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25th August 2021

[REDACTED]

[REDACTED]

Telephone: [REDACTED]

E-Mail: [REDACTED]

Re: FOI request IE_FOI_497

Dear [REDACTED],

I refer to your request dated 16th July 2021 made under the Freedom of Information Act 2014, which was received on by my office on that date, for records held by Iarnród Éireann.

Request:

As part of a mixed-use planning application in Maynooth Co. Kildare I want to investigate the capacity of the train routes from Maynooth to Dublin. The capacity investigation would include the quantity of passengers using the trains and the number of spare seats on the trains (7-day week). As covid has had a massive effect on passenger numbers would you have these capacity statistics for 2018 or 2019 (pre-covid)?

Response:

I, [REDACTED] Decision Maker have now made a final decision to part grant your request on 25th August 2021.

Please find response document and schedule of records attached. We have no covid statistics available.

Rights of appeal

In the event that you are not happy with this decision you can make an appeal in relation to this matter, you can do so by writing to the FOI Unit, Corporate Communications, Iarnród Éireann Irish Rail, Connolly Station, Amiens St, Dublin 1 or by e-mail to foi@irishrail.ie. You should make your appeal within 4 weeks (20 working days) from the date of this notification, where a day is defined as a working day excluding, the weekend and public holidays, however, the making of a late appeal may be permitted in appropriate circumstances.

The appeal will involve a complete reconsideration of the matter by a more senior member of the staff of this body.

Should you have any questions or concerns regarding the above, please contact the FOI Officer on [REDACTED] or by email at foi@irishrail.ie

Yours sincerely,

[REDACTED]

Decision Maker

[REDACTED]

FOI Executive

Freedom of Information Request:
Schedule of Records for [IE_FOI_497](#) : Summary for Decision Making

Record No.	Date of Record	Brief Description	No. of Pages	Decision: Grant/Part Grant/Refuse	Section of Act if applicable	Record Edited/Identify Deletions
1	~	NTA_Heavy_Rail_Census_Report_2019.	52	Grant		

Signed:

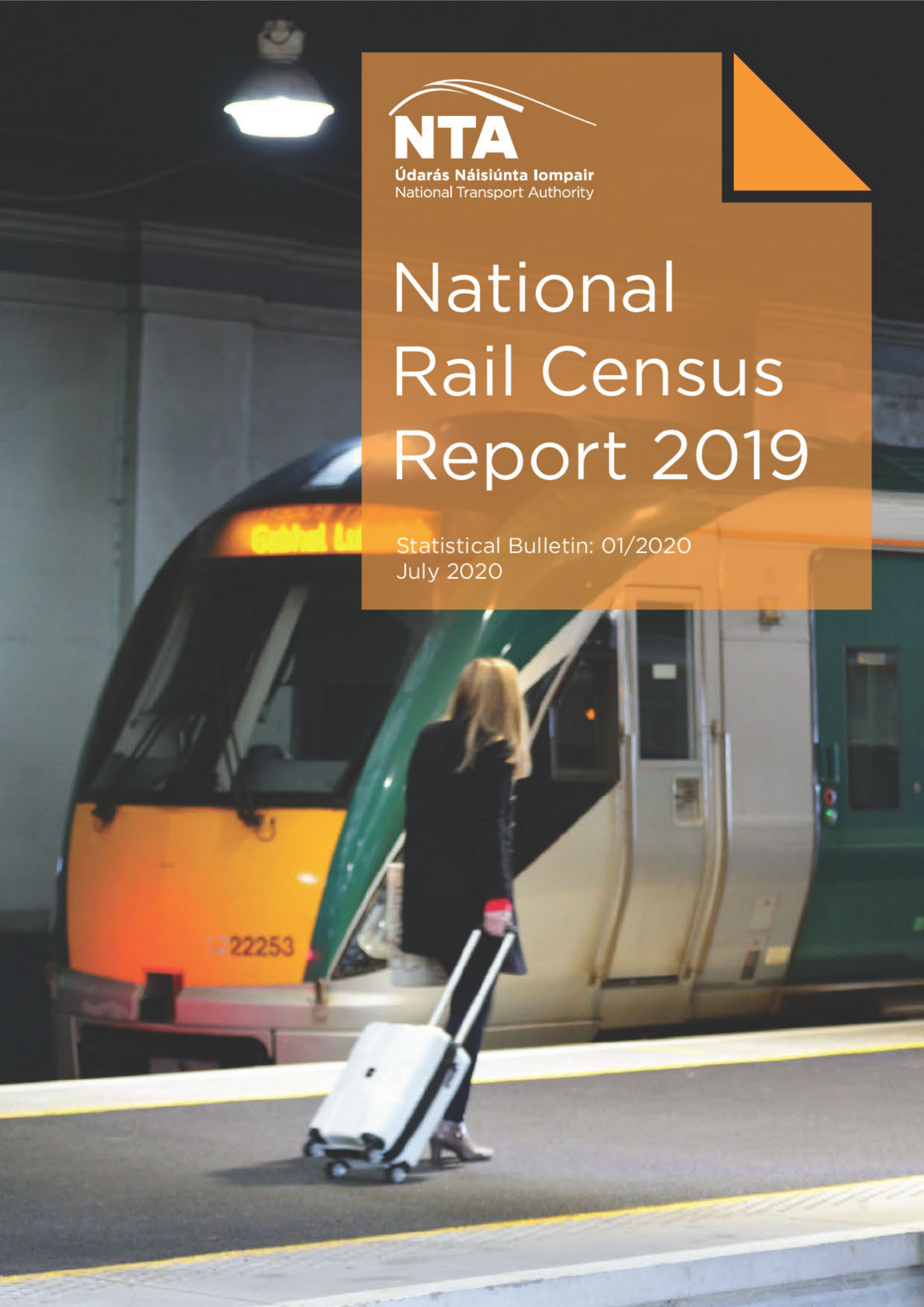
Freedom of Information / Data Protection Executive



Údarás Náisiúnta Iompair
National Transport Authority

National Rail Census Report 2019

Statistical Bulletin: 01/2020
July 2020



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Introduction

Iarnród Éireann commissioned Amárach Research to carry out the annual National Census of Rail patronage on behalf of the National Transport Authority. Boardings and alightings of passengers at every train station in the country are recorded on one day of the year. The 2019 Census is the eighth national Census. Prior to 2012, the census was carried out in the Greater Dublin Area (GDA) comprising the counties of Dublin, Meath, Kildare and Wicklow only.

The annual National Rail Census captures the number of individuals boarding and alighting at each station in the country on one day of the year. It provides a snapshot of usage and patronage across the country at all stations and on all services on this one date. It is not intended to represent an accurate picture of overall rail service usage, which instead is recorded in Iarnród Éireann's patronage data. While over time the census can help to illustrate trends, each individual year the census data is subject to variation based on factors such as operating conditions, weather, service delays etc. it is nonetheless a useful barometer.

Overall, on census day, there were 177,904 passenger journeys across the network. This is down slightly from 2018. Total passenger journey numbers are up almost 44% on Rail Census day over the period 2012 - 2019. Meanwhile, Iarnród Éireann reported 50.06m total passenger journeys in the year 2019 which is an increase of 5% on 2018 and 36% over the longer period 2012 - 2019. In 2017, annual passenger volumes returned to peak levels recorded in 2007, and two years later have exceeded this level by a further 10%.

This report provides an overview of the 2019 National Rail Census and discusses the annual change in rail journeys throughout the country. It also sets out the changes in rail usage in the GDA in 2019 and over the previous year.

The report structure is as follows:

- Section 1 provides a background and also sets out the methodology of the Rail Census. An overview of the rail network in Ireland is also provided;
- Section 2 analyses the trends in rail journeys in the GDA from 2003 to 2019 and also assesses how the findings of the Rail Census compare with other indicators of rail usage;
- Section 3 discusses in detail the findings from the 2019 Rail Census;
- Section 4 presents an analysis of journeys on individual lines; and
- Section 5 discusses patterns of passenger movement in and out of Dublin on a radial corridor basis.

