

Canal Cordon Report 2022

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

2006 - 2022

May 2023



Contents

1 Introduction	4
1.1 Background to data collection	4
1.2 Definition of the Canal Cordon	4
1.3 Data Sources	5
2 Traffic Surveys – Vehicles, Cyclists, Pedestrians	8
2.1 Overview	8
2.2 Numbers of vehicles, cyclists and pedestrians crossing the canal cordon by mode	10
2.2.1 Buses	10
2.2.2 Cars	11
2.2.3 Taxis	12
2.2.4 Pedestrians	13
2.2.5 Cyclists	14
2.2.6 Goods Vehicles	15
2.2.7 Motor Bikes	16
3 Traffic and Transport Surveys - Overall Movements	17
3.1 Overview	17
3.2 Percentage mode share of people crossing the canal cordon	19
3.3 Trips Crossing the Canal Cordon by Sustainable Modes	21
4 Commentary on Canal Cordon Trends	26
4.1 Overall Trends	26
4.2 Public Transport Usage	26
4.3 Mode Trends	27

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.

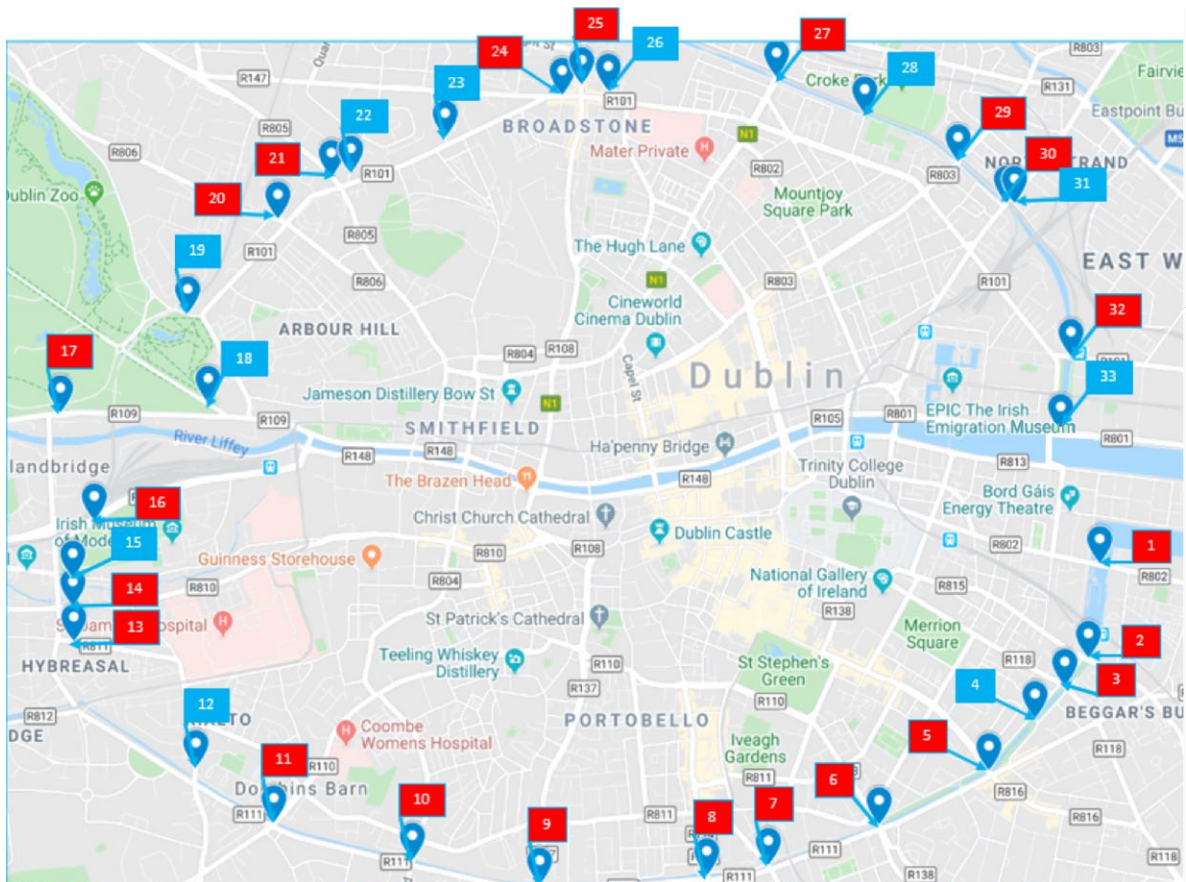
Combining the two sets of data enables the tracking of trends in the modes of travel that people are using to travel into the City Centre for the period 2006-2022.

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 2022, the national rail census was carried out on 21st 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 2022 (C-19 recovery) in the following sections of this report, with some commentary between 2021 and 2022 where relevant.

CSO Labour Force Survey - Employment Series Q3 2022

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 - CSO - 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.

Q3 2022 Key Findings:

- Total employment increased by 9.9% (+230,900) between Q3 2019 and Q3 2022.
- Full-time employment increased by 167,600 (9.1%) from 1,851,200 in Q3 2019 to 2,018,800 in Q3 2022. Part-time employment increased by 63,300 (13.4%) from 472,200 to 535,500 over the same period.

The number of persons usually **working from home** saw a sharp rise since pre COVID-19 pandemic levels, increasing from 169,300 in Q3 2019 to 574,100 (+239.1%) in Q3 2022. This cohort accounts for **22.5%** of persons in employment in Q3 2022.

When broken down by region of residence, Dublin had the highest proportion of persons employed who usually work from home, increasing from 6.5% in Q3 2019 to 30.0% in Q3 2022.

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, 2021 and 2022 in the cordon.

