NTA
Údarás Náisiúnta Iompair
National Transport Authority

Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council



Canal Cordon Report 2024

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

2006 - 2024

Contents

1 Introduction

1.1 Background to data collection

1.2 Definition of the Canal Cordon

1.3 Data Sources

2 Traffic Surveys - Vehicles, Cyclists, Pedestrians

2.1 Overview

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

2.2.1 Buses

2.2.2 Cars

2.2.3 Taxis

2.2.4 Pedestrians

2.2.5 Cyclists

2.2.6 Goods Vehicles

2.2.7 Motor Bikes

3 Traffic and Transport Surveys - Overall Movements

3.1 Overview

3.2 Percentage mode share of people crossing the canal cordon

3.3 Trips Crossing the Canal Cordon by Sustainable Modes

4 Commentary on Canal Cordon Trends

4.1 Overall Trends

4.2 Public Transport Usage

4.3 Mode Trends

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.

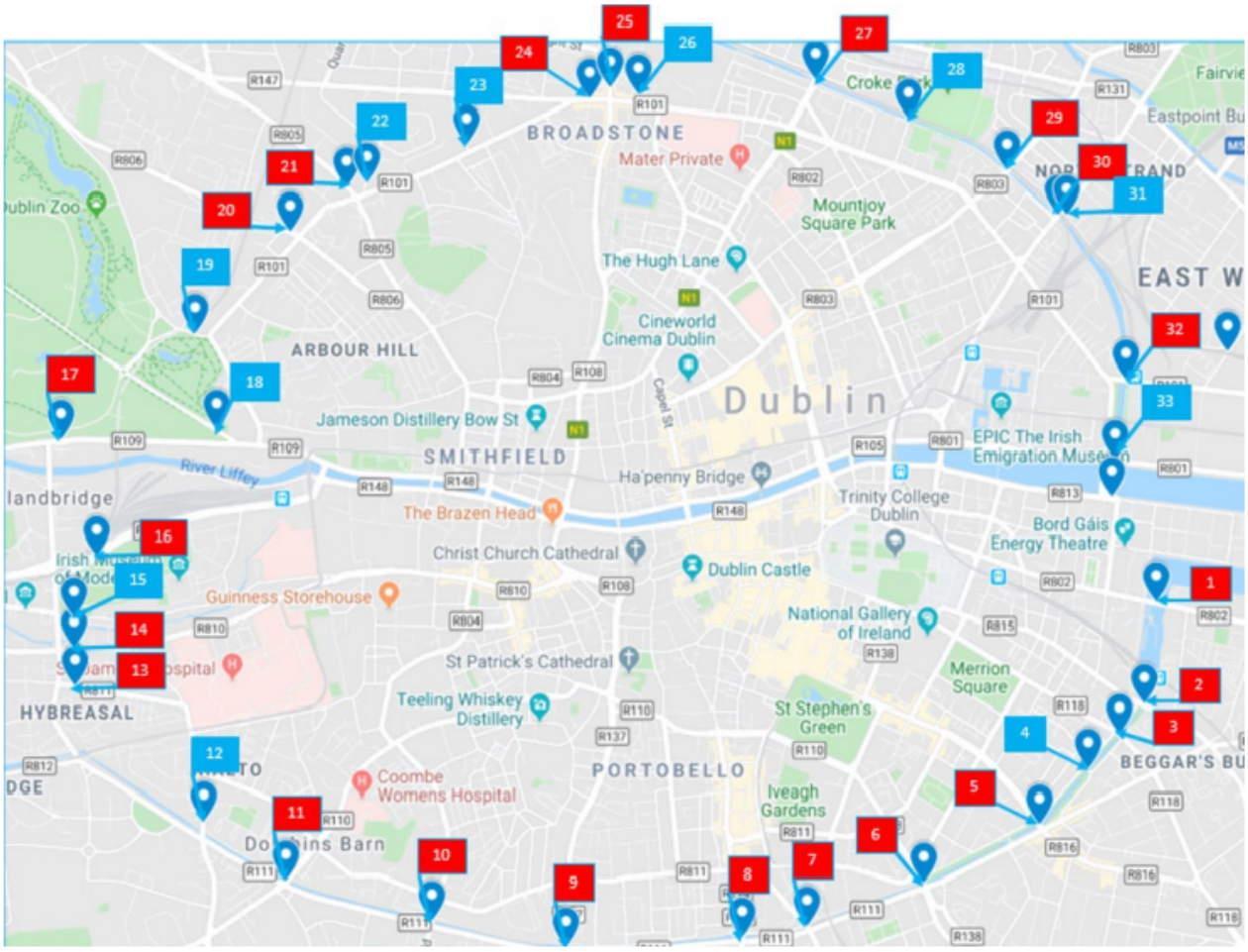
Combining the sets of data enables the tracking of trends in the modes of travel that people are using to travel into the City Centre for the period 2006-2024.

1.2 Definition of the Canal Cordon

Map 1 illustrates the Canal Cordon and the 33 locations on the Cordon where data is collected annually 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 2024, the national rail census was carried out in 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 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 2024 in the following sections of this report, with some commentary on other years 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 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 2024

For context, respondents to the CSO's quarterly Labour Force Survey were asked about the extent to which they have done any work at home for their job (Background Notes Labour Force Survey Quarter 4 2024 - Central Statistics Office).

When it comes to remote working, almost 540,000 people worked more than half their week at home in Quarter 4 2024. This is the lowest reported figure since the onset of the pandemic and equates to an almost 20% decline in people mainly working from home compared with Q4 2020. This was driven by a 5.3% drop in males usually working from home (Publication Briefing Labour Force Survey Quarter 4 2024 - Central Statistics Office).

The estimated number of people in employment in Q4 2024 stood at just under 2.8 million, up 2.6% compared with Q4 2023.

Q4 2024 Key Findings

- The employment rate for people aged 15-64 years was 74.3% in Quarter 4 2024, up 0.3 percentage points from 74.0% a year earlier.
- The number of people aged 15-89 years in employment rose by 70,000 or 2.6% to 2,776,400 people in the 12 months to Q4 2024.
- The estimated Labour Force stood at 2,892,500 in Q4 2024, up 2.4% (68,400) from Q4 2023.
- The estimated total number of hours worked per week in Q4 2024 increased by 3.1 million hours or 3.8% on Q4 2023 figures to 85.6 million hours.

Source: Key Findings Labour Force Survey Quarter 4 2024 - Central Statistics Office

In light of these changes the need to travel for work has changed and the effect of this change has most likely influenced some of the fluctuations observed between 2019 and 2024 in the cordon.

