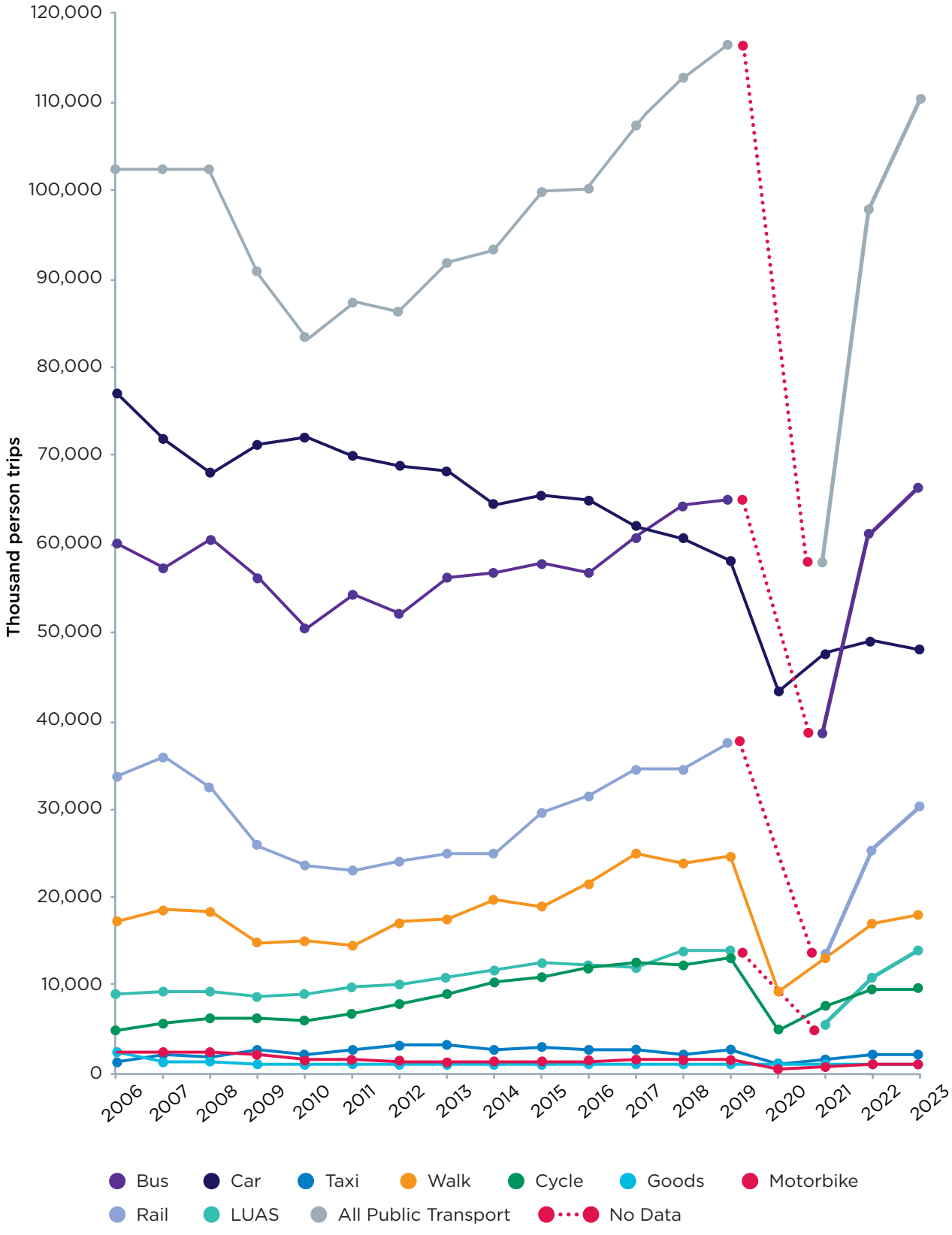
While Chapter 2 reports the number of vehicles, cyclists and pedestrians crossing the canal cordon, this chapter supplements that information with the data obtained from the public transport surveys, to give the overall number of people travelling across the cordon.

Using that supplementary data, Table 2 gives the total numbers of people crossing the canal cordon inbound in the AM peak period between 07:00-10:00 for 2023 and for each year since 2006, broken down by mode of travel. The data is displayed in graphical format in Figure 2.