Operating Conditions on the Day of the Census

The 2019 census took place on 21st November 2019. Operating conditions on the day were normal with no service cancellations, delays or disruptions on the network.

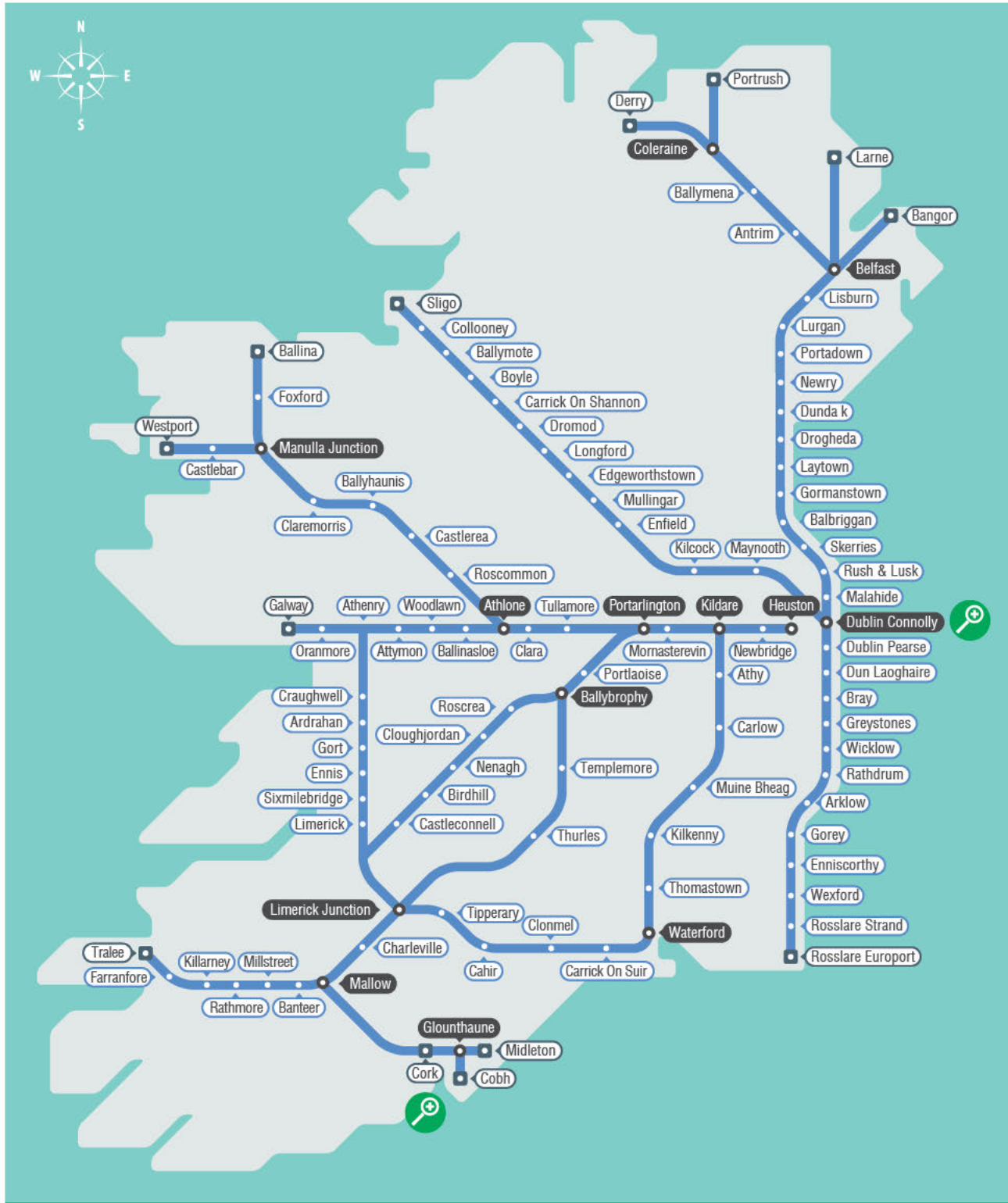
Overview of the Rail Network

The rail network in Ireland consists of approximately 2,400km of railway track and includes 147 stations. Three distinct categories of service operate on the national rail network: Intercity; Commuter; and DART. These service categories share lines over sections of the network. Table 1 provides a description of the routes within each of the categories as defined by Iarnród Éireann and Figures 1 to 3 show maps of the network.

Table 1: Routes and Services in the Iarnród Éireann Network.

Route	Services on Each Route
Inter City	Dublin - Belfast
	Dublin - Sligo
	Dublin - Westport / Ballina
	Dublin - Galway
	Dublin - Limerick
	Dublin - Cork / Limerick Junction / Tralee
	Dublin - Waterford
	Dublin - Kilkenny
	Dublin - Rosslare
	Limerick - Galway
	Limerick - Waterford
	Commuter Routes
Dublin - Portlaoise	
Dublin - Longford	
Dublin - Dunboyne / M3 Parkway	
Dublin - Gorey	
Mallow - Cork - Cobh - Middleton	
DART	