2 Traffic Surveys – Vehicles, Cyclist, Pedestrians

2.1 Overview

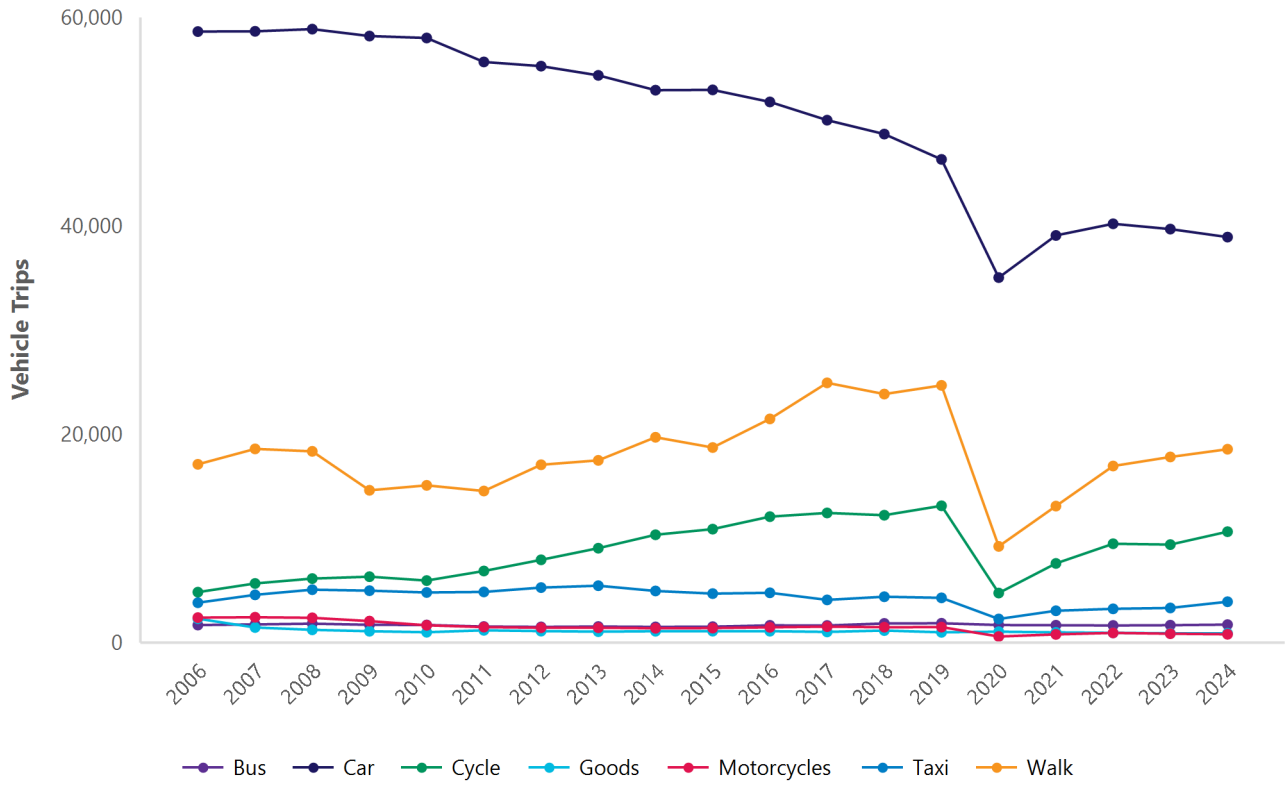
This chapter of the report records the data collected from the traffic counts only, which records the numbers of vehicles of different types and the numbers of cyclists and pedestrians. It does not include the public transport surveys which supplements the traffic counts with the additional passenger 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 2024. Figure 1 illustrates this data in graphical format.

Table 1 – Vehicles, cyclists and pedestrians crossing the Canal Cordon by mode of travel 2006-2024

Mode	Bus	Car	Taxi	Walk	Cycle	Goods	Motor 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
2023	1,669	39,698	3,324	17,820	9,406	893	848
2024	1,721	38,930	3,919	18,564	10,646	893	797

Figure 1 – Vehicles, cyclists and pedestrians crossing the Canal Cordon by mode of travel 2006-2024



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.

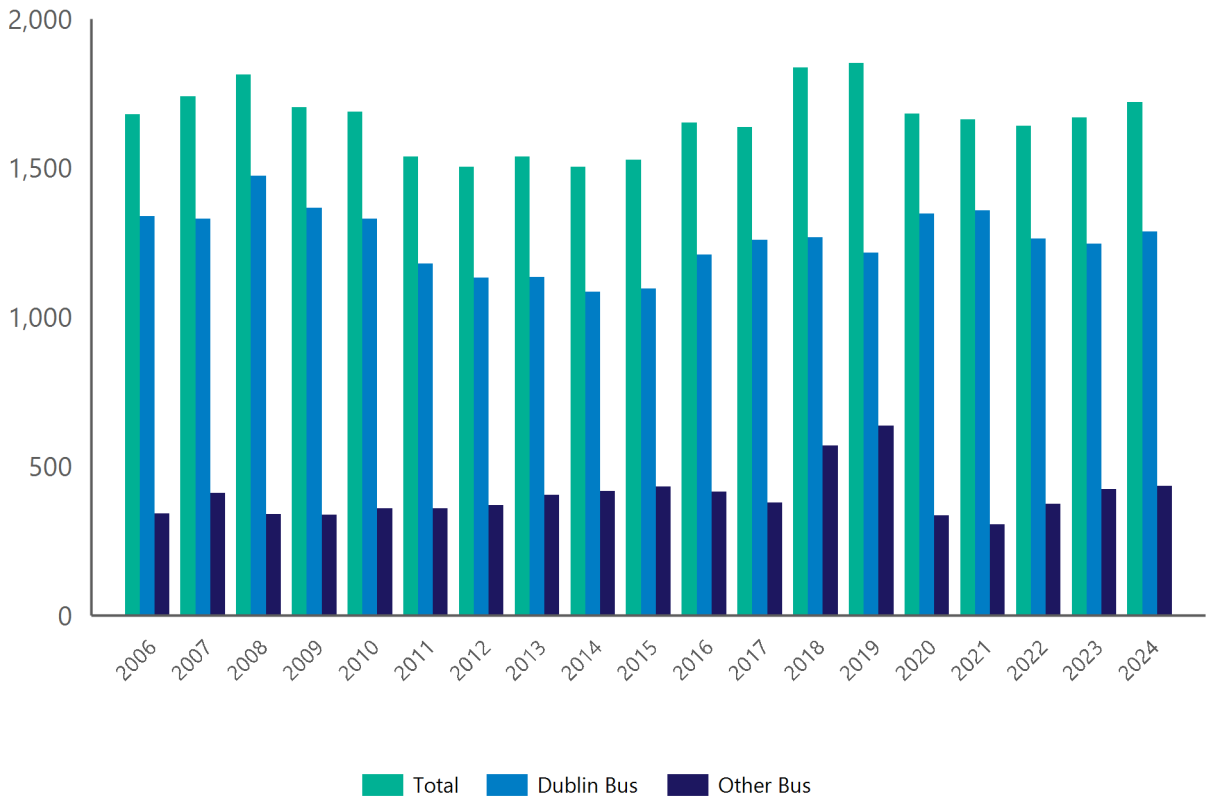
2.2 Numbers of vehicles, cyclists and pedestrians crossing the canal cordon by mode

2.2.1 Buses

Number of Buses Crossing Canal Cordon in AM Peak Period 2006-2024

Between 2019 and 2024, there was an overall decrease in the number of buses crossing the cordon from 1,852 to 1,721. However, within this total, Dublin Bus vehicle numbers increased by 6% whereas buses operated by Bus Éireann and private operators have displayed a decreasing trend of 32%

In the period 2006 - 2024, the total number of buses crossing the cordon has increased by 2%.