Table 2 – Numbers of people crossing the Canal Cordon by mode of travel 2006-2023

Means of Travel	Bus	Rail	LUAS	All Public Transport	Car	Taxi	Walk	Cycle	Goods	Motor cycles	Total Person Trips
2006	59,874	33,534	9,029	**102,437**	76,850	1,453	17,114	4,839	2,291	2,395	**207,379**
2007	57,201	35,692	9,171	**102,064**	71,597	2,154	18,594	5,676	1,445	2,429	**203,959**
2008	60,438	32,324	9,242	**102,004**	67,732	1,930	18,360	6,143	1,223	2,375	**199,767**
2009	56,168	25,723	8,776	**90,667**	71,043	2,739	14,618	6,326	1,087	2,060	**188,540**
2010	50,420	23,580	9,111	**83,111**	71,978	2,260	15,092	5,952	993	1,656	**181,042**
2011	54,251	22,932	9,949	**87,132**	69,681	2,674	14,551	6,870	1,176	1,485	**183,569**
2012	52,007	23,999	10,014	**86,047**	68,626	3,271	17,070	7,943	1,099	1,425	**185,481**
2013	56,177	24,969	10,835	**91,981**	68,072	3,111	17,495	9,061	1,045	1,423	**192,188**
2014	56,671	24,866	11,670	**93,207**	64,169	2,775	19,711	10,349	1,087	1,372	**192,670**
2015	57,584	29,521	12,503	**99,608**	65,269	2,960	18,727	10,893	1,096	1,390	**199,943**
2016	56,572	31,309	12,254	**100,135**	64,885	2,724	21,473	12,089	1,093	1,464	**203,863**
2017	60,798	34,409	11,953	**107,160**	61,694	2,623	24,936	12,447	1,024	1,532	**211,416**
2018	64,206	34,471	13,835	**112,512**	60,537	2,156	23,858	12,227	1,153	1,477	**213,920**
2019	65,048	37,407	13,832	**116,287**	57,985	2,661	24,691	13,131	983	1,485	**217,223**
2020	No Data	No Data	No Data	**No Data**	43,100	928	9,235	4,756	1,045	581	**59,646**
2021	38,885	13,330	5,740	**57,955**	47,687	1,741	13,103	7,597	980	782	**129,845**
2022	61,362	25,314	10,982	**97,658**	49,053	2,234	16,951	9,486	933	928	**177,243**
2023	66,949	29,978	13,848	**110,775**	48,035	2,127	17,820	9,406	893	848	**189,904**

Figure 2 – Numbers of people crossing the Canal Cordon by mode of travel 2006-2023