2 Traffic Surveys – Vehicles, Cyclists, Pedestrians

2.1 Overview

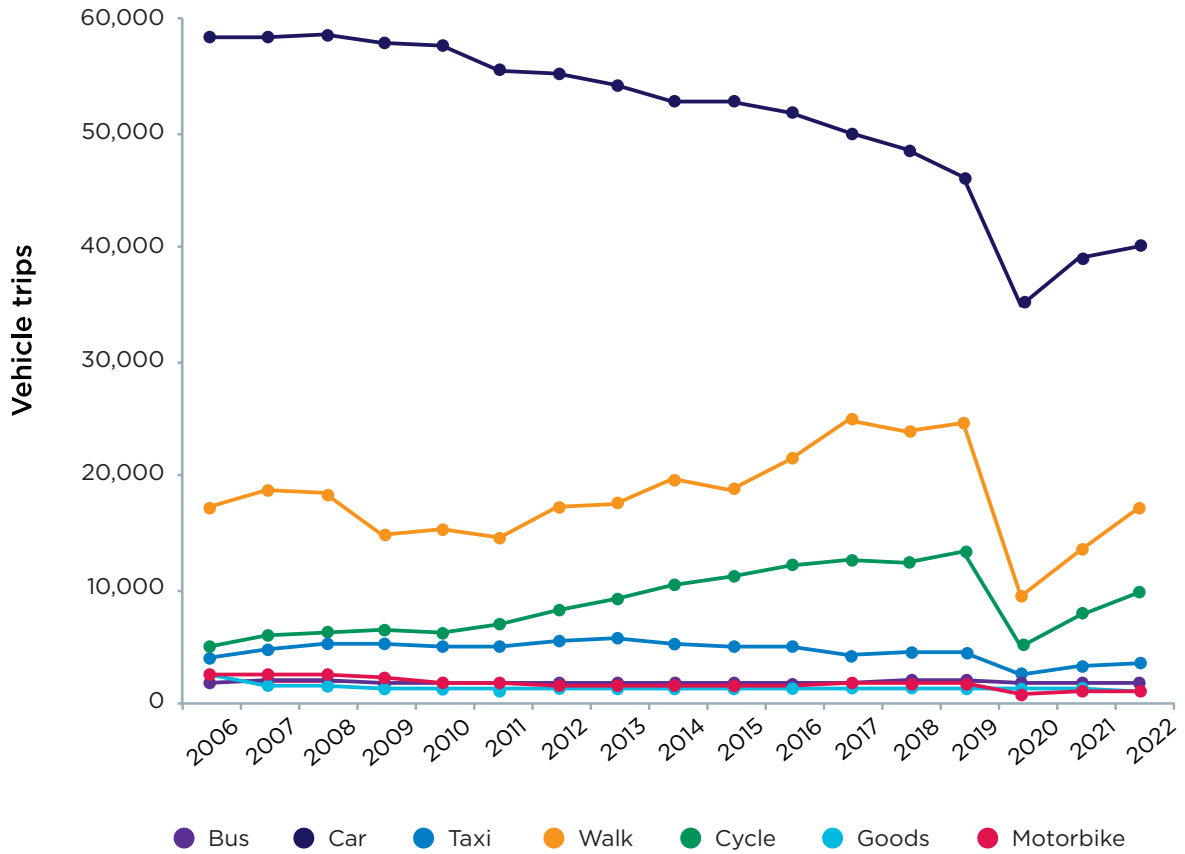
This Chapter of the report records the data collected from the traffic counts only, which records the numbers of vehicles of different types and the numbers of cyclists and pedestrians. It does not include the public transport surveys which supplements the traffic counts with the additional passenger 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 2022. Figure 1 illustrates this data in graphical format.

Table 1 – Vehicles, cyclists and pedestrians crossing the Canal Cordon by mode of travel 2006-2022

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	4,779	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

Figure 1 - Vehicles, cyclists and pedestrians crossing the Canal Cordon by mode of travel 2006-2022



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 2022, there was an overall decrease in the number of buses crossing the cordon from 1,852 to 1,642. However, within this total, Dublin Bus vehicle numbers increased by 4% whereas buses operated by Bus Éireann and private operators have displayed a significant decreasing trend of 41%.

In the period 2006 - 2022, the total number of buses crossing the cordon has decreased by 2%.

Number of Buses Crossing Cordon in AM Peak Period, 2006-2022

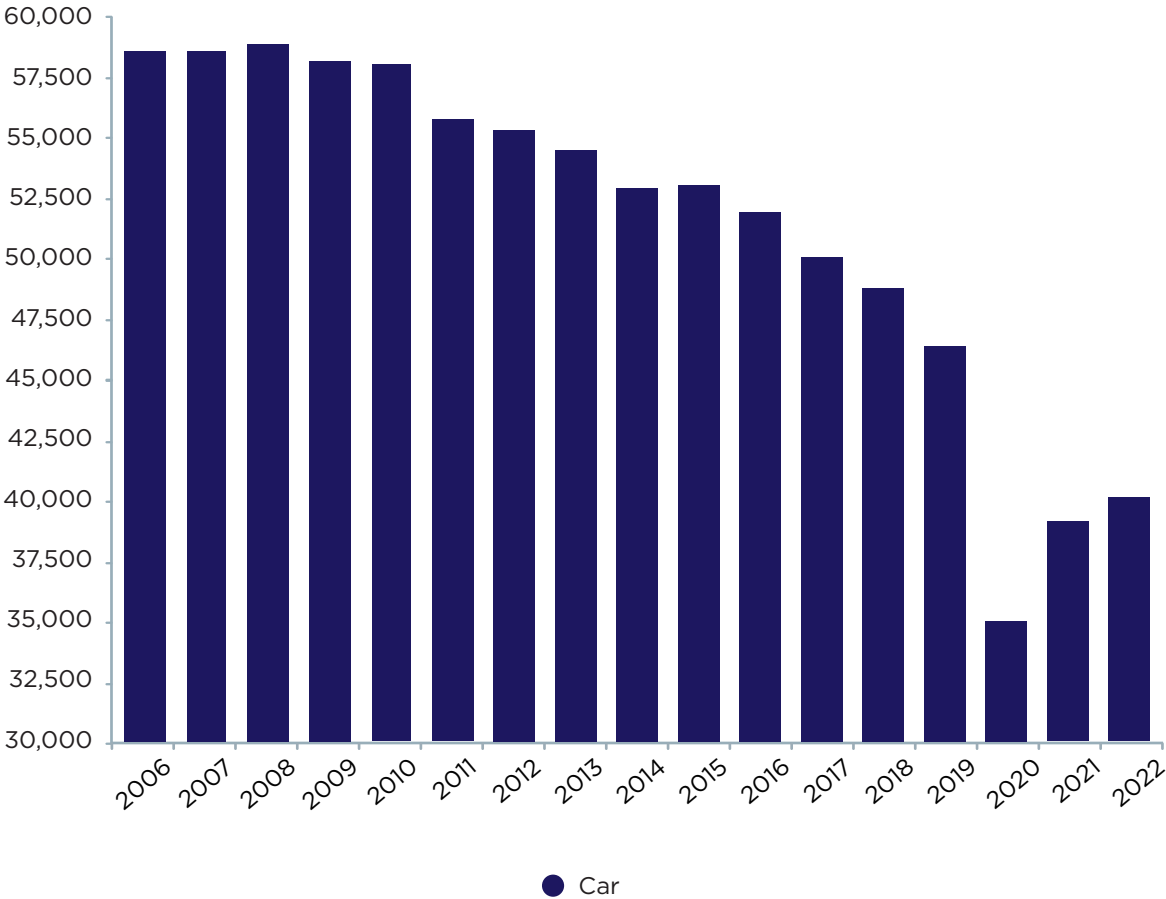


2.2.2 Cars

Continuing the trend of recent years, there was a decrease in the number of cars crossing the cordon from 46,388 to 40,207 between 2019 and 2022. This represents a decrease of 13%.

