

Appendix C – HFAS Statistics

Table C1: Cordon Flows – AM Peak 0730 to 0930

| Year | Car | Bus | Rail | Cycle | Walk | Total | Non-Car |
|---------------|------------|------------|------------|------------|------------|------------|------------|
| 2003 | 3,798 | 1,364 | 619 | 28 | 1,889 | 7,698 | 51% |
| 2006 | 3,623 | 1,787 | 558 | 25 | 2,722 | 8,715 | 58% |
| 2009 | 3,626 | 1,936 | 711 | 44 | 2,713 | 9,030 | 60% |
| 2010 | 3,440 | 1,889 | 893 | 42 | 2,719 | 8,983 | 62% |
| 2011 | 3,542 | 2,353 | 1,030 | 44 | 2,512 | 9,481 | 63% |
| Growth | -7% | 73% | 66% | 57% | 33% | 23% | 24% |

Table C2: Cordon Flows – Interpeak Peak 1000 to 1200

| Year | Car | Bus | Rail | Cycle | Walk | Total | Non-Car |
|---------------|-------------|-------------|------------|------------|------------|------------|------------|
| 2003 | 4,372 | 1,109 | 367 | 19 | 2,811 | 8,678 | 50% |
| 2006 | 3,750 | 1,545 | 402 | 13 | 3,830 | 9,540 | 61% |
| 2009 | 3,954 | 2,551 | 362 | 33 | 4,044 | 10,944 | 64% |
| 2010 | 3,611 | 2,201 | 572 | 30 | 4,059 | 10,473 | 66% |
| 2011 | 3,533 | 2,377 | 645 | 37 | 3,856 | 10,448 | 66% |
| Growth | -19% | 114% | 76% | 95% | 37% | 20% | 33% |

Table C3: Cordon Flows – PM Peak 1600 to 1800

| Year | Car | Bus | Rail | Cycle | Walk | Total | Non-Car |
|---------------|-------------|-------------|------------|-------------|------------|-----------|------------|
| 2003 | 3,284 | 385 | 782 | 29 | 2,148 | 6,628 | 50% |
| 2006 | 2,459 | 576 | 611 | 33 | 1,849 | 5,528 | 56% |
| 2009 | 2,403 | 999 | 944 | 44 | 2,143 | 6,533 | 63% |
| 2010 | 2,458 | 1,106 | 1,124 | 63 | 2,309 | 7,060 | 65% |
| 2011 | 2,311 | 1,047 | 1,290 | 73 | 2,135 | 6,856 | 66% |
| Growth | -30% | 172% | 65% | 152% | -1% | 3% | 31% |

Table C4: Cordon Flows for 2010 – AM Peak 0730 to 0930

| Cordon Point | Car | LGV | OGV | Bus | Motor Cycle | Cycle | Total |
|--------------|--------------|------------|-----------|------------|-------------|-----------|--------------|
| Mesnes St | 3 | 3 | 3 | 47 | 1 | 5 | 62 |
| Standishgate | 396 | 69 | 19 | 4 | 3 | 2 | 493 |
| Water St | 350 | 8 | 2 | 0 | 0 | 0 | 360 |
| Crompton St | 48 | 8 | 0 | 33 | 1 | 3 | 93 |
| Millgate | 60 | 13 | 5 | 0 | 2 | 1 | 81 |
| King St | 486 | 66 | 13 | 49 | 10 | 8 | 632 |
| Wallgate | 600 | 90 | 11 | 91 | 2 | 4 | 798 |
| Dorning St | 269 | 35 | 0 | 10 | 4 | 3 | 321 |
| Station Rd | 265 | 13 | 0 | 0 | 0 | 0 | 278 |
| Total | 2,477 | 305 | 53 | 234 | 23 | 26 | 3,118 |

Table C5: Cordon Flows for 2010 – Inter Peak 1000 to 1200

| Cordon Point | Car | LGV | OGV | Bus | Motor Cycle | Cycle | Total |
|--------------|--------------|------------|-----------|------------|-------------|-----------|--------------|
| Mesnes St | 21 | 0 | 0 | 45 | 0 | 5 | 71 |
| Standishgate | 652 | 43 | 7 | 0 | 3 | 1 | 706 |
| Water St | 135 | 5 | 2 | 0 | 0 | 1 | 143 |
| Crompton St | 150 | 5 | 0 | 39 | 0 | 5 | 199 |
| Millgate | 94 | 24 | 6 | 0 | 4 | 1 | 129 |
| King St | 418 | 66 | 5 | 43 | 5 | 9 | 546 |
| Wallgate | 475 | 83 | 9 | 94 | 3 | 2 | 666 |
| Dorning St | 244 | 30 | 7 | 14 | 1 | 2 | 298 |
| Station Rd | 151 | 11 | 0 | 0 | 0 | 3 | 165 |
| Total | 2,340 | 267 | 36 | 235 | 16 | 29 | 2,923 |

Table C6: Cordon Flows for 2010 – PM Peak 1600 to 1800

| Cordon Point | Car | LGV | OGV | Bus | Motor Cycle | Cycle | Total |
|--------------|--------------|------------|-----------|------------|-------------|-----------|--------------|
| Mesnes St | 12 | 0 | 0 | 48 | 0 | 4 | 64 |
| Standishgate | 354 | 46 | 3 | 1 | 2 | 7 | 413 |
| Water St | 35 | 3 | 0 | 0 | 0 | 0 | 38 |
| Crompton St | 48 | 3 | 1 | 42 | 0 | 12 | 106 |
| Millgate | 53 | 7 | 1 | 0 | 1 | 0 | 62 |
| King St | 561 | 79 | 2 | 50 | 6 | 6 | 704 |
| Wallgate | 426 | 57 | 5 | 88 | 9 | 10 | 595 |
| Dorning St | 196 | 31 | 1 | 20 | 2 | 4 | 254 |
| Station Rd | 27 | 2 | 0 | 0 | 0 | 0 | 29 |
| Total | 1,712 | 228 | 13 | 249 | 20 | 43 | 2,265 |