3.2 Percentage mode share of people crossing the canal cordon

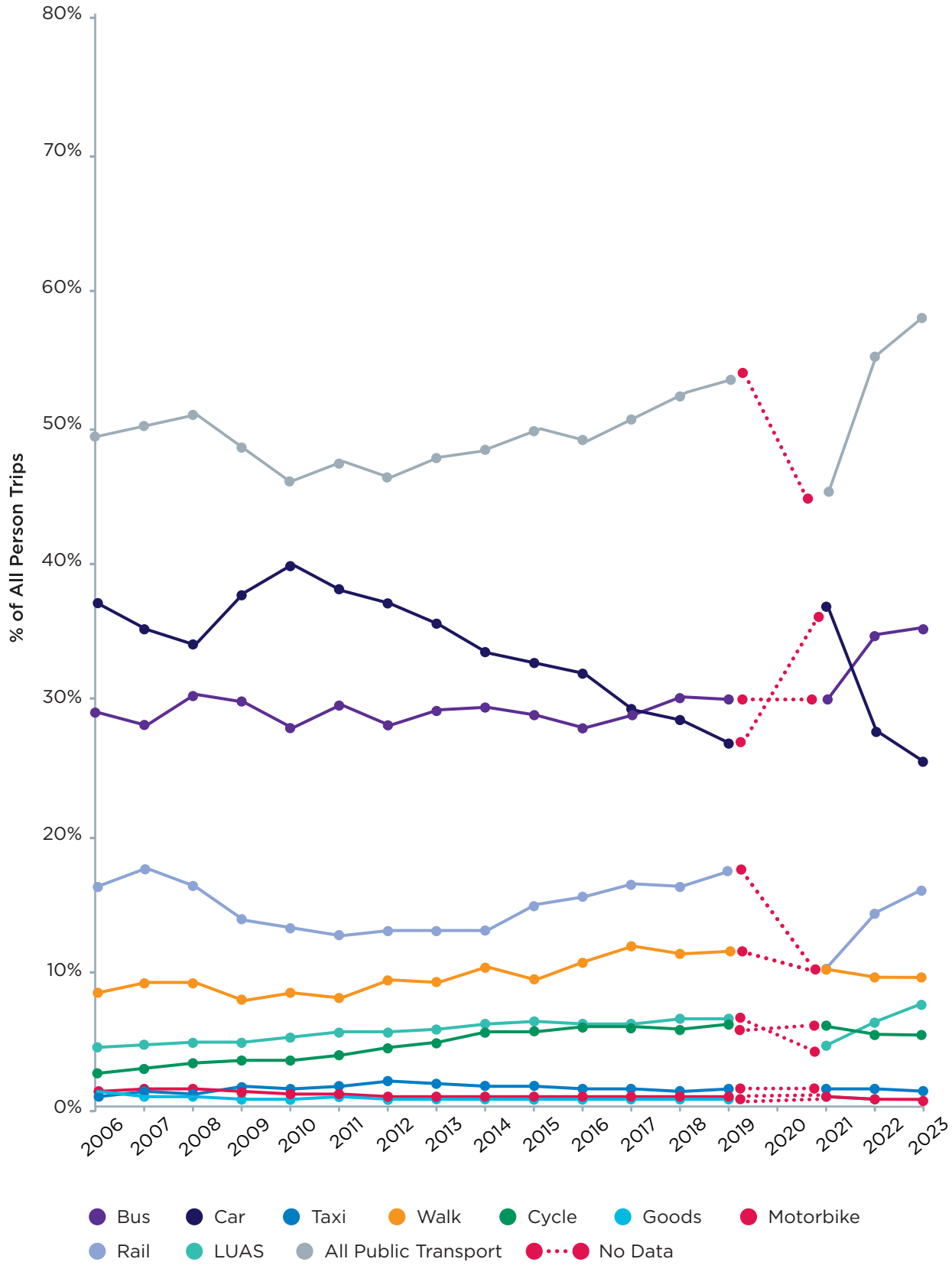
Table 3 gives the percentage mode share for all modes of travel used by people crossing the canal cordon inbound between 07:00 and 10:00 for the years 2006 to 2023. The trend is graphed in Figure 3.

Table 3 – Mode share of people crossing the Canal Cordon by mode of travel 2006-2023

Means of Travel	Bus	Rail	LUAS	All Public Transport	Car	Taxi	Walk	Cycle	Goods	Motor cycles	Total Person Trips
2006	28.9%	16.2%	4.4%	**49.4%**	37.1%	0.7%	8.3%	2.3%	1.1%	1.2%	**207,379**
2007	28.1%	17.5%	4.5%	**50.0%**	35.1%	1.1%	9.1%	2.8%	0.7%	1.2%	**203,959**
2008	30.3%	16.2%	4.6%	**51.1%**	33.9%	1.0%	9.2%	3.1%	0.6%	1.2%	**199,767**
2009	29.8%	13.6%	4.7%	**48.1%**	37.7%	1.5%	7.8%	3.4%	0.6%	1.1%	**188,540**
2010	27.9%	13.0%	5.0%	**45.9%**	39.8%	1.3%	8.3%	3.3%	0.6%	0.9%	**181,042**
2011	29.6%	12.5%	5.4%	**47.5%**	38.0%	1.5%	7.9%	3.7%	0.6%	0.8%	**183,569**
2012	28.0%	12.9%	5.4%	**46.4%**	37.0%	1.8%	9.2%	4.3%	0.6%	0.8%	**185,481**
2013	29.2%	13.0%	5.6%	**47.9%**	35.4%	1.6%	9.1%	4.7%	0.5%	0.7%	**192,188**
2014	29.4%	12.9%	6.1%	**48.4%**	33.3%	1.4%	10.2%	5.4%	0.6%	0.7%	**192,670**
2015	28.8%	14.8%	6.3%	**49.8%**	32.6%	1.5%	9.4%	5.4%	0.5%	0.7%	**199,943**
2016	27.8%	15.4%	6.1%	**49.1%**	31.8%	1.3%	10.5%	5.9%	0.5%	0.7%	**203,863**
2017	28.8%	16.3%	6.0%	**50.7%**	29.2%	1.2%	11.8%	5.9%	0.5%	0.7%	**211,416**
2018	30.0%	16.1%	6.5%	**52.6%**	28.3%	1.0%	11.2%	5.7%	0.5%	0.7%	**213,920**
2019	29.9%	17.2%	6.4%	**53.5%**	26.7%	1.2%	11.4%	6.0%	0.5%	0.7%	**217,223**
2020	No Data	No Data	No Data	**No Data**	No Data	No Data	No Data	No Data	No Data	No Data	**No Data**
2021	29.9%	10.3%	4.4%	**44.6%**	36.7%	1.3%	10.1%	5.9%	0.8%	0.6%	**129,845**
2022	34.6%	14.3%	6.2%	**55.1%**	27.7%	1.3%	9.6%	5.4%	0.5%	0.5%	**177,243**
2023	35.3%	15.8%	7.3%	**58.3%**	25.3%	1.1%	9.4%	5.0%	0.5%	0.4%	**189,904**