Figure 1 Inter City Network



Intercity Train Services

 Intercity  Connection  Terminus

Figure 2 Dublin Network

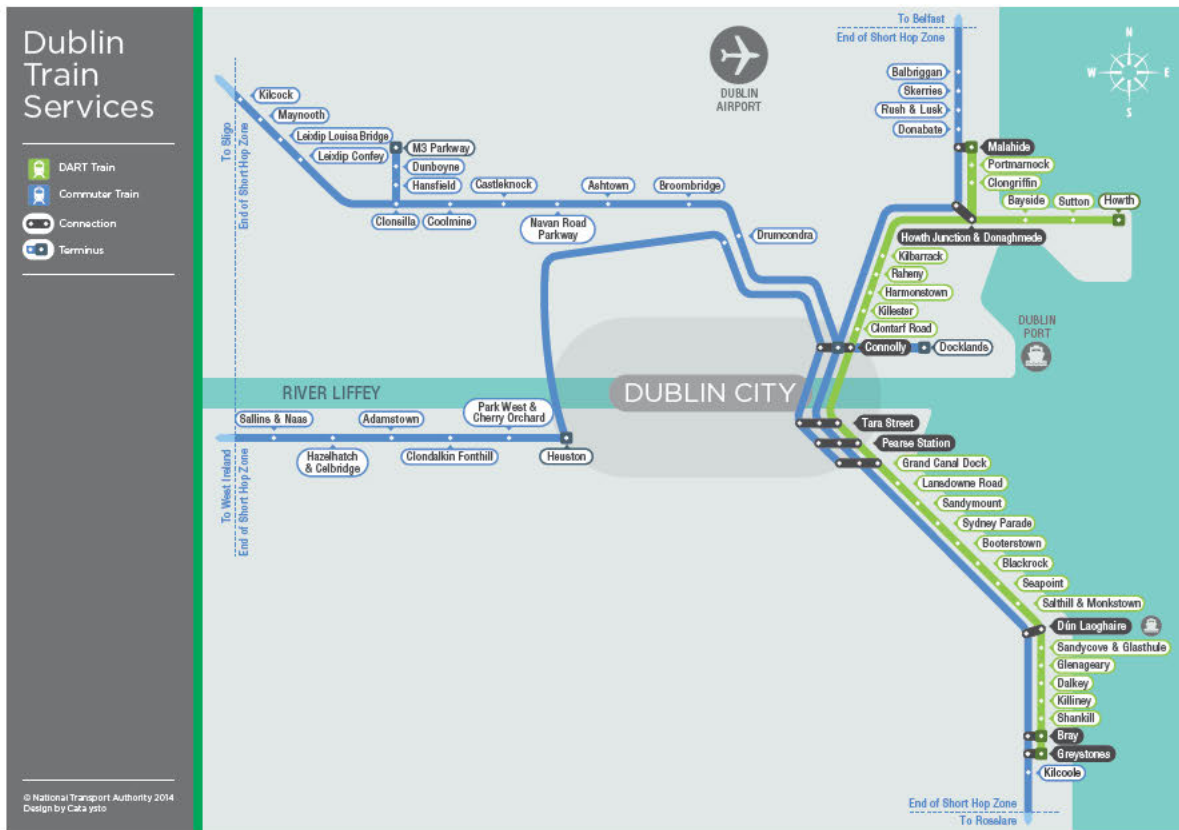
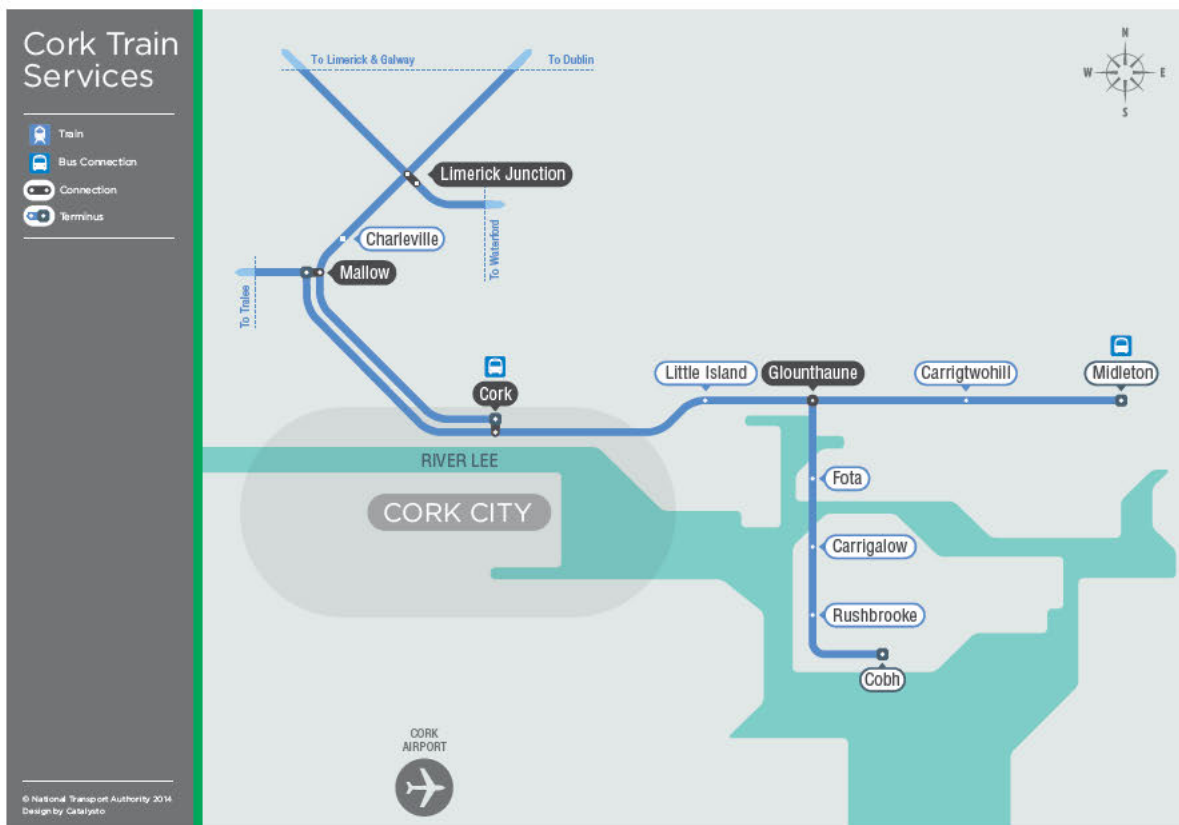


Figure 3 Cork Network



Tables 2 to 4 detail the service provision for a sample weekday for direct Inter City services and key Commuter and DART services. This includes the fastest journey time and the number of services available per weekday in 2019.

Table 2: Inter City Journey Times and Service Frequency¹ 2019

Route	Fastest journey time 2019	Number of services per weekday
Dublin - Cork	2:27	29
Dublin - Belfast Lanyon Place	2:06	16
Dublin - Galway ²	2:20	20
Dublin - Westport	3:09	8
Dublin - Sligo	3:06	14
Dublin - Tralee	3:51	2
Dublin - Limerick	2:11 ³	7
Dublin - Waterford	2:03	14
Dublin - Rosslare	2:57	8

Table 3: Key Commuter Journey Times and Service Frequency 2019

Route	Fastest journey time 2019	Number of services per weekday ⁴
Dublin - Portlaoise	0:41	37
Dublin - Newbridge (Grand Canal Dock - Newbridge)	0:21(0:55)	46 (24)
Dublin - Maynooth	0:32	79
Dublin - Drogheda	0:33	55
Dublin - Dundalk	0:55	13
Cork - Mallow	0:22	15
Cork - Midleton	0:23	44
Cork - Cobh	0:24	46

¹ Both Directions

² Includes 1 daily Intercity Service Galway - Athlone / Athlone - Dublin

³ 01:59 journey time possible with change at Limerick Junction

⁴ Total number of daily direct commuter services in both directions, excluding Intercity Services

Table 4: DART Journey Times and Service Frequency 2019

Direction	Route	Fastest journey time 2019	Number of services per weekday
Southbound	Malahide / Howth - Bray / Greystones	1:24	99 ⁵
Northbound	Greystones / Bray - Howth / Malahide	1:26	96 ⁶

Changes to Rail Services in 2019

A detailed list of weekday service changes implemented since the last rail census is presented below:

- An additional Maynooth to Connolly commuter service introduced, departing 05:58.
- Six additional daily off-peak services between Dublin Connolly to Maynooth (Mon. to Fri.), delivering half-hourly off-peak service during the day and up to 21:00.
- Three additional services were introduced from Connolly to Drogheda (Mon. to Fri.) at 07:50, 09:10 and 15:22
- Additional 06:52 DART from Connolly to Malahide, connecting to northbound Northern Commuter service for customers from intermediate DART stations.
- Three additional services from Drogheda to Connolly (Mon. to Fri.) at 09:00, 10:10 and 16:28, providing an increase in service to at least 2 trains per hour in each direction for the majority of the day.
- Provision of an hourly off-peak service (Mon. to Fri.) between Grand Canal Dock and Hazelhatch during the day and up to 23:20 at night.
- Provision of additional services from Connolly to Sligo, (Mon. to Fri.) at 06:55 and 09:05 (replacing 08:00 Connolly to Sligo)
- Provision of additional service from Sligo to Connolly, (Mon. to Sat.) at 16:55 (17:00 Saturday) and 19:00 (replacing 18:00 Sligo to Connolly).
- The 07:05 Sligo to Dublin Connolly service advanced to 06:40.
- The 17:33 Connolly to Wexford (Mon. to Fri.) extended to Rosslare Europort; 18:35 Connolly to Rosslare Europort will now terminate at Wexford

⁵ 2317, 2330,2340,2355 Southbound DART Services Terminate at Connolly

⁶ 2304 DART Services Terminates at Connolly



Trends in Daily Rail Patronage, 2003 - 2019

Key Events since 2003

Rail usage is closely related to, levels of economic activity, amongst other factors. This is apparent when trends since 2003 are examined. At the start of the period, the demand for rail usage increased steadily. This increase in demand necessitated investment in the rail network and fleet, major rehabilitation works and service improvements.