In the period 2006-2022 the peak year for cars crossing the canal cordon was in 2008 with almost 59,000 vehicles. The 2022 figure represents a decrease of 32%, or 18,690 cars, since this peak.

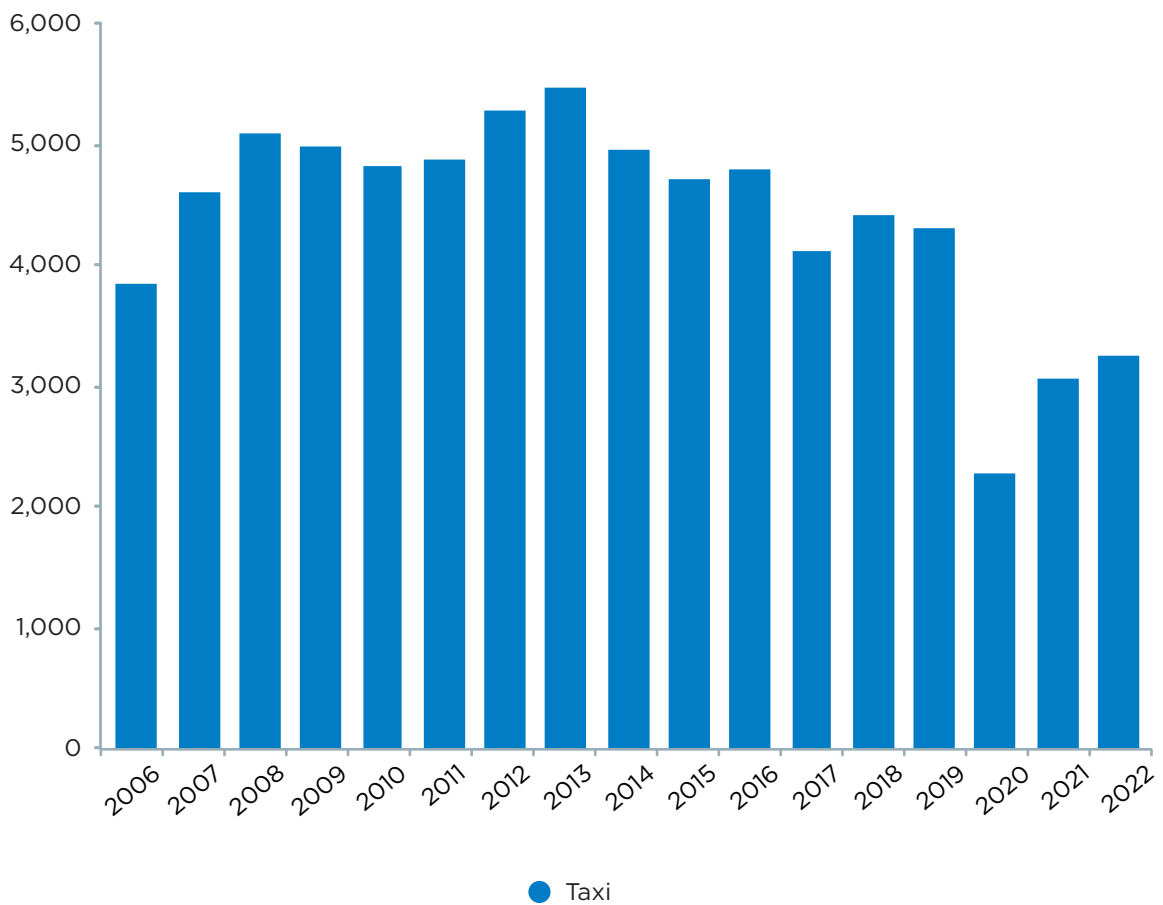
Number of Cars Crossing Cordon in AM Peak Period, 2006-2022



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, 2022 saw a drop in the number of taxis crossing the cordon in the AM peak period from 2019, down by 25% or 1,055 vehicles.

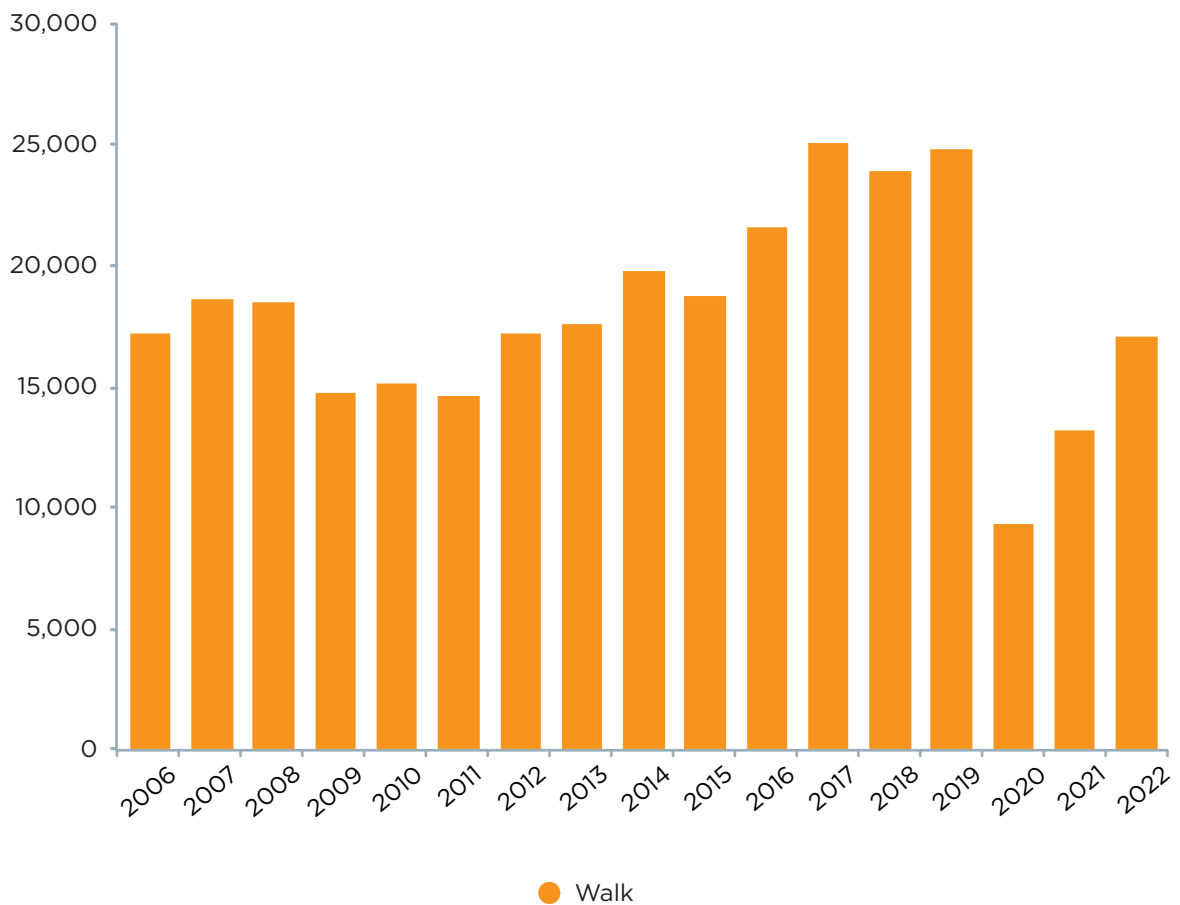
Number of Taxis Crossing Cordon in AM Peak Period, 2006-2022