**Rail, bus & LUAS data not available for 2020*

Figure 3 – Mode share of people crossing the Canal Cordon by mode of travel 2006-2023



3.3 Trips Crossing the Canal Cordon by Sustainable Modes

The tables below show the number and mode share of trips crossing the canal cordon in the AM peak period by sustainable modes during the period 2006 to 2023. Sustainable modes consist of public transport, active modes (walking & cycling) and taxi.

Table 4 – Numbers of people crossing the Canal Cordon by sustainable modes of travel 2006-2023

Means of Travel	Sustainable Modes	Car, Goods and Other Modes	Total Trips
2006	125,843	81,536	207,379
2007	128,488	75,471	203,959
2008	128,437	71,330	199,767
2009	114,350	74,190	188,540
2010	106,415	74,627	181,042
2011	111,227	72,342	183,569
2012	114,304	71,150	185,454
2013	121,648	70,540	192,188
2014	126,042	66,628	192,670
2015	132,188	67,755	199,943
2016	136,421	67,442	203,863
2017	147,166	64,250	211,416
2018	150,753	63,167	213,920
2019	156,770	60,453	217,223
2020	No Data	44,726	44,726
2021	80,396	49,449	129,845
2022	126,329	50,914	177,243
2023	140,129	49,776	189,904

Table 5– Mode share of people crossing the Canal Cordon by sustainable modes 2006-2023

Means of Travel	Sustainable Modes	Car, Goods and Other Modes
2006	61%	39%
2007	63%	37%
2008	64%	36%
2009	61%	39%
2010	59%	41%
2011	61%	39%
2012	62%	38%
2013	63%	37%
2014	65%	35%
2015	66%	34%
2016	67%	33%
2017	70%	30%
2018	70%	30%
2019	72%	28%
2020	No Data	No Data
2021	62%	38%
2022	71%	29%
2023	74%	26%

During the 2023 AM peak period (7am to 10am), 74% of all inbound trips crossing the canal cordon were made by a sustainable mode (walking, cycling, public transport or taxi). The sustainable mode share has grown year on year since 2010 up to 2023 with the exception of 2020 and 2021 due to COVID.

In 2023, 140,129 trips crossed the cordon by sustainable modes in the three hour AM peak period. This demonstrates a recovery in levels of mode share and person trips by sustainable modes since COVID.

The graphs below show the trend in trips by sustainable modes for the 15 year period 2006 – 2023.