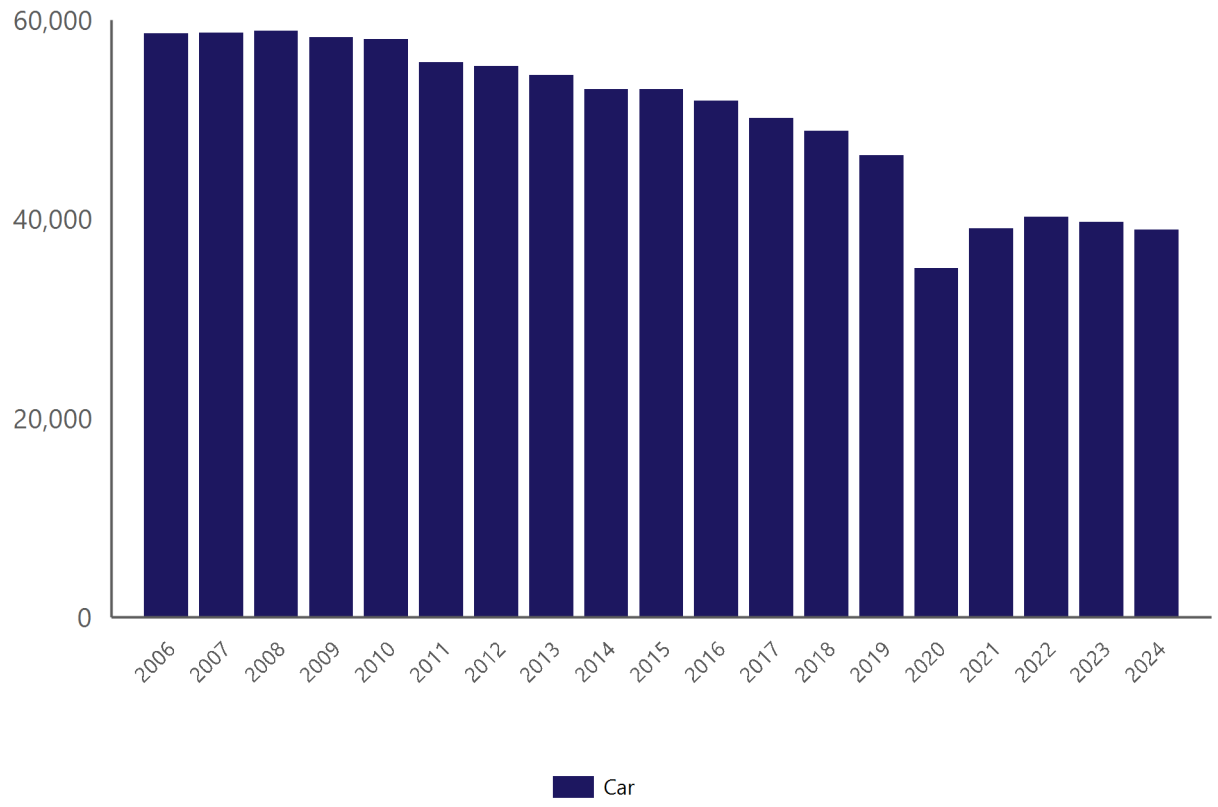


2.2.2 Cars

Number of Cars Crossing Canal Cordon in AM Peak Period 2006-2024

There was a decrease in the number of cars crossing the cordon from 46,388 to 38,930 between 2019 and 2024. This represents a decrease of 16%.

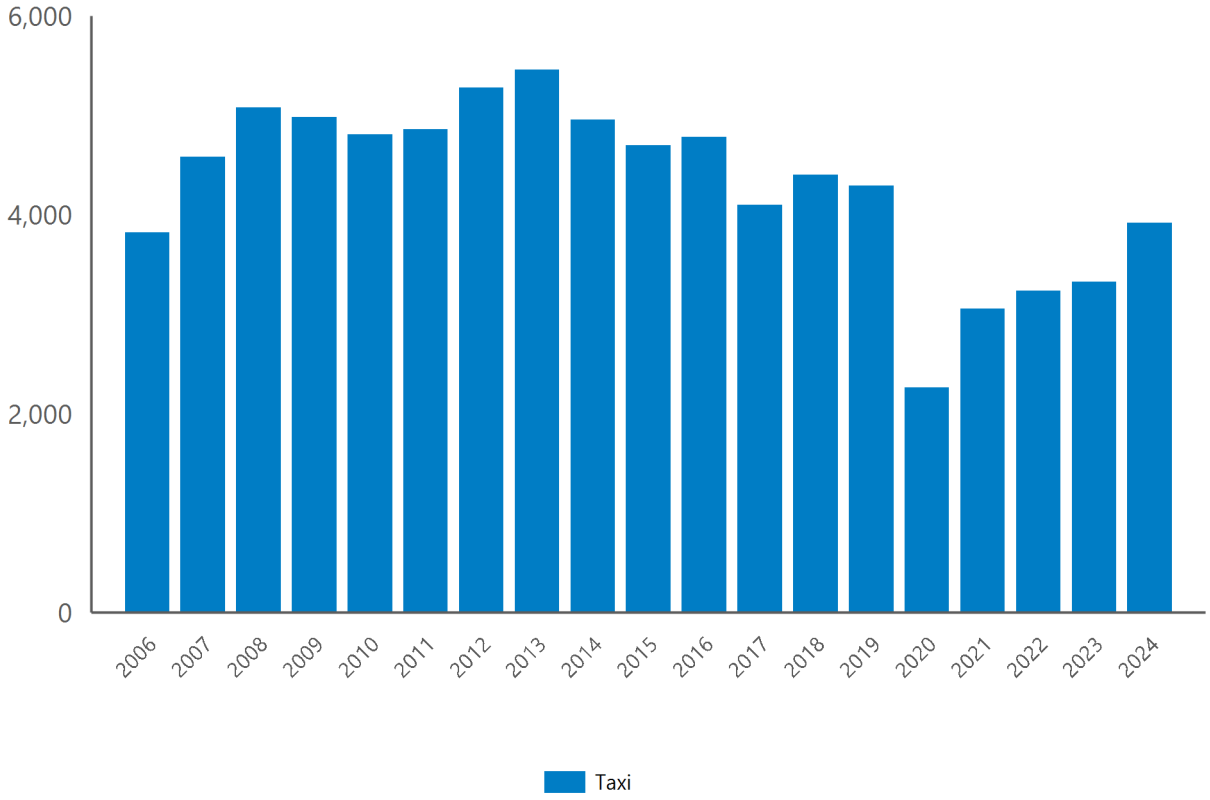
In the period 2006-2024 the peak year for cars crossing the canal cordon was in 2008 with 58,897 vehicles. The 2024 figure represents a decrease of 34%, or 19,967 cars, since this peak.