2.2.4 Pedestrians

The number of pedestrians crossing the canal cordon has decreased from 24,691 in 2019 to 16,951 in 2022, a decrease of over 31% or 7,740 people. In the period 2006 to 2022, there has been a 1% decrease in the number of pedestrians crossing the cordon during the AM peak period.

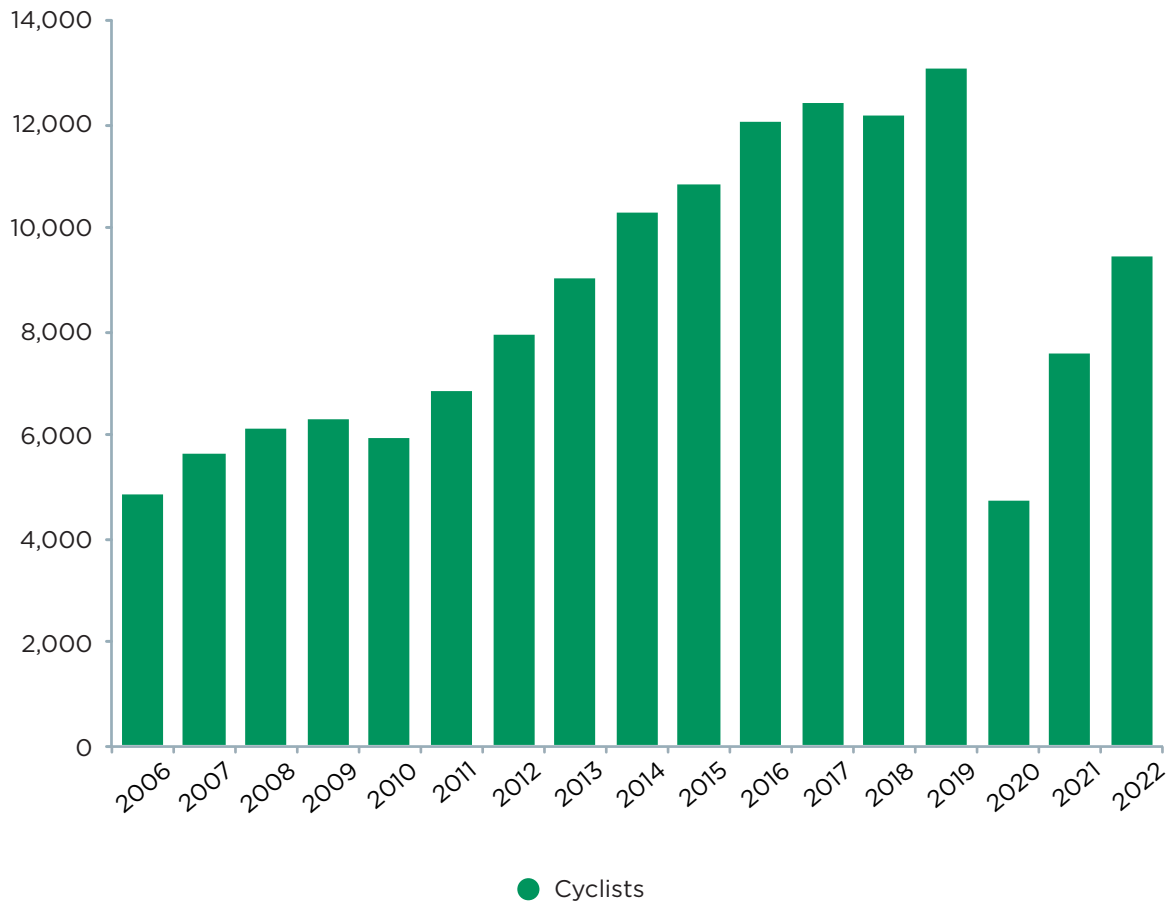
Number of Pedestrians Crossing Cordon in AM Peak Period, 2006-2022



2.2.5 Cyclists

There has been a decrease in cyclists crossing the canal between 2019 and 2022 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 2022, despite a steady recovery in numbers following the COVID restrictions, the overall number of cyclists observed crossing the canal was 9,486 in the AM peak period, which is circa 3,500 below the 2019 peak. However, even with these lower numbers in 2022, this still represents a significant growth of 96% when compared with 2006.