Figure 4 – Mode share of people crossing the Canal Cordon by sustainable modes 2006 & 2023

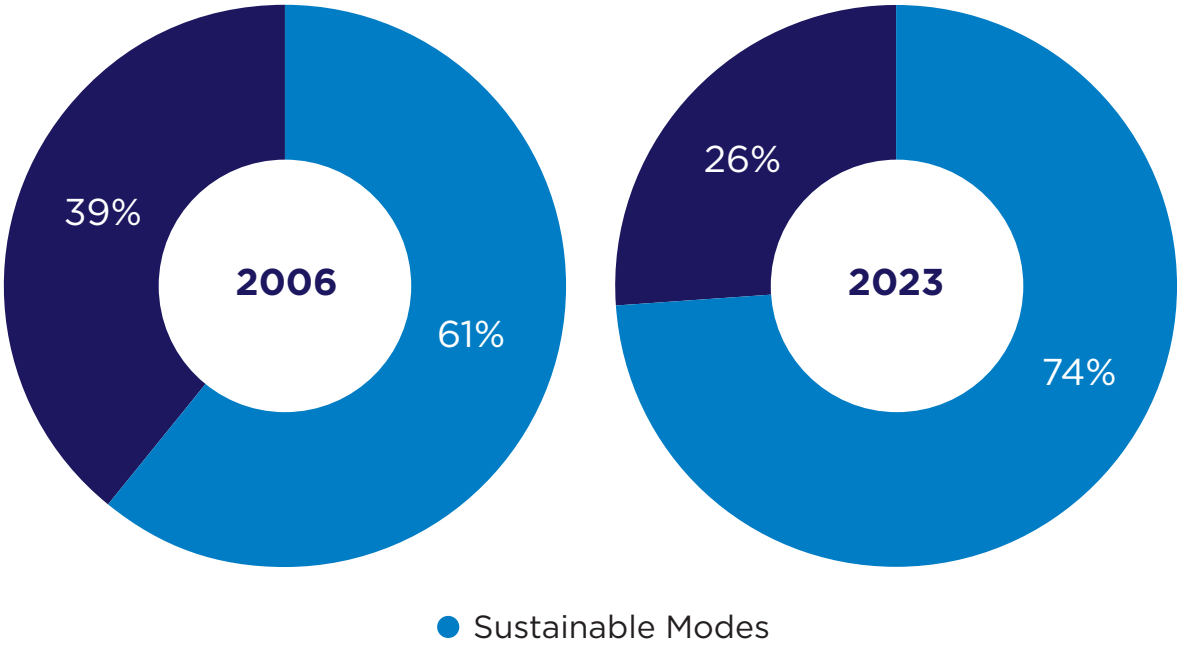


Figure 5 – Numbers of people crossing the Canal Cordon by sustainable modes of travel 2006-2023