Between 2000 and 2010, for example, service levels on the Inter City, Commuter and DART networks were approximately doubled. Following an upgrade in 2006, capacity on the DART increased. Station improvements were carried out and platforms were lengthened in order to accommodate longer, higher capacity trains. In more recent times, the reopening of the Phoenix Park tunnel to passenger services and increased frequency of DART services have increased the level of rail service in the Greater Dublin Area. The commencement of LUAS Green Line Cross City services has also connected the LUAS network to the Maynooth rail line, increasing the potential for passengers to interchange between rail and LUAS services.

Investments over the period include the following:

- The Kildare Route Project - this involved the development of a four-track rail line between Cherry Orchard and Hazelhatch on the Heuston to Kildare line. This allowed for the separation of Inter City and Commuter services. The speed and capacity of all services on the line was improved as well as facilitating the running of more frequent services on Inter City and Commuter routes.
- The Dunboyne Rail Line - This involved the development of 7.5km of railway, branching off the Maynooth line at Clonsilla and terminating at the M3 interchange at Pace. Three new stations on the route were also developed: Hansfield, Dunboyne and Pace. The station at Pace (M3 Parkway) has a 1,200 space car park facility. A new station at Docklands was also built to serve the expanding Financial Services Centre of Dublin by rail, and to provide additional train capacity due to constraints at Connolly.

- Cork Commuter Rail – this involved the reopening of the Cork – Midleton line in 2009, providing a peak service of 2 trains per direction per hour between the Metropolitan Area towns of Midleton and Cobh and Kent Station in Cork.
- Limerick to Galway Services – this included the reinstatement of the line from Ennis to Athenry and the construction of five new stations: Sixmilebridge, Gort, Ardahan, Craughwell and Oranmore.
- The re-opening of the Phoenix Park Tunnel to scheduled passenger services in November 2016. This originally consisted of 7 morning peak services from Newbridge or Hazelhatch to Grand Canal Dock and 8 evening peak services from Grand Canal Dock to Newbridge/Hazelhatch whilst maintaining the previous commuter service levels to and from Heuston. This has since been extended to 24 services operating throughout the day between Hazelhatch and Celbridge or Newbridge and Grand Canal Dock⁷.
- A reconfiguration of Cork’s Kent Station to provide better bus-rail interchange facilities at the station and to shorten the walk between the station and city centre destinations was implemented in November 2017.
- On December 1st 2017 the Authority extended the ‘short hop zone’ to include the Sallins and Naas station. This had the effect of cutting many single and return fares in half from Sallins and Naas to Heuston. On June 1st 2017, Kilcock station was brought into the ‘short hop zone’ on the Maynooth/Sligo line.
- In December 2017, passenger services commenced on the LUAS Green Line between St. Stephens Green and Broombridge (LUAS Cross City). This had the effect of introducing an interchange at Broombridge between the Rail (Maynooth line) and LUAS Green line.
- In September 2018, Iarnród Éireann introduced an all-day⁸ 10 minute DART frequency in both directions between Bray and Howth Junction. This necessitated a slight reduction in peak hour DART frequency.

Historic Trends in the Greater Dublin Area (GDA)

Prior to 2012 the rail census was undertaken for the GDA only. As such, historical trends can be examined across the following sections of the network:

- DART Line;
- Longford – Dublin – Bray (Gorey) line;
- Dundalk – Bray and
- Dublin – Kildare line.

Table 5 shows daily rail journeys in the GDA since 2003, defined as the number of boardings. The number of rail journeys in the GDA increased year on year up to its peak of approximately 144,000 in 2007. This was followed by a period of decline in patronage from 2008 to 2010, closely mirroring the economic downturn experienced at that time. Between 2011 and 2013 the number of daily journeys within the GDA remained relatively static. In the 2 year period 2014 to 2016 there was a 19% increase in patronage within the GDA. This trend continued in 2017 however, the rate of change increased, with 14% growth in patronage from 2016 to 2017. The trend in growth continued in 2018 with an 8% increase in patronage in the GDA between 2017 and 2018. The rate of change decreased in 2019 and there has been a slight (half a percentage point) decrease in passenger numbers in the GDA in the last year. This decrease can be explained by a 4% decrease in DART boardings during the period 2018 – 2019. Overall GDA patronage still exceeds its former peak level in 2007. GDA rail patronage is now 4.7% greater than 2007 levels and almost 50% greater than 2010 levels. In the last decade there has been an increase of almost 50,000 daily boardings within the GDA.

The decrease in GDA patronage in the last year represents the first such decrease following six consecutive years of passenger growth. 2019 saw the first decline in patronage on the DART line since 2014. DART patronage was at almost 82,000 in 2018 with the introduction of the 10 minute daily frequency and associated reduction of commuter services on the Northern line. However since the reintroduction of services on the Northern Line it is likely that some DART patronage has switched back to commuter services. It is also possible that in 2018 passengers may have been switching from commuter to DART services (and thereby being counted as boarding twice) but switching less in 2019 following the re-introduction of the missing commuter services. However despite 5% growth in patronage on commuter services between Dundalk and Gorey, taking DART and Commuter services combined, overall patronage is down 2% since 2018.

⁷ The 1505 service from Newbridge terminates at Pearse
⁸ 06:50 20:00

There has been a 2% decrease in patronage on the Longford – Dublin – Bray line between 2018 and 2019, whilst boarding on the Kildare line has grown by 9% in the last year with boardings on services via the Phoenix Park Tunnel increasing by 24%. Patronage on the Kildare line has more than doubled since the Census began in 2003. There are now almost as many people boarding the Kildare line on National Rail Census day as boarded northern line services. This growth is likely to have been stimulated by the significant improvement in services on the Kildare line with the commencement of Phoenix Park Tunnel services to Grand Canal Dock introduced in late 2016. Over the period 2016 – 2019 patronage on the Kildare line is up 77% overall.

The proportional contribution of the East Coast (northern) line had remained relatively stable over the full period but experienced a decrease of 2% in 2018. That trend has reversed in 2019 with a 1% increase being recorded, in part due to the reintroduction of some services removed in 2018. This is also due to an increase in boardings on the line coupled with decreased boardings on the DART line. The proportional contribution of the Maynooth (Longford – Bray) line has increased from 11% to 18% over the longer term and has now remained stable for the last 12 years, showing a slight decrease in 2019.

Table 5 Daily passenger journeys by network section 2003 – 2019

Year	DART	Dundalk - Arklow	Longford - Dublin - Bray	Dublin - Kildare	Total
2003	68,152	19,446	11,642	8,246	107,486
2004	64,435	20,419	13,614	9,219	107,687
2006	81,560	23,305	21,966	11,349	138,180
2007	83,618	24,624	23,836	11,722	143,800
2008	75,753	22,191	22,678	11,145	131,767
2009	63,559	18,037	19,992	9,760	111,348
2010	55,929	17,446	18,770	9,042	101,187
2011	55,629	17,611	18,531	9,455	101,226
2012	56,835	17,895	17,915	8,490	101,135
2013	55,921	17,801	17,100	9,283	102,101
2014	55,003	18,780	19,097	11,371	104,251
2015	64,905	20,430	22,000	12,003	119,338
2016	67,123	21,782	22,432	12,278	123,615
2017	74,665	24,424	25,434	16,063 ⁹	140,586
2018	81,905	22,899	26,868	19,965 ¹⁰	151,637
2019	78,689	23,998	26,238	21,747 ¹¹	150,672

Charts 1 and 2 show the proportional contribution each section of the rail network makes to daily rail patronage within the GDA. There has been a change in the contribution of each line since 2003. DART journeys, despite strong growth recently, have declined by 11% from 63% in 2003 to 52% in 2019. The Kildare line has increased in proportional terms significantly increasing from 8% in 2003 to 14% in 2019, due to year on year growth in patronage from 2012. Since 2016, there has been a sharp increase in that growth profile coinciding with the re-opening of the Phoenix Park Tunnel.