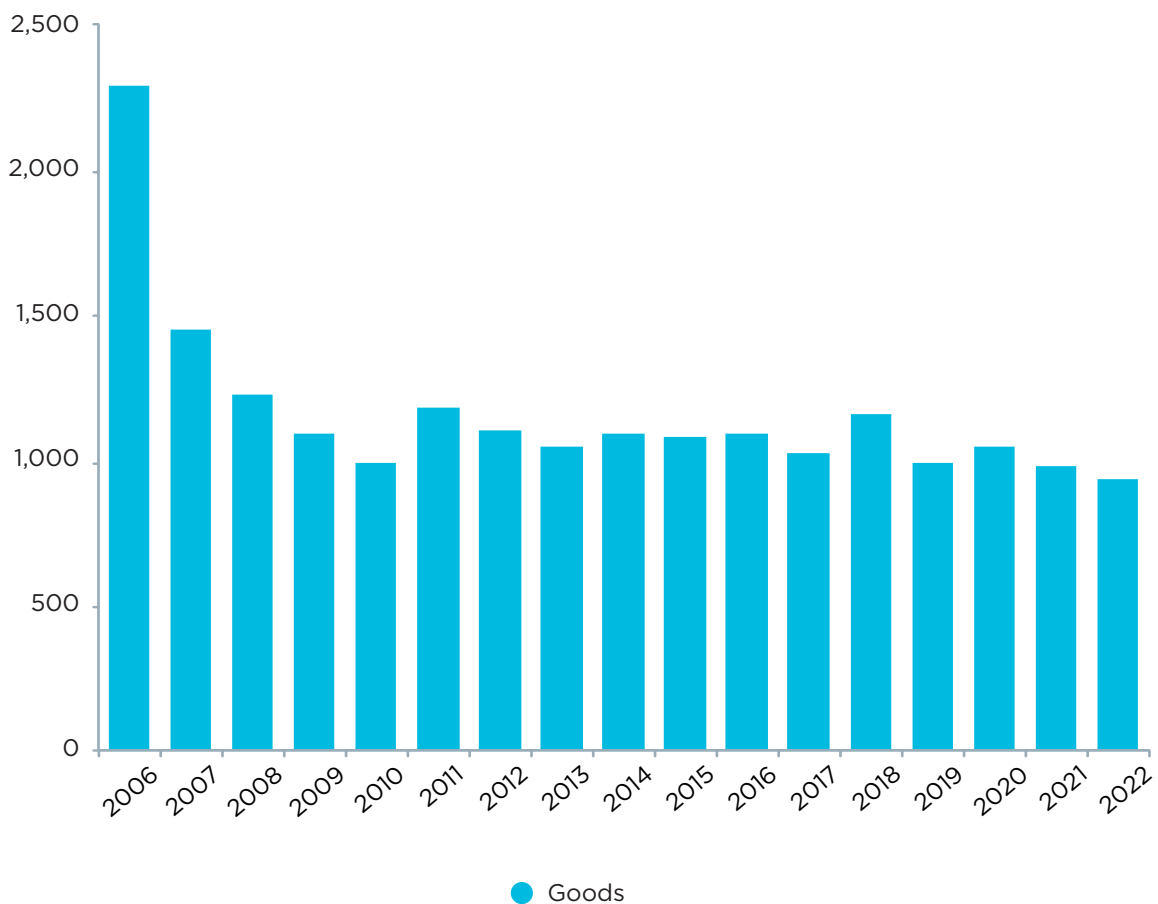
Number of Cyclists Crossing Cordon in AM Peak Period, 2006-2022



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 2022, there was a very slight decrease of 5% between 2019 and 2022. 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 2022 however, the number of goods vehicles crossing the cordon has decreased by two thirds at 59%. 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.

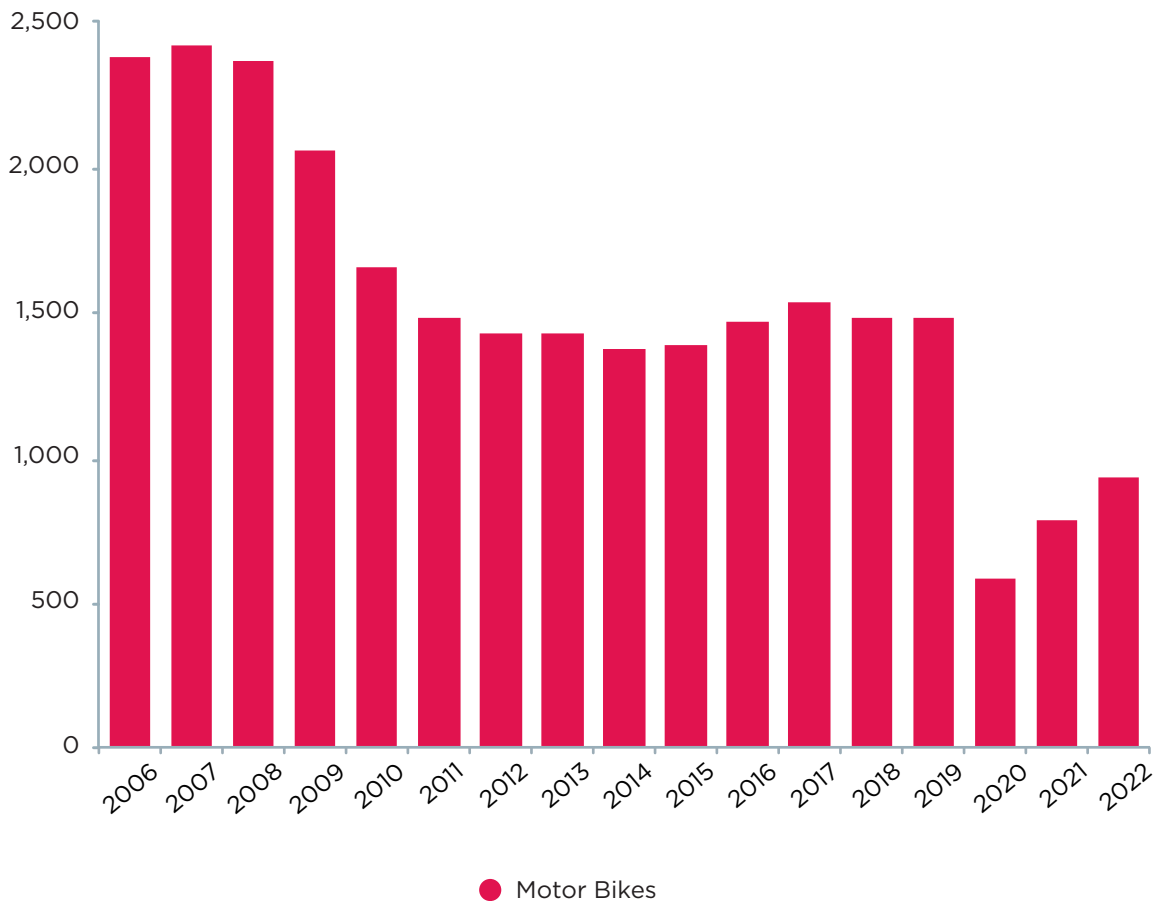
Number of Good Vehicles Crossing Cordon in AM Peak Period, 2006-2022



2.2.7 Motor Bikes

There has been a significant decrease of 38% in the number of motor bikes crossing the canal cordon between 2019 and 2022. In the period 2006 - 2022, the volume of motor cyclists crossing the cordon in the AM peak has fallen by roughly 61%, which equates to 1,467 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, 2006-2022