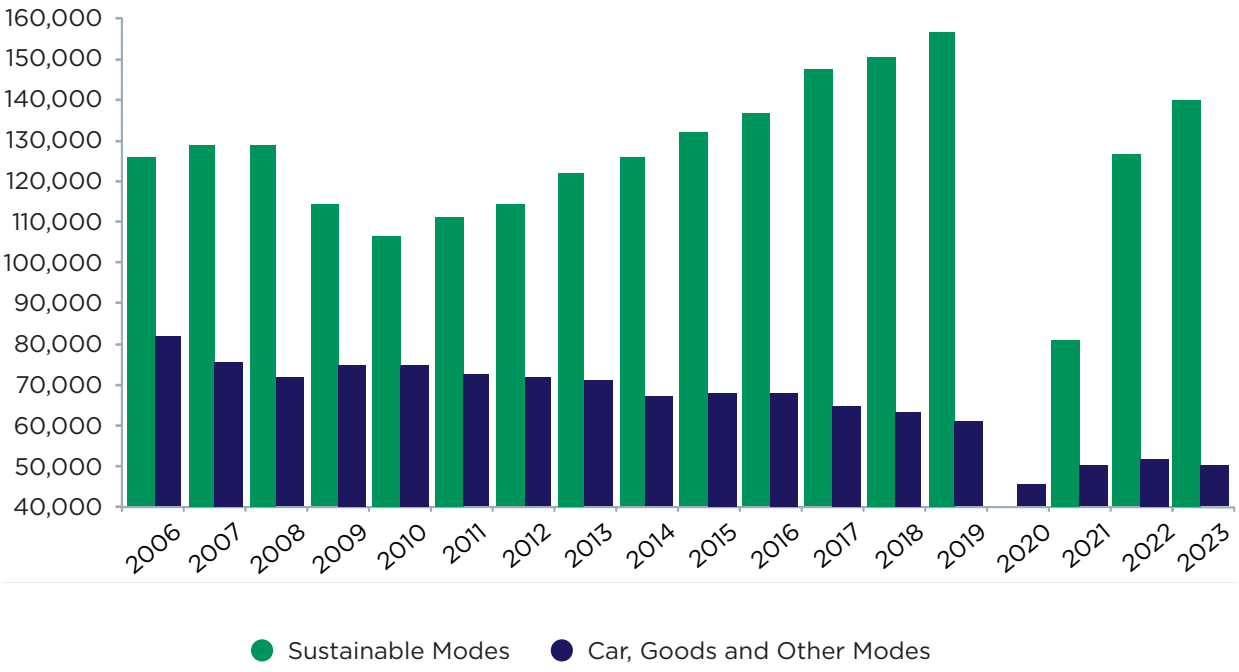


Figure 6 – Mode share of people crossing the Canal Cordon by sustainable modes 2006-2023

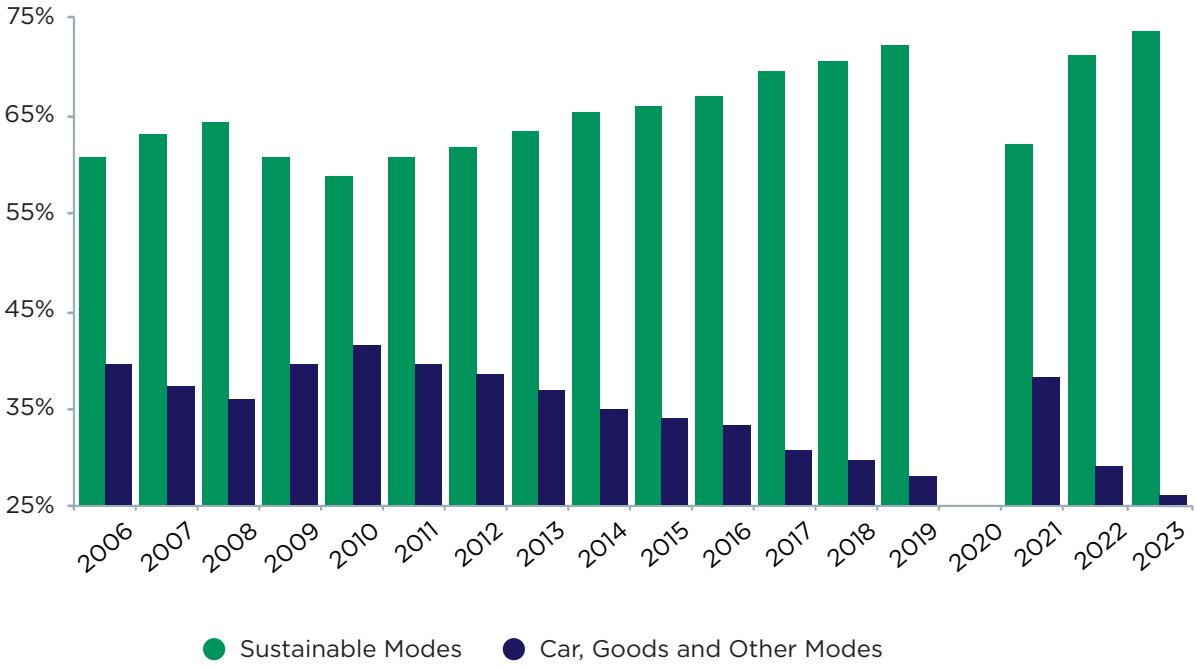


Figure 7 – Relative increase/decrease in use of sustainable and other modes 2006-2023

4 Commentary on Canal Cordon Trends

4.1 Overall Trends

As shown in Table 3 and Figure 3, the total number of people crossing the canal cordon in the AM peak period (07:00-10:00) decreased by 12.6% between 2019 and 2023. This is a decrease of 27,319 person trips, bringing the total number of people crossing the canal (inbound) in the AM peak period to 189,904. There had been a continual annual increase in the number of people crossing the canal in the AM peak from 2010 - 2019, this figure lowered during 2020-2021 due to COVID 19 restrictions, but is now showing steady signs of recovery. In 2023 there was an increase of 46.3% of overall mode numbers between 2021 and 2023 which equates to an additional 60,059 trips.

4.2 Public Transport Usage

Between 2019 and 2023, there was a decrease of 4.7% in the number of public transport users crossing the cordon between 07:00 and 10:00. In 2023, 110,775 people used public transport to get into the City Centre on census day. Public transport is also showing signs of recovery, if 2023 is compared to 2021 a significant increase of 52,820 trips or 91% has occurred.