2.2.3 Taxis

Number of Taxis Crossing Canal Cordon in AM Peak Period 2006-2024

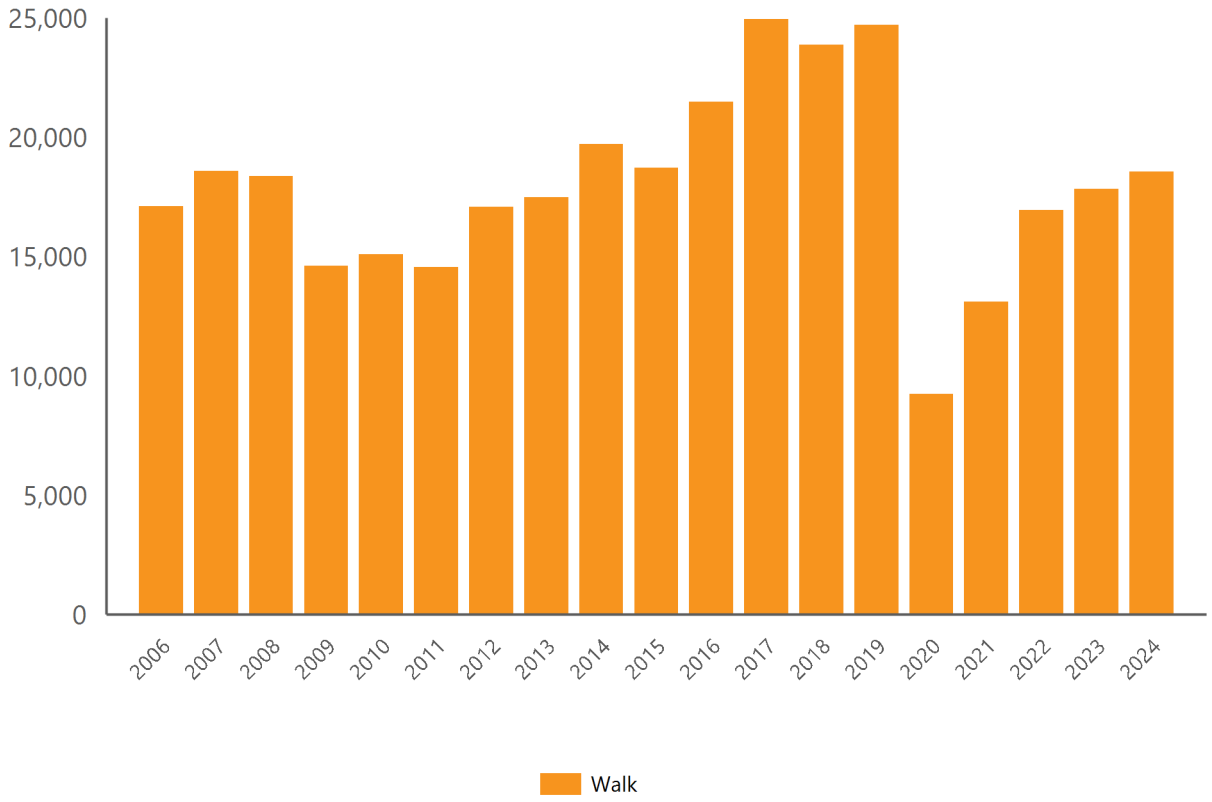
Taxis made up 6.12% of all vehicles crossing the canal cordon in 2006. This proportion increased to 8.47% in 2019. Although the proportional percentage increased between 2006 and 2019, 2024 saw a drop in the number of taxis crossing the cordon from 2019, down by 9% or 373 vehicles.



2.2.4 Pedestrians

Number of Pedestrians Crossing Canal Cordon in AM Peak Period 2006-2024

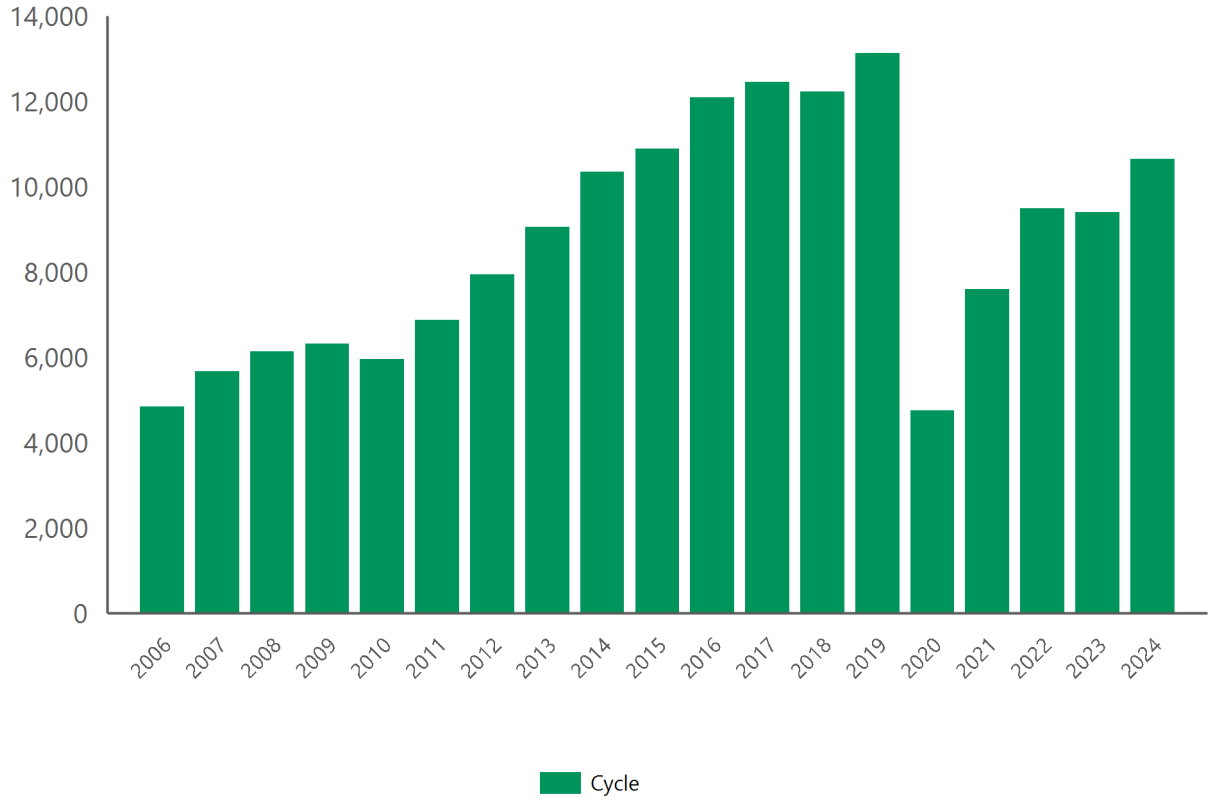
The number of pedestrians crossing the canal cordon has decreased from 24,691 in 2019 to 18,564 in 2024, a decrease of 25% or 6,127 people. In the period 2006 to 2024, there has been a 8% increase in the number of pedestrians crossing the cordon during the AM peak period.