3 Traffic and Transport Surveys - Overall Movements

3.1 Overview

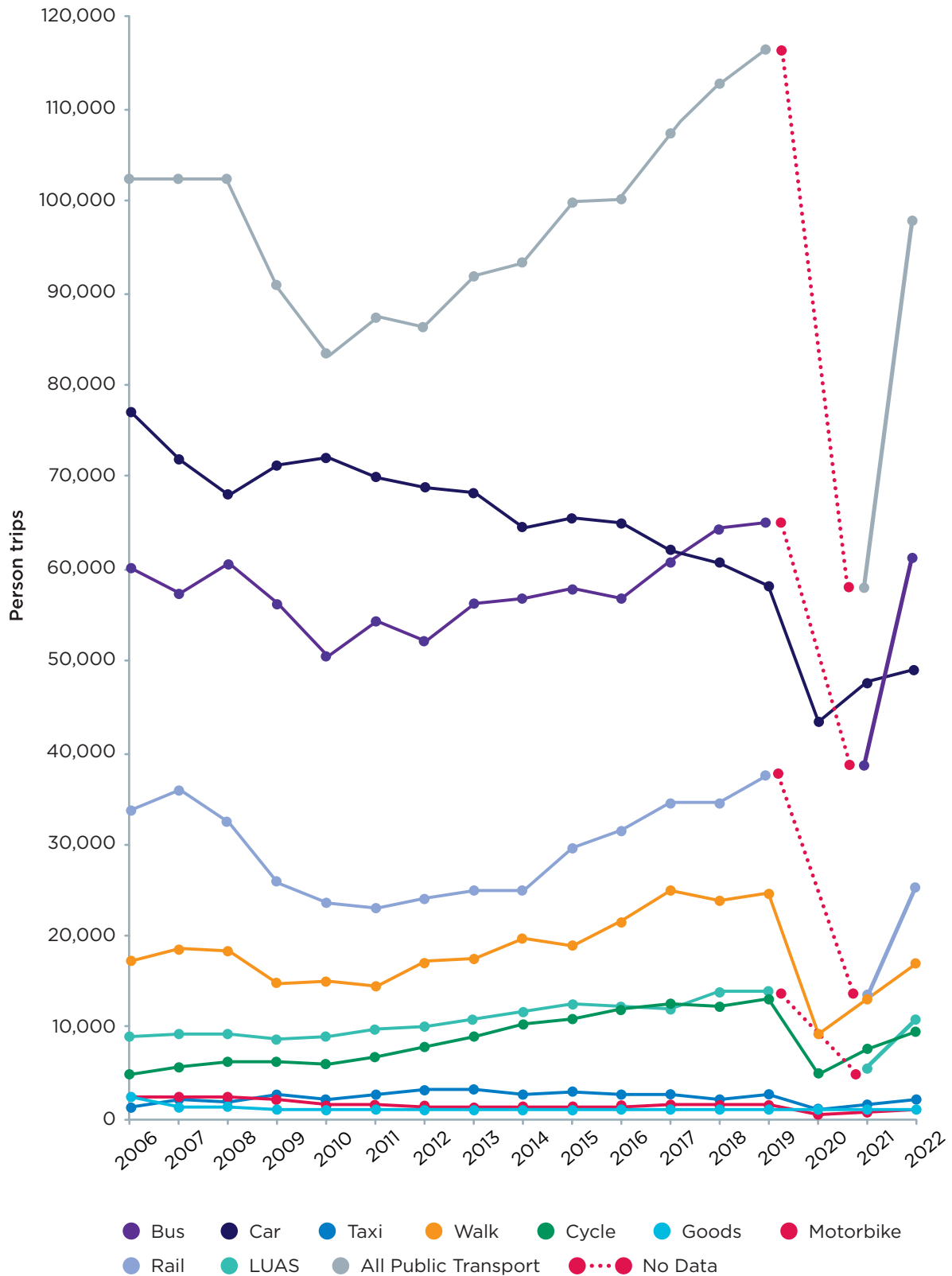
While Chapter 2 reports the number of vehicles, cyclists and pedestrians crossing the canal cordon, this chapter supplements that information with the data obtained from the public transport surveys, to give the overall number of people travelling across the cordon.

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 2022 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 2006-2022

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

Figure 2 - Numbers of people crossing the Canal Cordon by mode of travel 2006-2022



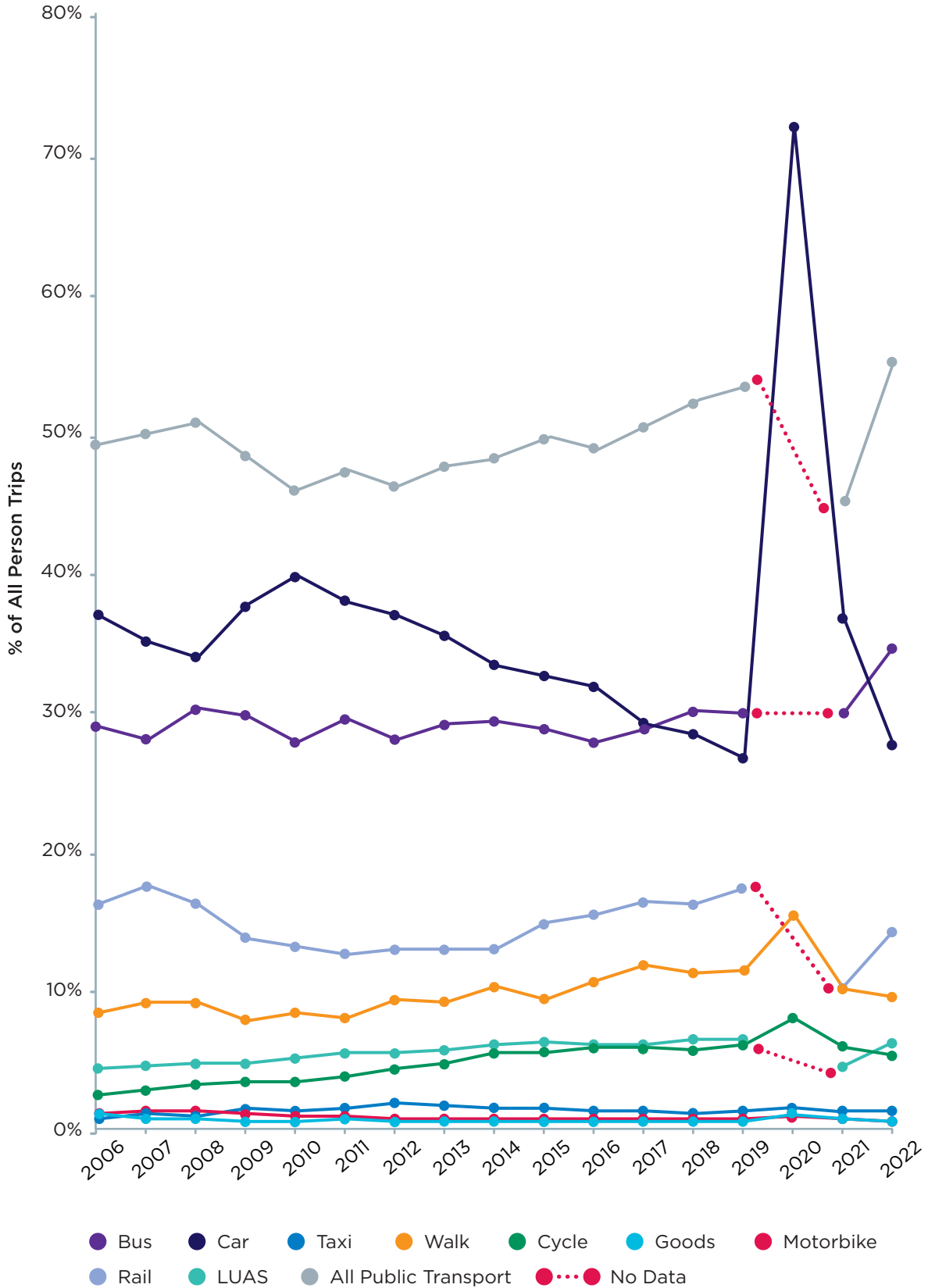
3.2 Percentage mode share of people crossing the canal cordon