⁹ Includes 3,161 daily boardings on Phoenix Park Tunnel services

¹⁰ Includes 3,887 daily boardings on Phoenix Park Tunnel services

¹¹ Includes 4,834 daily boardings on Phoenix Park Tunnel services

Chart 1 Composition of daily GDA rail patronage, 2003 – 2019

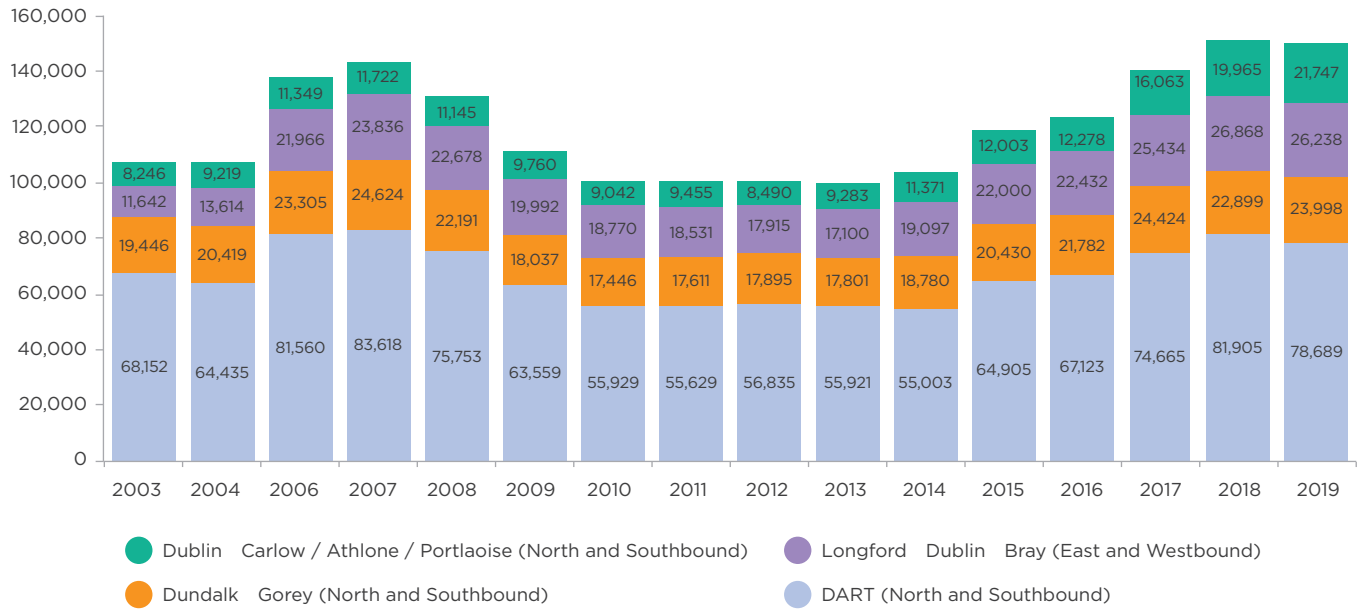
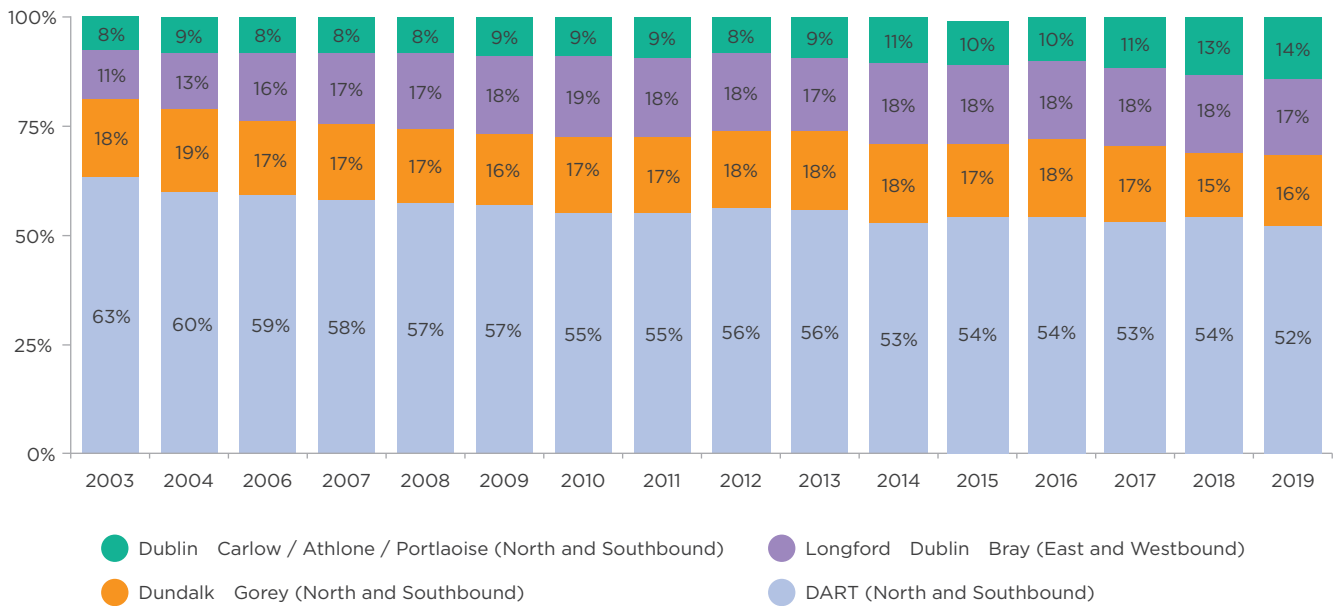


Chart 2 Percentage Composition of daily GDA rail patronage, 2003 – 2019



Analysis of Mode Share from the Canal Cordon Count

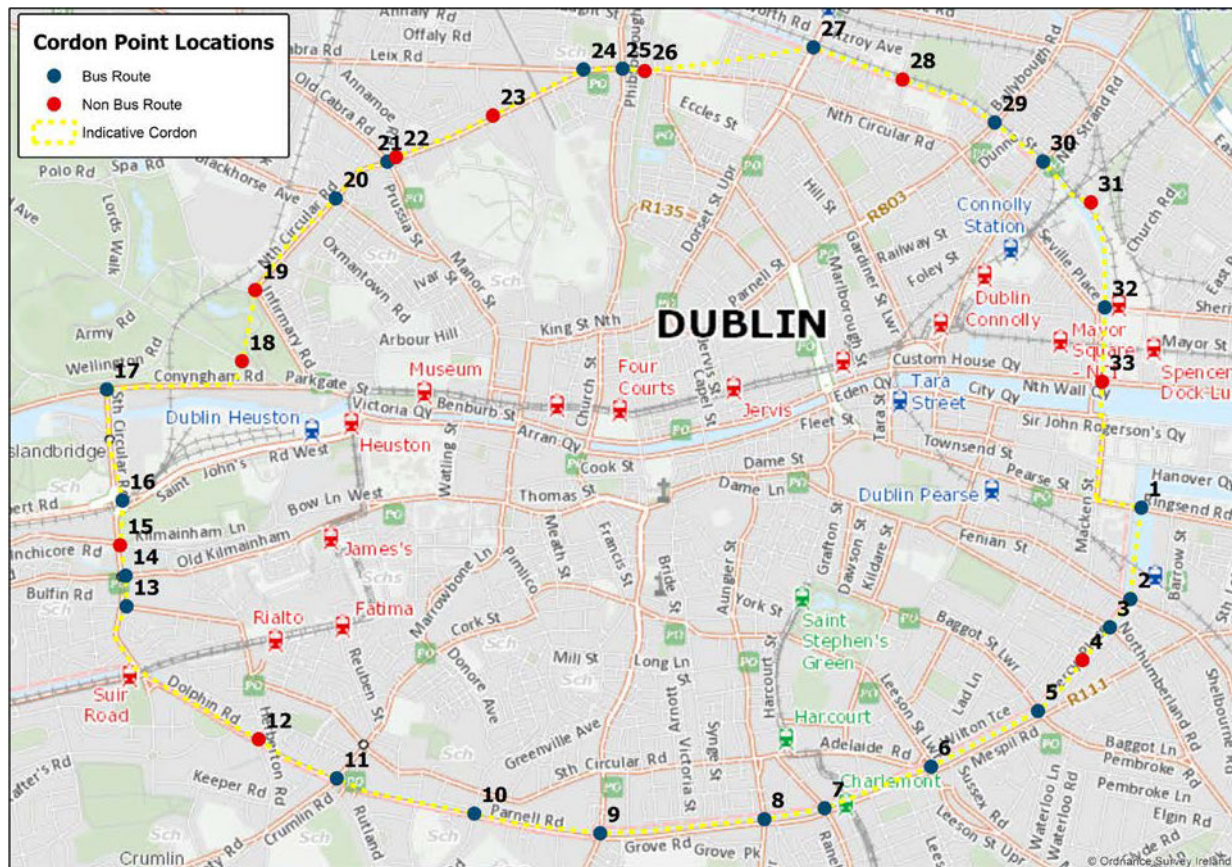
The 'Canal Cordon Count' is an annual count of people crossing the Canal Cordon (i.e. a perimeter around Dublin City Centre formed by the Royal and Grand Canals) in the morning peak between 7:00 and 10:00 averaged over two days in November each year. Figure 4 shows the location of the Canal Cordon and the 33 points on the Cordon where information on the movement of people is collated.