2.2.5 Cyclists

Number of Cyclists Crossing Canal Cordon in AM Peak Period 2006-2024

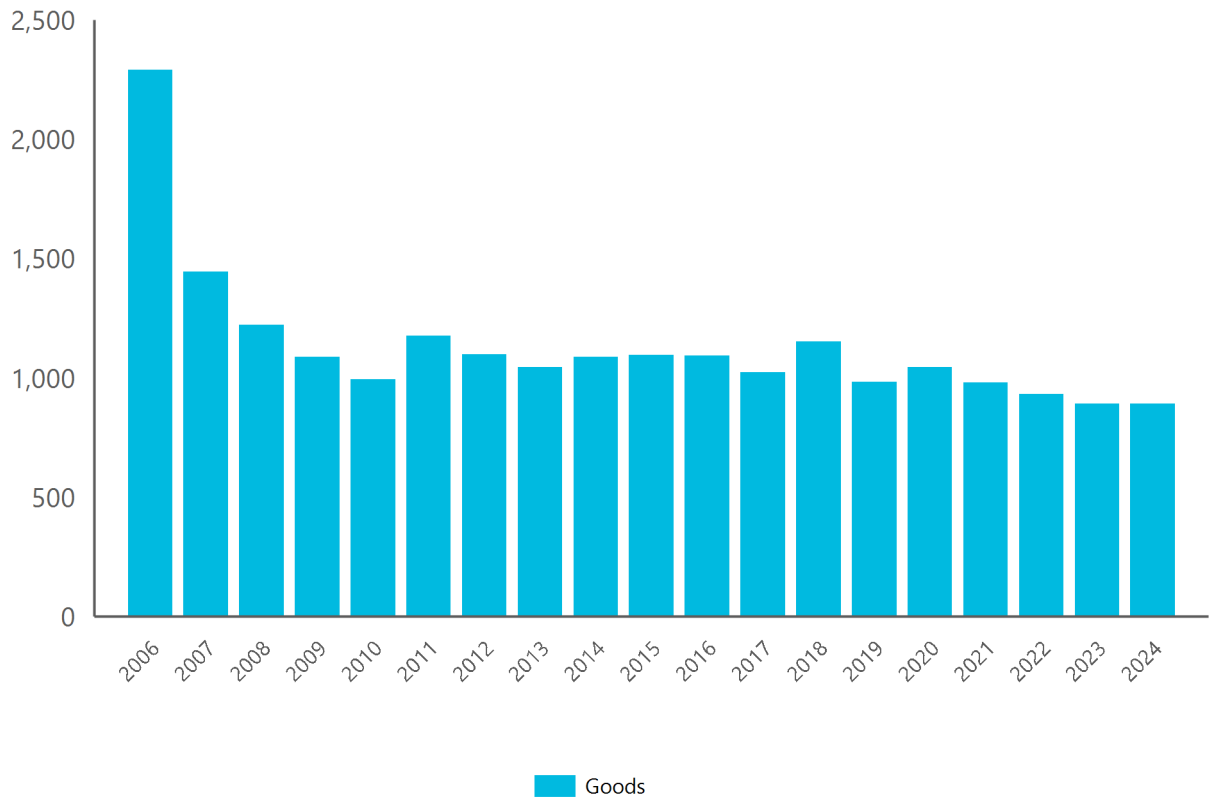
There has been a decrease in cyclists crossing the canal between 2019 and 2024 with numbers decreasing by 19% in the AM peak period. There had been a steady year on year growth in the number of cyclists crossing the cordon between 2010-2019. In 2024, despite a steady recovery in numbers following the COVID restrictions, the overall number of cyclists observed crossing the canal was 10,646 in the AM peak period, which is circa 2,485 below the 2019 peak. However, even with these lower numbers in 2024, this still represents a significant growth of 120% when compared with 2006.



2.2.6 Goods Vehicles

Number of Goods Vehicles Crossing Canal Cordon in AM Peak Period 2006-2024

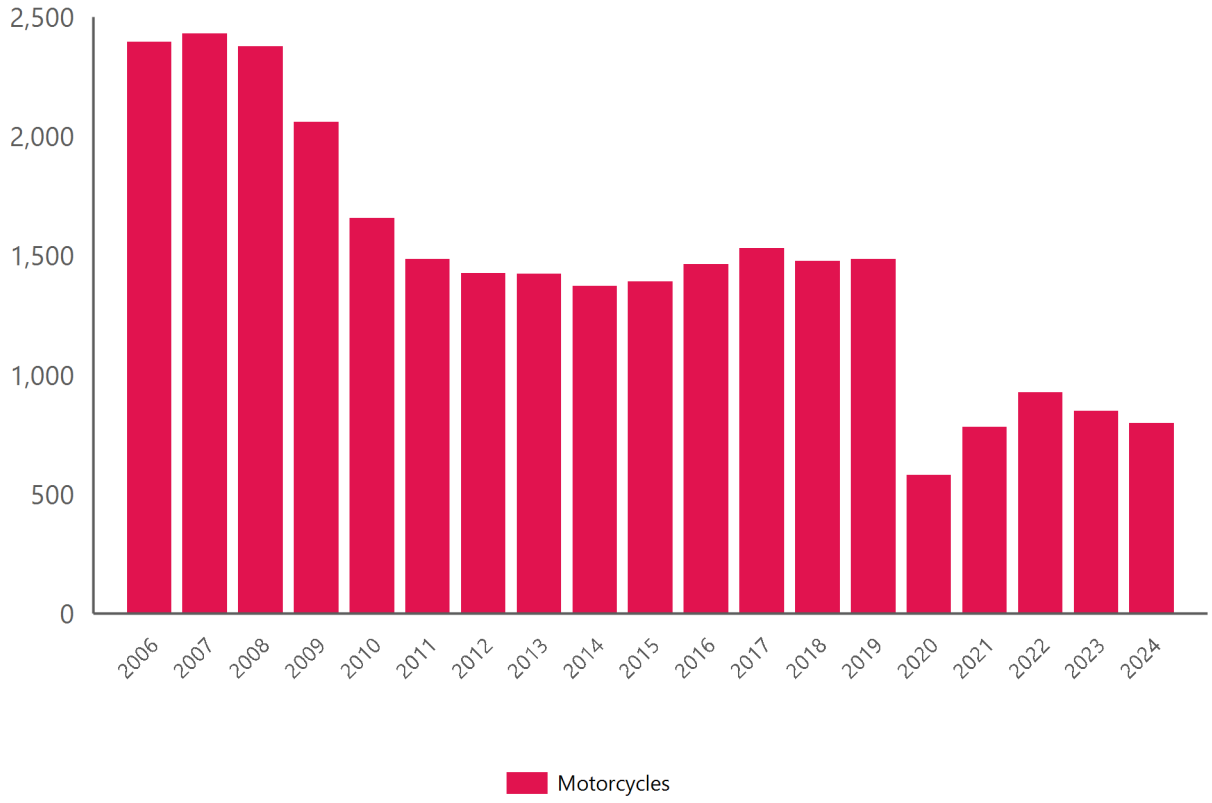
With the exception of 2018, the number of goods vehicles crossing the Canal Cordon in the AM Peak had remained relatively static over recent years. In 2024, there was a slight decrease of 9% between 2019 and 2024. The goods vehicle count in 2019 are similar to figures of just below 1,000 last seen in 2010. Overall, the volume of goods vehicles crossing the cordon has remained broadly unchanged since 2009. Over the longer period from 2006 to 2024 however, the number of goods vehicles crossing the cordon has decreased by 61% (1,398 vehicles). 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.