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 2022. The trend is graphed in Figure 3.

Table 3 – Mode share of people crossing the Canal Cordon by mode of travel 2006-2022

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	72.3%	1.6%	15.5%	8.0%	1.8%	1.0%	59,646
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

Figure 3 - Mode share of people crossing the Canal Cordon by mode of travel 2006-2022



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 2022. 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 2006-2022

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

Table 5- Mode share of people crossing the Canal Cordon by sustainable modes 2006-2022

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%

During the 2022 AM peak period (7am to 10am), 71% 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 2022 with the exception of 2020 and 2021 due to COVID.

In 2022, 126,329 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 - 2022.

Figure 4 - Mode share of people crossing the Canal Cordon by sustainable modes 2006 & 2022

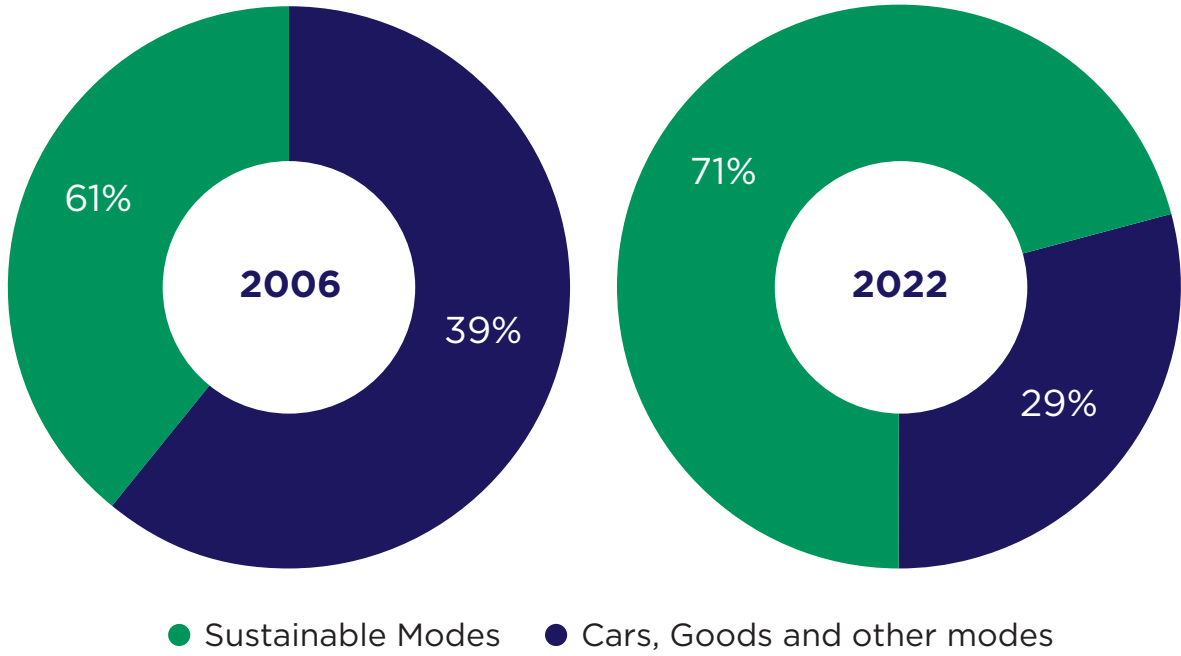


Figure 5 - Numbers of people crossing the Canal Cordon by sustainable modes of travel 2006-2022

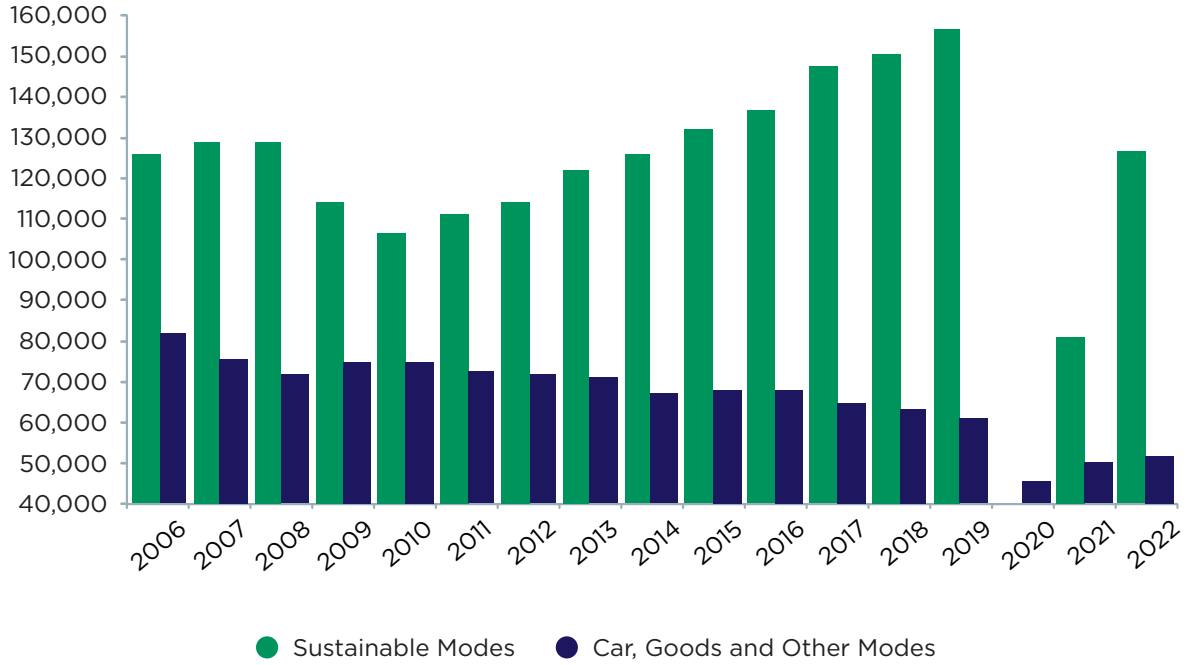


Figure 6 - Mode share of people crossing the Canal Cordon by sustainable modes 2006-2022