This count provides data on numbers of people entering Dublin city centre¹² by all modes of transport including rail, bus, taxi, cycling, walking, and car or goods vehicle and allows for an analysis of mode share and shift from 2006 to 2019. Table 6 details the number of people crossing the canal cordon by mode in 2018 and 2019, and Chart 3 shows the mode share of journeys in to the city centre from 2006 to 2019.

Table 6 Number of People Crossing the Canal Cordon by Mode in 2018 and 2019

Mode	2018	2019	Annual % Change
Bus	64,206	65,048	1%
Rail	34,471	37,407	9%
LUAS	13,835	13,832	0%
Car	60,537	57,985	-4%
Taxi	2,156	2,661	23%
Walk	23,858	24,691	3%
Cycle	12,227	13,131	7%
Commercial Vehicle	1,153	983	-15%
Motor Bike	1,477	1,485	1%
Total	213,920	217,223	2%

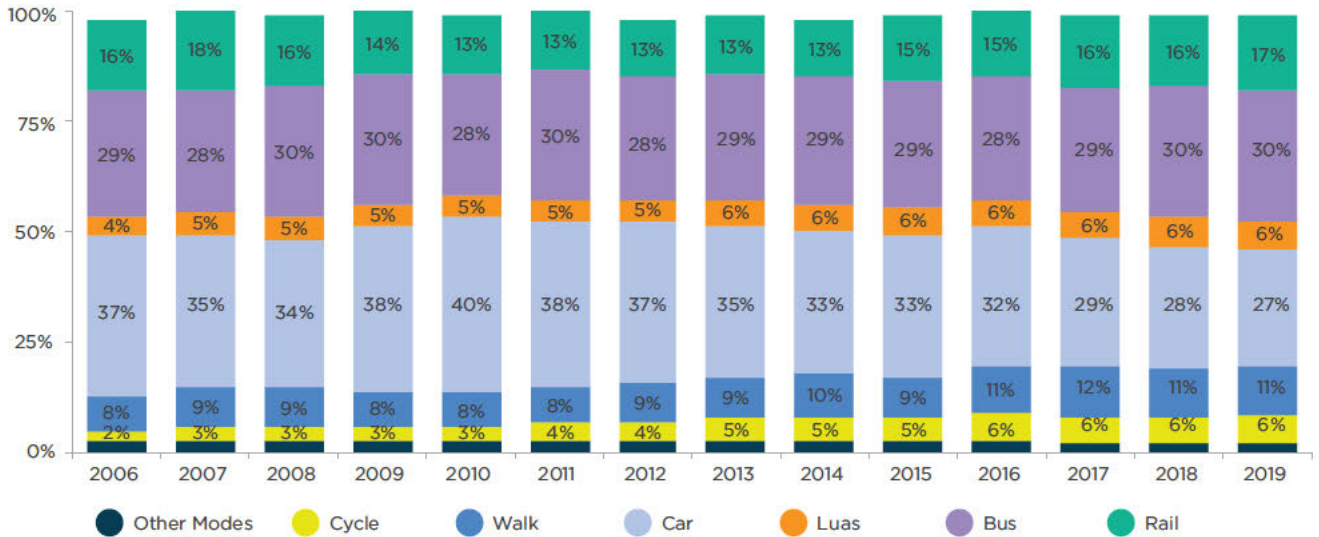
Figure 4 Canal Cordon and 33 Count Locations



¹² The counts refer to movements of people in one direction only (i.e. inbound into the city centre) across the various cordon points.

Chart 3 Mode Share of Journeys into the City Centre, 2006 – 2019

Mode Share



This shows a number of changes in mode share since 2006:

- The share of rail journeys into the city centre in the morning peak has been increasing since 2014 and is nearing its peak of over 18% in 2007 accounting for just over 17% in 2019
- In 2019 32% of public transport journeys into the City Centre were by rail.
- The mode share for bus increased by 1 percentage point in the past year. Bus is still the dominant public transport mode making up 56% of total public transport mode share.
- The private car mode share continues to decline from a high of 40% in 2010 to 27% in 2019.
- In 2019 more than half of all person trips to the City Centre were made on public transport (116,287). At 54%, the mode share for public transport is now 27% greater than that for private car. In 2010 the public transport mode share was only 6% greater than that for private car. In the same period 2010-2019 mode share for rail has increased by over 4%
- There has been an increase in the proportion of journeys travelling into the city centre by bicycle from 2% to 6% between 2006 and 2019.
- The walk mode share has increased slightly from a value of 11.2% in 2018 to a mode share value of 11.4% in 2019.
- While taxi increased its mode share slightly between 2018 and 2019 commercial vehicles and motor bikes remained at the same percentage of mode share.

Comparison of Census Data and Annual Rail Statistics

Iarnród Éireann produces statistics on the number of journeys taken nationally on the rail network on an annual basis. Chart 4 compares the daily rail journeys taken nationally (from the Rail Census) with the number of annual journeys nationally, using 2012 as a baseline. Prior to 2012, the Rail Census was carried out within the GDA only. Over a longer period, chart 5 compares the daily rail journeys within the GDA (from the Rail Census) with the number taken nationally, using 2003 as a baseline.

Chart 4 Daily Rail Journeys Nationally compared to Annual Rail Journeys 2012 - 2019 (Index: 2012= 100)