2.2.7 Motor Bikes

Number of Motor Bikes Crossing Canal Cordon in AM Peak Period 2006-2024

There has been a decrease of 46% in the number of motor bikes crossing the canal cordon between 2019 and 2024. In the period 2006 - 2024, the volume of motor cyclists crossing the cordon in the AM peak has fallen by roughly 67%, which equates to 1,598 vehicles. The declining trend seemed to have stabilised since 2011 until the occurrence of COVID-19.



3 Traffic and Transport Surveys - Overall Movements

3.1 Overview

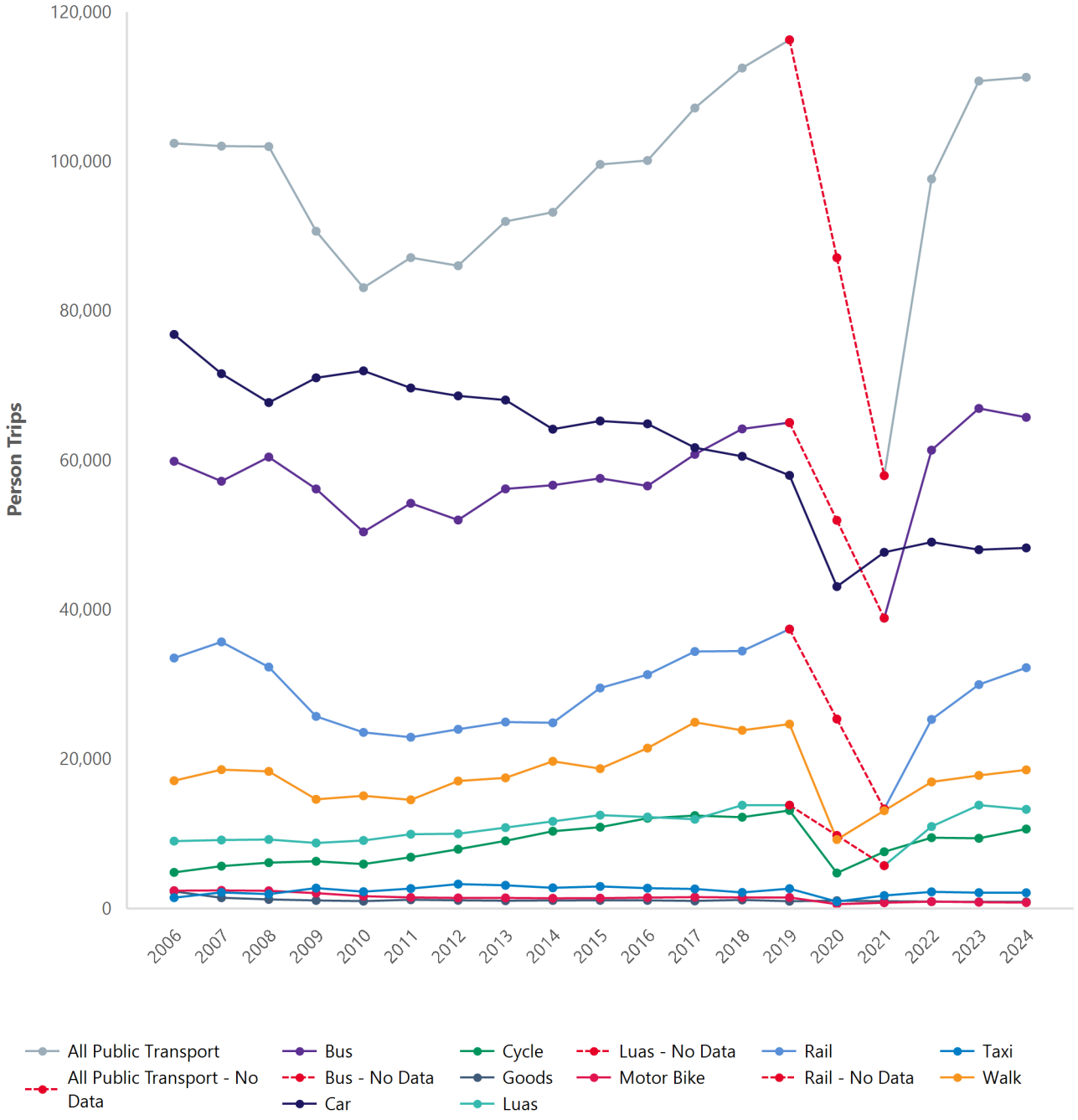
While Chapter 2 reports the number of vehicles, cyclists and pedestrians crossing the canal cordon, this chapter supplements that information with the data obtained from the public transport surveys, to give the overall number of people travelling across the cordon.

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 2024 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 2006-2024

Means of Travel	Bus	Rail	Luas	All Public Transport	Car	Taxi	Walk	Cycle	Goods	Motor Cycle	Total 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	**185,454**
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	**59,645**
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**
2024	65,758	32,241	13,275	**111,274**	48,273	2,116	18,564	10,646	893	797	**192,563**

Figure 2 - Numbers of people crossing the Canal Cordon by mode of travel 2006-2024



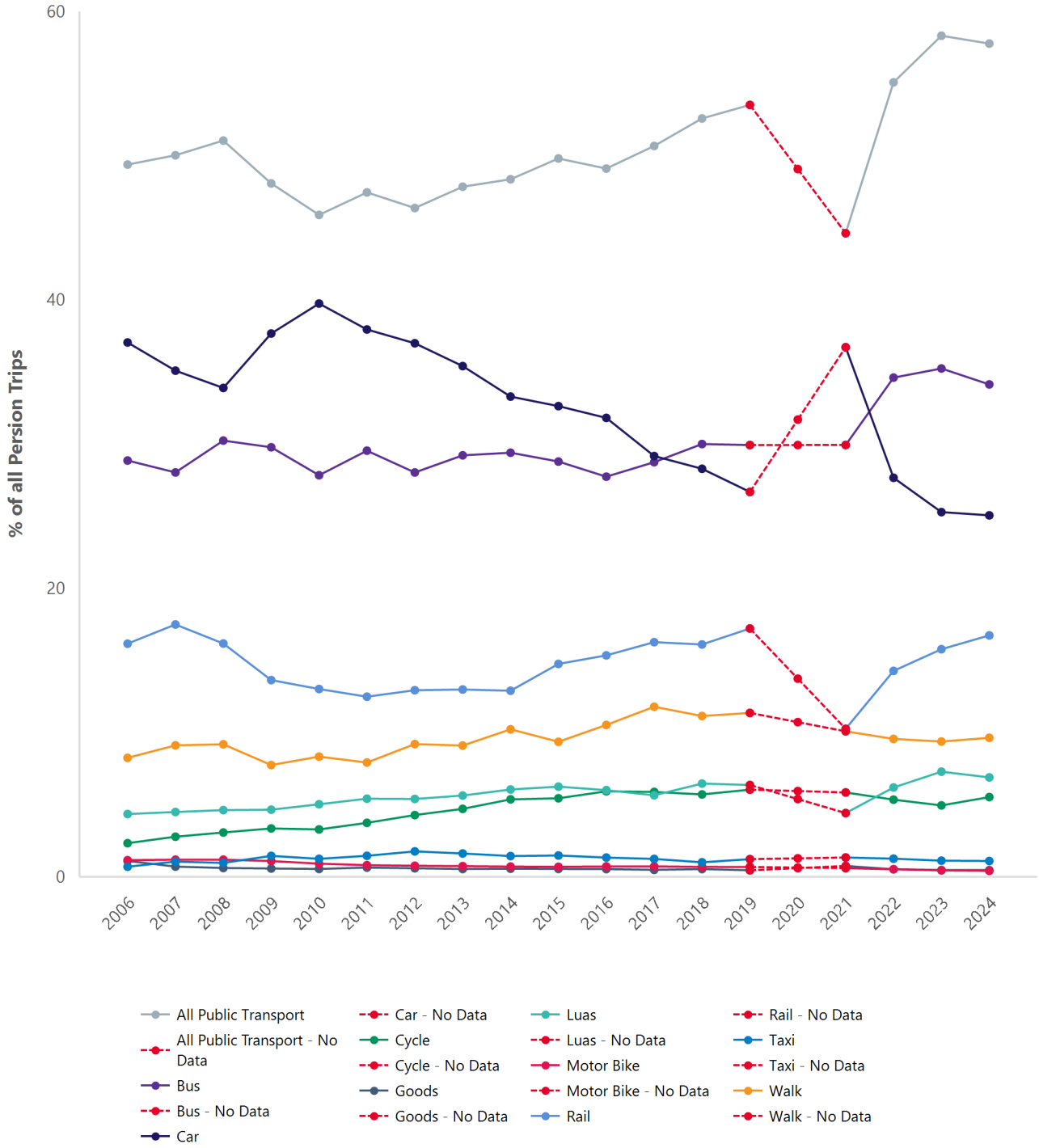
3.2 Percentage mode share of people crossing the canal cordon