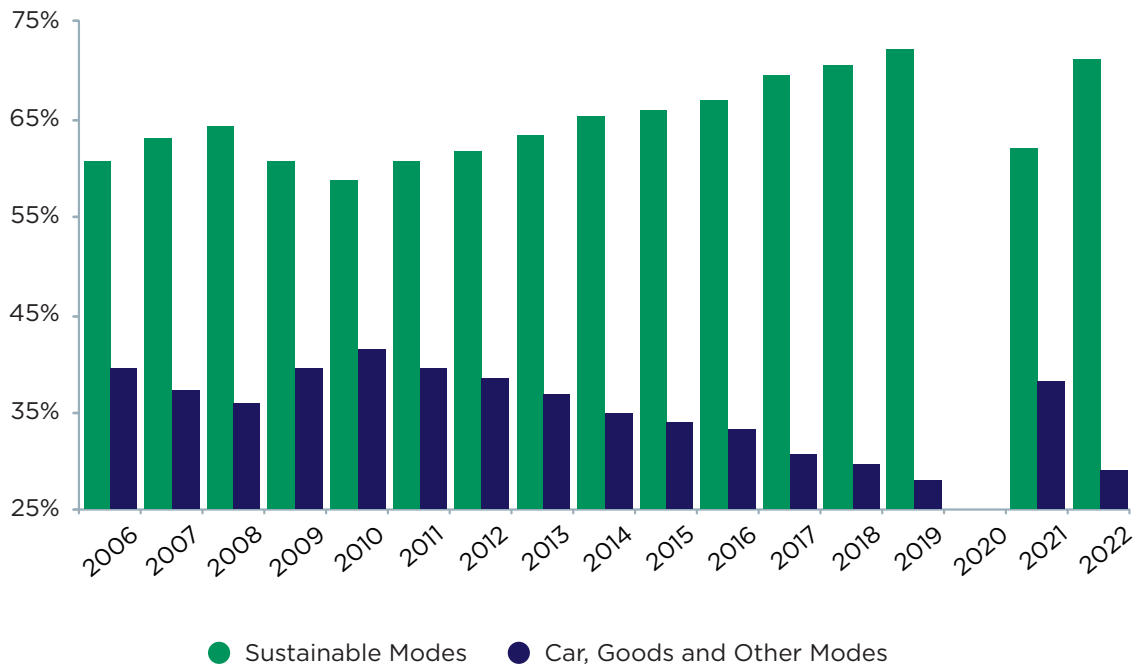


Figure 7 - Relative increase/decrease in use of sustainable and other modes 2006-2022 INDEX: 2006 = 100



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 18.4% between 2019 and 2022. This is a decrease of 39,981 person trips, bringing the total number of people crossing the canal (inbound) in the AM peak period to 177,243. 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 2022 there was an increase of 36.5% of sustainable mode numbers between 2021 and 2022 which equates to an additional 47,397 trips.

4.2 Public Transport Usage

Between 2019 and 2022, there was a decrease of 16% in the number of public transport users crossing the cordon between 07:00 and 10:00. In 2022, 97,658 people used public transport to get into the City Centre on census day. Public transport is also showing signs of recovery, if 2022 is compared to 2021 a significant increase of 39,703 trips or 68.5% has occurred.

There was substantial change in overall public transport usage between 2019 and 2022. LUAS usage figures dropped from 13,832 to 10,982 over this period, while rail trips decreased by a total of 12,093 between these two years. Bus patronage, while also showing a decrease of 3,686 trips, had the smallest percentage decrease, falling by only 5.7%, (compared with a decrease in Rail of 32.2%) relative to 2019. Conversely, in the post COVID recovery period (between 2021 and 2022) Luas patronage increase by almost 38%, rail trips also increased by 32% with bus displayed similar improvements of almost 35%.

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 2022 is now 34.6%. This is an increase of 4.7% on the 2019 and 2021 figure of 29.9%. In absolute terms, bus patronage in person trips decreased slightly in 2022 relative to 2019, as it carried 61,362 people but increased if comparing 2022 to 2021 with an additional 22,477 trips travelling into the City Centre in the AM peak period. This represents 63% of all public transport trips in 2022 into the City Centre in the peak period.

The mode share for rail across the canal cordon in 2022 was 14.3% and 10.3% in 2021, respectively. This figure is approximately 3% lower than in 2019 but is 4% higher than 2021. 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) increased in 2022, reversing the trend of year on year decline seen from 2010 until 2019. However, when compared to 2006, car usage has declined by approximately 9.4%. Car use increased slightly by just over 1% between 2019 and 2022 but this trend has reversed between 2021 and 2022 with a decrease of 9.1%. It is worth noting that even with changes in pandemic related mode choices, on census day 2022 over 27,797 less cars entered the City during the AM peak period than on census day 2006.

Walking had decreased by over 31% between 2019 and 2022 but increased by 16% when compared to 2021. 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%.

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 5.4%, showing a slight decrease of 0.6% from its 2019 figure and 0.5% from 2021. Whilst overall cycle numbers are up 96% on 2006 levels, the cycle mode share has more than doubled in the same period.

There were some 26,437 “active trips” (walking and cycling) crossing the canal cordon during the AM peak period, which is slightly higher than that carried by the entire heavy rail network for the same period.

Over 2,200 people entered the City by taxi in 2022 - this represents a 16% decrease on 2019 levels but a 28% increase on 2021. Until 2022, 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 38%). There had been a slow and steady downward trend of motorcycle use between 2006 and 2013 with a relative 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 0.5% in 2022 down 0.1% from 2021's percentage (0.6%).

There has been a slight decrease of 5% or 50 vehicles in the number of goods vehicles entering the City during the AM peak period between 2019 and 2022. Goods vehicle volumes in 2022 have marginally decreased continuing a downward trend, with just over 933 vehicles crossing the canal cordon in the AM peak period, a decrease of 59% since 2006. This downward trend was also observed between 2021 and 2022 with 47 less vehicles equating to a drop of 4.8%.

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 2022 the overall mode share for sustainable transport modes - walking, cycling and public transport was 71% which is 9% higher than 2021, 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 29% of the trips crossing the canal cordon.