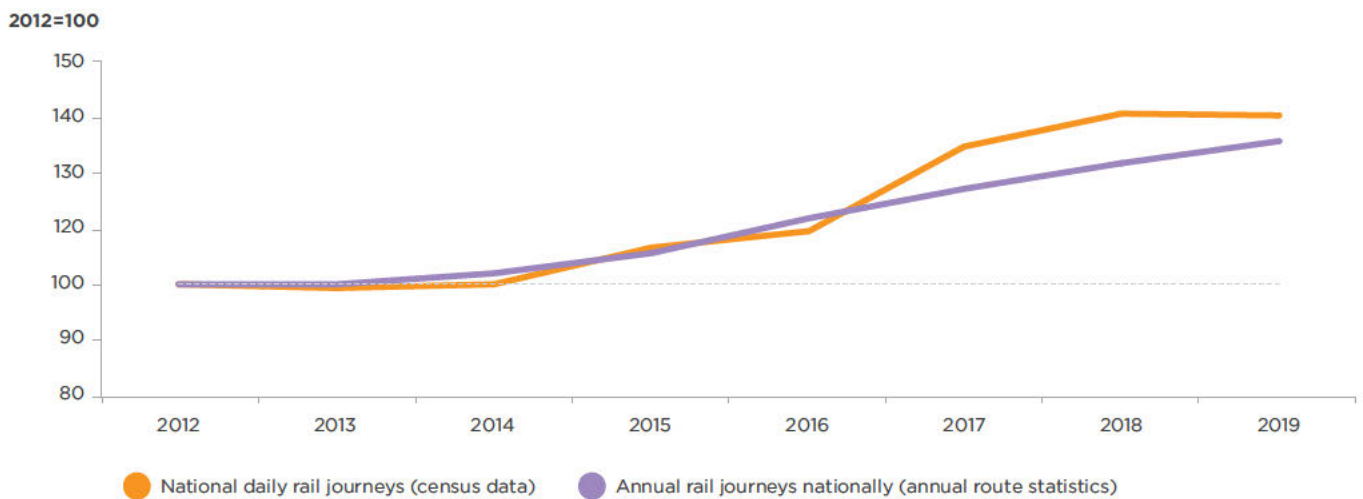
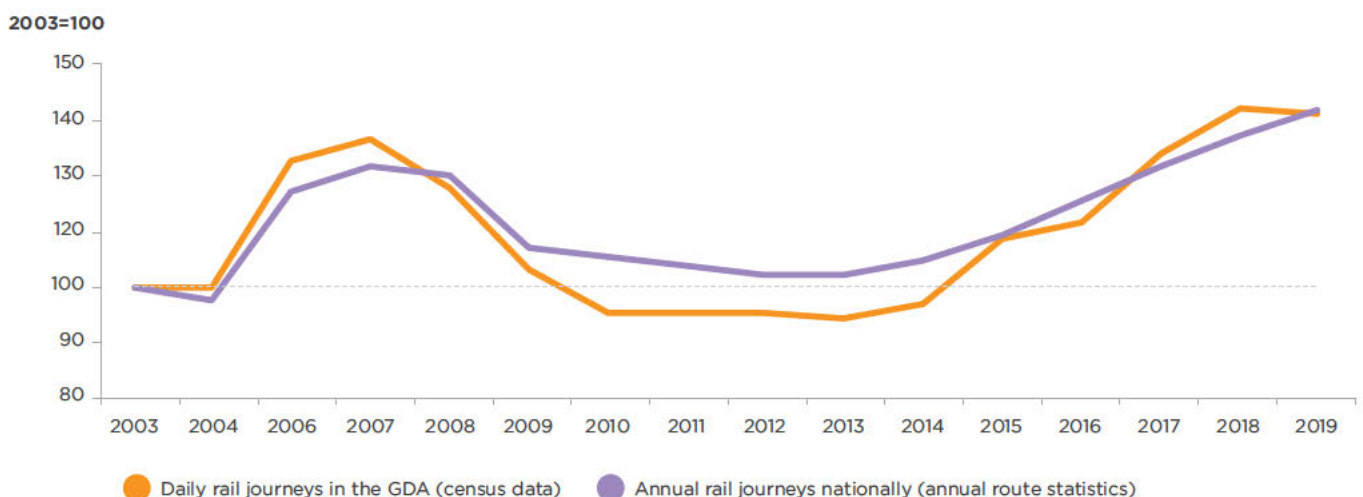


Chart 5 Daily Rail Journeys in the GDA compared to Annual Rail Journeys 2003 - 2019 (Index: 2003= 100)



The trends in both annual and daily rail journeys have followed similar trajectories over the past 16 years. This suggests that the Rail Census could be considered representative of annual rail patronage and therefore could be considered a reasonable proxy for annual trends. The annual Rail Census provides a slight over estimate of the growth trendline since 2012, this may be explained by the fact that the Census represents peak travel demand (November) unlike the annual statistics which are tempered by periods of lower demand such as Summer, school holidays, etc.

The sharper decline in GDA patronage between 2008 and 2010 can be explained by differences in rail coverage in the GDA region relative to the rest of Ireland. Daily rail journeys in the GDA were also heavily influenced by the decline in DART patronage. The reverse of these effects can be seen in the period 2014 - 2018 where the increase in patronage within the GDA is noticeably sharper than nationally.

Between 2010 and 2013 patronage trends both in the GDA region and nationally remained relatively flat. In the period 2013-2014, both national and GDA patronage showed moderate growth. However the period 2014-2018 showed significant growth both at national and at the GDA level.

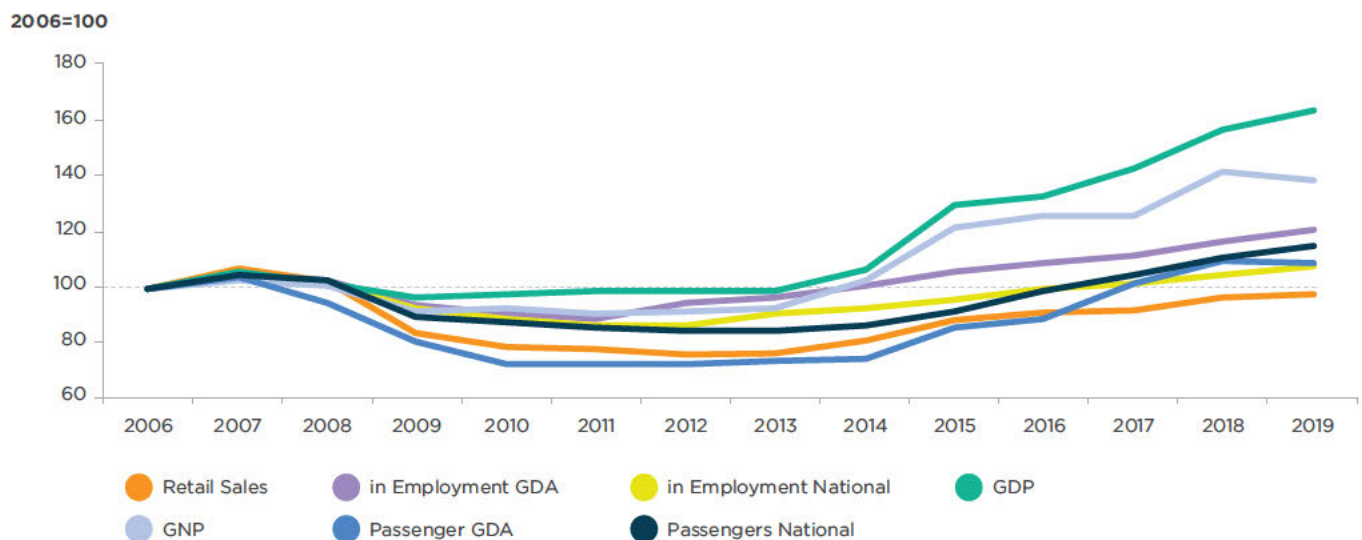
In the last year growth in patronage in the GDA has been relatively flat (compared to the growth rate observed since 2014) however nationally the trend line has continued on the same trajectory with 12.26 million additional rail journeys made in 2019 relative to 2014. Both National and GDA annual rail patronage in 2019 have now exceeded 2007 levels (the previous peak) by almost 5%.

Prior to 2012 the annual rail census was carried out within the GDA only, since 2012 it has included all services on the network. The graph below shows the trends in both daily (Census) and annual patronage since 2012.

Rail Usage in the GDA and Economic Trends

Given that rail usage is a derived demand, it is useful to understand the relationship between rail patronage and other indicators of economic activity. In doing so, it may assist in anticipating future trends in rail demand, and aid service planning. Chart 6 compares the evolution of rail patronage in the GDA and nationally with key national economic indicators and the numbers In-Employment. A relationship is clearly evident, as increases and decreases in economic activity are reflected in rail passenger numbers.