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 2024. The trend is graphed in Figure 3.

Table 3 - Mode share of people crossing the Canal Cordon by mode of travel 2006-2024

Means of Travel	Bus	Rail	Luas	All Public Transport	Car	Taxi	Walk	Cycle	Goods	Motor Cycle	Total 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%	17.5%	4.5%	**50%**	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%	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	27.8%	13%	5%	**45.9%**	39.8%	1.2%	8.3%	3.3%	0.5%	0.9%	**181,042**
2011	29.6%	12.5%	5.4%	**47.5%**	38%	1.5%	7.9%	3.7%	0.6%	0.8%	**183,569**
2012	28%	12.9%	5.4%	**46.4%**	37%	1.8%	9.2%	4.3%	0.6%	0.8%	**185,454**
2013	29.2%	13%	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%	**49.1%**	31.8%	1.3%	10.5%	5.9%	0.5%	0.7%	**203,863**
2017	28.8%	16.3%	5.7%	**50.7%**	29.2%	1.2%	11.8%	5.9%	0.5%	0.7%	**211,416**
2018	30%	16.1%	6.5%	**52.6%**	28.3%	1%	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%	0.5%	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	**59,645**
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%	0.5%	0.4%	**189,904**
2024	34.1%	16.7%	6.9%	**57.8%**	25.1%	1.1%	9.6%	5.5%	0.5%	0.4%	**192,563**

Figure 3 - Mode share of people crossing the Canal Cordon by mode of travel 2006-2024



3.3 Trips Crossing the Canal Cordon by Sustainable Modes

The table below shows the number and mode share of share trips crossing the canal cordon in the AM peak period by sustainable modes during the period 2006 to 2024. Sustainable modes consist of public transport, active modes (walking & cycling) and taxi.

Table 4 - Numbers and mode share of people crossing the Canal Cordon by sustainable modes of travel 2006-2024

Means of Travel	Sustainable Modes People Crossing	Sustainable Modes Mode Share	Car, Goods and Other Modes People Crossing	Car, Goods and Other Modes Mode Share	Total Trips
2006	125,843	60.7%	81,536	39.3%	207,379
2007	128,488	63%	75,471	37%	203,959
2008	128,437	64.3%	71,330	35.7%	199,767
2009	114,350	60.7%	74,190	39.3%	188,540
2010	106,415	58.8%	74,627	41.2%	181,042
2011	111,227	60.6%	72,342	39.4%	183,569
2012	114,304	61.6%	71,150	38.4%	185,454
2013	121,648	63.3%	70,540	36.7%	192,188
2014	126,042	65.4%	66,628	34.6%	192,670
2015	132,188	66.1%	67,755	33.9%	199,943
2016	136,421	66.9%	67,442	33.1%	203,863
2017	147,166	69.6%	64,250	30.4%	211,416
2018	150,753	70.5%	63,167	29.5%	213,920
2019	156,770	72.2%	60,453	27.8%	217,223
2020	14,919	No Data	44,726	No Data	59,645
2021	80,396	61.9%	49,449	38.1%	129,845
2022	126,329	71.3%	50,914	28.7%	177,243
2023	140,128	73.8%	49,776	26.2%	189,904
2024	142,600	74.1%	49,963	25.9%	192,563

During the 2024 AM peak period (7am to 10am), 74.1% 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 2024 with the exception of 2020 and 2021 due to COVID.

In 2024, 142,600 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 to 2024.

Figure 4 - Mode share of people crossing the Canal Cordon by sustainable modes of travel 2006 & 2024