There was substantial change in overall public transport usage between 2019 and 2023. LUAS usage figures increased slightly from 13,832 to 13,848 over this period, while rail trips decreased by a total of 7,429 between these years. Bus patronage, while showing a slight increase of 1,901 trips, also had a small percentage increase, rising by 2.9%, (compared with a decrease in Rail of 19.9%) relative to 2019. Conversely, in the post COVID recovery period (between 2021 and 2023) Luas patronage increase by almost 58.6%, rail trips also increased by 44.5% with bus displayed similar improvements of 43%.

4.3 Mode Trends

A summary of the key changes in travel across the canal cordon set out above is described below:

In percentage terms, mode share for bus travel across the canal cordon in 2023 is now 35.3%. This is an increase of 5.3% on the 2019 and 2021 figure of 29.9%. In absolute terms, bus patronage in person trips increased in 2023 relative to 2019, as it carried 66,949 people and also increased if comparing 2023 to 2022 with an additional 5,587 trips travelling into the City Centre in the AM peak period. This represents 60% of all public transport trips in 2023 into the City Centre in the peak period.

The mode share for rail across the canal cordon in 2023 was 15.8%, respectively. This figure is approximately 1.4% lower than in 2019. Intercity, Suburban Rail and DART had lost a significant share of travel into the City Centre between 2007 and 2014. However, this trend reversed in 2015 and had continued to steadily increase year on year until 2019, prior to the pandemic.

Car mode share (excluding taxis) slightly decreased in 2023, conserving the trend of the year on year decline seen from 2010 until 2019. When compared to 2006, car usage has declined by 11.8%. Car use increased slightly by just over 1 % between 2019 and 2022 but this trend has reversed in 2023 with a decrease of 1.4% relative to 2019. It is worth noting that even with changes in pandemic related mode choices, on census day 2023 over 28,815 less cars entered the City during the AM peak period than on census day 2006.

Walking had decreased by over 28% between 2019 and 2023 but has increased by 5% when compared to 2022. Walking levels were at their highest in 2017 since the cordon count began (11.8%) and while there was a small decline in 2018 (11.2%) it showed an upward trend up to 2019 (11.4%) until in 2022 the walk mode share drop slightly to 9.6% similar to the slight drop in 2023 to 9.4%.

With the exception of a slight drop in 2018, cycling had presented a steadily increasing trend between 2006 and 2019. It is currently represented by a mode share of 5.0%, showing a slight decrease of 1% from its 2019 figure and 0.4% from 2022. Whilst overall cycle numbers are up 94% on 2006 levels, the cycle mode share has more than doubled in the same period.

There were some 27,226 “active trips” (walking and cycling) crossing the canal cordon during the AM peak period, which is slightly lower than that carried by the entire heavy rail network for the same period.

Over 2,100 people entered the City by taxi in 2023 - this represents a 20% decrease on 2019 levels. Until 2023, the peak taxi use occurred in 2012 when over 3,270 passengers crossed the canal in the AM peak period.

The number of motor bikes entering the City has decreased since 2019 (by 43%). There had been a slow and steady downward trend of motorcycle use between 2006 and 2013 with a relatively flattening from 2013 to 2019. Motor cycle mode share had remained relatively static at 0.7% from 2013 to 2019 with just a slight drop to 0.4% in 2023.

There has been a slight decrease of 9.2% or 90 vehicles in the number of goods vehicles entering the City during the AM peak period between 2019 and 2023. Goods vehicle volumes in 2023 have marginally decreased continuing a downward trend, with just over 893 vehicles crossing the canal cordon in the AM peak period, a decrease of 61% since 2006. This continues the downward trend observed between 2021 and 2022 with 47 less vehicles.

Since 2010, there had been a trend of increasing mode share for sustainable transport modes, with a consistent level of increase each year up to 2019. In 2023 the overall mode share for sustainable transport modes – walking, cycling and public transport was 74% which is 3% higher than 2022, demonstrating recovery by maintaining a high proportion even giving the unusual circumstances brought about by COVID-19. Goods vehicles and journeys by car and motorbike accounted for 26% of the trips crossing the canal cordon.

NTA

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