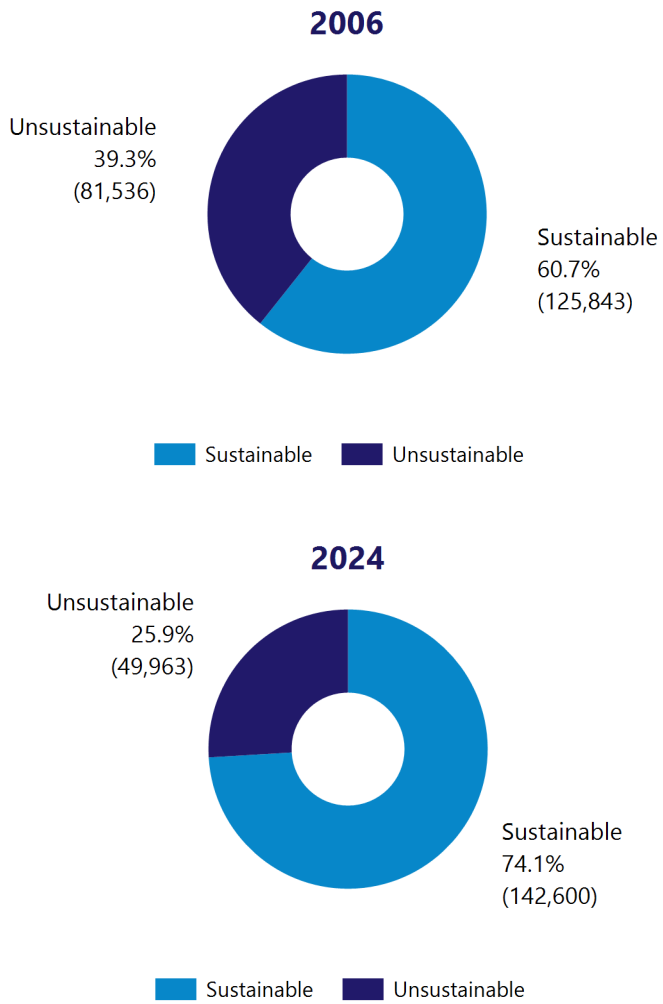
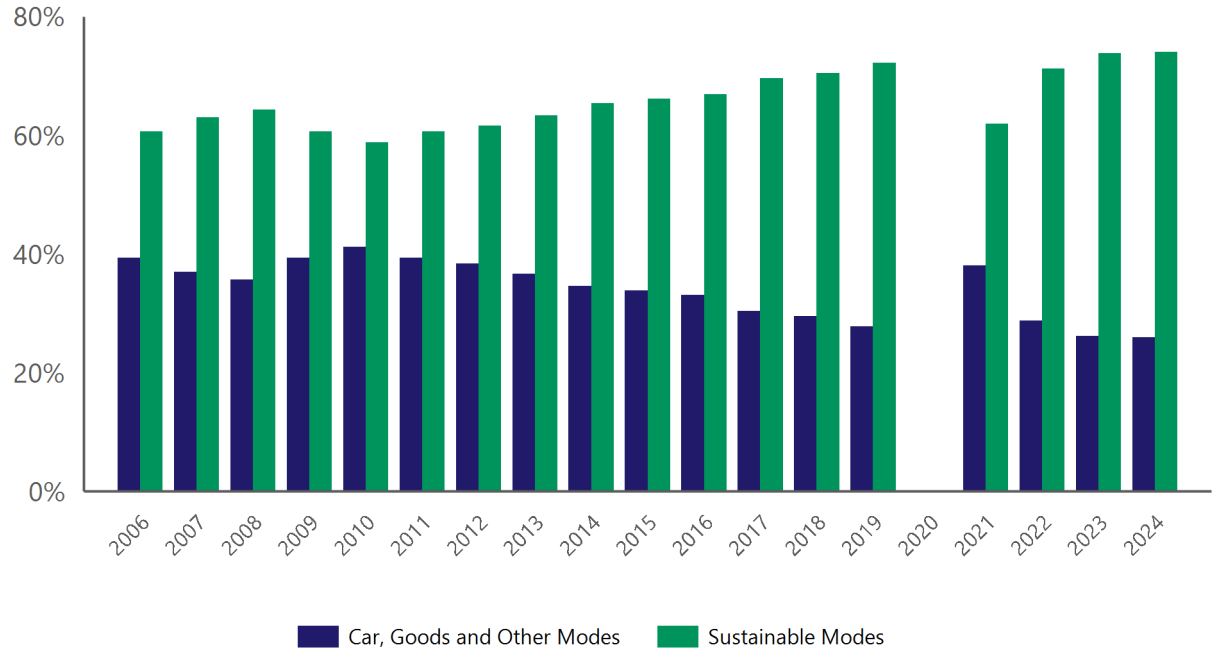


Figure 5 - Numbers of people crossing the Canal Cordon by sustainable modes of travel 2006-2024



Figure 6 - Mode share of people crossing the Canal Cordon by sustainable modes 2006-2024



**2020 can not be calculated*

4 Commentary on Canal Cordon Trends

4.1 Overall Trends

As shown in Table 3, the total number of people crossing the canal cordon in the AM peak period (07:00-10:00) decreased by 11.4% between 2019 and 2024. This is a decrease of 24,660 person trips, bringing the total number of people crossing the canal (inbound) in the AM peak period to 192,563. 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. In 2024 there was an increase of 48.3% in overall numbers between 2021 and 2024 which equates to an additional 62,718 trips.

4.2 Public Transport Usage

At 111,274 the number of public transport users crossing the cordon between 07:00 and 10:00 on census day was 4.3% lower in 2024 than in 2019. Luas usage figures were slightly lower in 2024 (13,275) compared to 2019 (13,832). Rail trips recorded in 2024 are 13.8% lower than in 2019. Bus patronage overall continues to exceed pre-Covid levels, with a total of 65,758, representing a slight increase of 710 (1.1%) relative to 2019.

4.3 Mode Trends

Based on the data set out above, a number of key changes in travel across the canal cordon may be identified.

In percentage terms, mode share for bus travel across the canal cordon in 2024 is now 34.3%. This is an increase of 4.4% on the 2019 and 2021 figures of 29.9%. In absolute terms, bus patronage in person trips increased in 2024 relative to 2019 as it carried 65,758 people. It also increased if comparing 2024 to 2021, with an additional 26,873 trips travelling into the City Centre in the AM peak period. This represents almost 60% of all public transport trips in 2024 into the City Centre in the peak period.

The mode share for rail across the canal cordon in 2024 was 16.8%. This figure is only 0.4% 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. Post pandemic, rail patronage has recovered year on year, with a 7.5% increase in usage in 2024 compared to 2023 (an increase in 2,263).

Car mode share (excluding taxis) slightly decreased in 2024, maintaining the trend of the year-on-year decline seen from 2010 until 2019, and again post pandemic. Car use increased slightly following the pandemic recovery, increasing by just over 1 % between 2021 and 2022, but this trend was reversed in 2023 and has continued into 2024, with a decrease of 1.2% from the 2021 figure. It is worth noting that even with changes in pandemic related mode choices, on census day 2024 there has been a reduction of 39% in the number of cars entering the city during the AM peak period compared to census day 2006.

The total number of people walking into the city has fallen by roughly 25% between 2019 and 2024, but it is noted that the trend in recent years continues to show an increase in pedestrian numbers, with a growth of 4.2% when compared to 2023. 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 the walk mode share dropped slightly to 9.4% in 2023. However, in a reversal of this trend, it has now risen to 9.7% in 2024.

With the exception of a slight drop in 2018, cycling had presented a steadily increasing trend between 2006 and 2019. In 2024 it is currently represented by a mode share of 5.6%, showing a jump from 5% in 2023. Overall cycle numbers are up 120% on 2006 levels.

There were 29,210 “active trips” (walking and cycling) crossing the canal cordon during the AM peak period, which is slightly lower than the total number of passengers carried by the entire heavy rail network for the same period.

Over 2,500 people entered the City by taxi in 2024, which represents a 6% decrease on 2019 levels. Until 2024, the peak taxi use occurred in 2012 when over 3,270 passengers crossed the canal cordon in the AM peak period.

The number of motor bikes entering the City has decreased since 2019 (by 46%). There had been a slow and steady downward trend of motorcycle use between 2006 and 2013 with a relatively flattening from 2013 to 2019, with motor cycle mode share relatively static at 0.7% from 2013 to 2019. Since the pandemic this mode share has fallen steadily, now standing at just 0.4% in 2024.

There has been a slight decrease of 7% (69 vehicles) in the number of goods vehicles entering the City during the AM peak period between 2019 and 2024. Goods vehicle volumes in 2024 have marginally decreased continuing a downward trend, with just over 914 vehicles crossing the canal cordon in the AM peak period, a decrease of 60% since 2006.

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 2024 the overall mode share for sustainable transport modes – walking, cycling and public transport – was 74.5%, which is 3.2% higher than 2022, demonstrating recovery by maintaining a high proportion even given the unusual circumstances brought about by COVID-19. Goods vehicles and journeys by car and motorbike accounted for 25.5% of the trips crossing the canal cordon.