Chart 6 Rail Journeys in the GDA and Key Economic Indicators¹³ Indexed to 2006



¹³ Sources: CSO GDP at Constant (chain linked annually ref to 2017) Market Prices, GNP at Constant (chain linked annually ref to 2017) Market Prices, Retail Sales Index Value Unadjusted (Base 2015=100). Labour Force Survey Persons aged 15 years and over in Employment. IÉ Annual Route Statistics



Rail Patronage

National and Greater Dublin Area

The total patronage on the rail network on Census day was just under 178,000. Total patronage is unchanged since 2018 and up 43% (almost 54,000 passenger journeys) since 2012 (the first national rail census). Table 7 shows the total rail patronage both within and outside the GDA, along with the relative change since 2018. The GDA comprises the counties of Dublin, Kildare, Meath and Wicklow.

Of the total number of rail journeys undertaken in 2019, 85% were within the GDA. This ratio is consistent with that of 2018 and represents a very slight increase on 2016 proportions where 84% of journeys were within the GDA. In each of the years 2012 - 2014, between 83-84% of journeys were made within the GDA. There was a 3% increase in passenger journeys from outside the GDA in the last year. This accounts for some 811 passenger journeys. This increase is explained by modest increases in patronage on Cork commuter services and sections of the Regional network outside of the GDA. Decreased patronage on DART services has been counterbalanced by increased patronage on commuter services and Intercity services within the GDA, resulting in a small decrease in GDA patronage overall.

Table 7 Rail Patronage – GDA and National

	GDA	% Change on Previous Year	Outside GDA	% Change on Previous Year
Patronage	150,672	-0.6%	27,232	3%

Rail Usage according to Service Categories

Table 8 shows the total number of journeys taken on the National Irish Rail network on the day of the Census, according to service category.

Table 8 Journeys taken by service category

	Passenger Journeys	% Change on Previous Year
DART	78,689	-4%
Commuter Services	49,125	4%
Intercity Services	40,376	1%
Cork Commuter Services	6,524	9%
Regional Services	3,190	-
Total	177,904	-

Rail Usage on Individual Lines

Table 9 shows the number of journeys on each of the lines on Census day 2019.

Table 9 Journeys by direction and by line, 2019

Line	Route	Journeys	Annual % Change
DART Northbound	Greystones/Bray – Howth/Malahide	38,668	-5%
DART Southbound	Malahide/Howth – Greystones/Bray	40,021	-3%
Connolly Northbound	Rosslare – Dundalk	12,595	5%
Connolly Southbound	Dundalk – Rosslare	13,244	7%
Connolly Eastbound	Sligo – Longford – Bray	14,559	3%
Connolly Westbound	Bray – Longford – Sligo	13,565	-1%
Heuston North & Eastbound ¹⁴	Kildare/Newbridge/Athlone/Carlow/Portlaoise/Cork/Limerick/Galway/Westport/Waterford/Tralee – Heuston	17,984	2%
Heuston South & Westbound ¹⁵	Heuston – Kildare/Newbridge/Athlone/Carlow/Portlaoise/Cork/Limerick/Galway/Westport/Waterford/Tralee	17,554	2%
Cork Commuter Inbound	Cobh/Midleton – Cork / Tralee/Mallow – Cork	3,362	8%
Cork Commuter Outbound	Cork – Cobh/Midleton / Cork – Mallow/Tralee	3,162	10%
Regional Northbound	Limerick – Galway/Ballybrophy/Limerick Junction & Waterford – Limerick Junction	1,460	-12%
Regional Southbound	Galway/Ballybrophy/Limerick Junction – Limerick & Limerick Junction to Waterford	1,730	13%

¹⁴ Includes Ballina to Manulla Junction and Galway to Athlone services

¹⁵ Includes Manulla Junction to Ballina and Athlone to Westport/Galway services

Busiest Stations

Table 10 below illustrates the Top 10 busiest stations in 2019 in terms of all day boardings and alightings. A comparison with the station ranking in 2018 is also provided.

Stations in Dublin dominate the list of busiest stations for boardings and alightings throughout the rail network. This is reflected in overall trends of rail usage. Outside of Dublin, Kent station in Cork City and Maynooth in Kildare and Bray in Wicklow also feature in the top ten busiest stations in terms of passenger traffic. Bray and Malahide are outside of the top 10 busiest stations in terms of boardings for the first time (being replaced by Maynooth and Blackrock). For the fifth consecutive year, there has been no change in the ranking of the top 4 stations in terms of all day boardings and alightings in the past year.

In 2019, as in 2018 and 2017, the top ten stations for boarding represent 45% of total boardings in the country on census day. The share of total alightings accounted for by the top ten stations in 2019 was 47% as in the last two years. Unlike previous years, where significantly more people (29%) alighted services in Grand Canal Dock than boarded services, in 2019 more people alighted services than boarded by a margin of 4%.

In 2018 daily throughput at Broombridge station almost doubled (up 90%) on 2017. In 2019 daily throughput has again increased by a further 27% and is now just under 2,500, possibly reflecting the introduction of a connection to the LUAS Green Line at Broombridge. Elsewhere throughput at Portmarnock rose by 28% reflecting the reintroduction of commuter services since the last census. As in previous years on census day a third of station footfall over the entire network was recorded at Dublin Connolly, Pearse, Tara Street and Heuston Stations combined. At the other end of the scale, 4 stations recorded a throughput lower than 20: Roscrea, Cahir; Carrick - on - Suir; and Birdhill, whilst 20 recorded a daily throughput of less than 100 passenger journeys.

Table 10 Top 10 stations by number of boardings and alightings, 2019 (and rank in 2018)

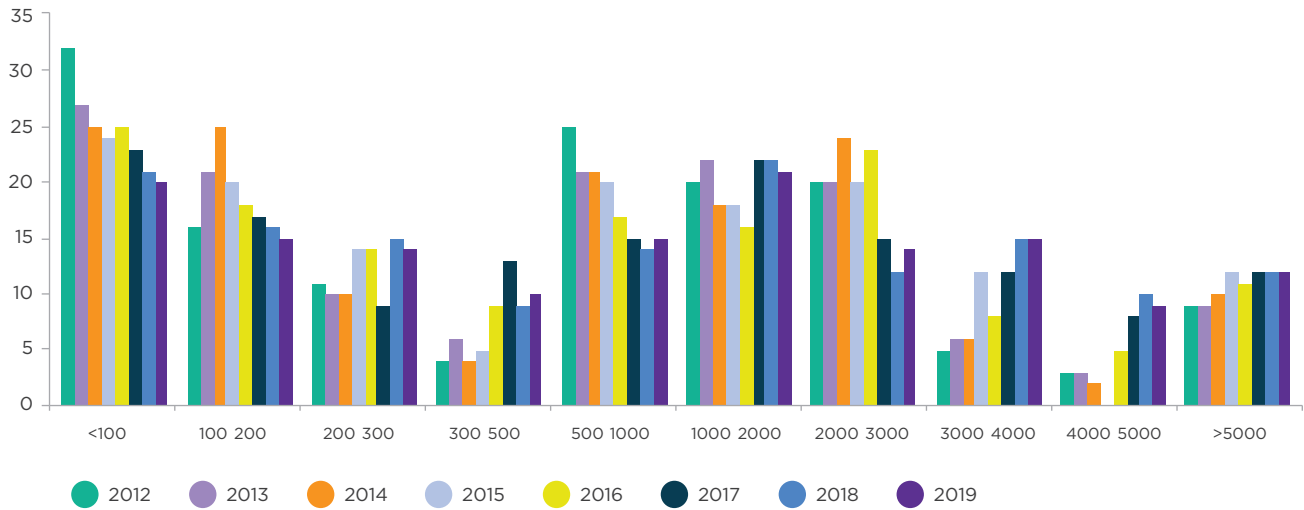
Rank		Boardings		Alightings
1	Connolly ()	18,594	Connolly ()	20,405
2	Pearse ()	15,749	Pearse ()	15,722
3	Heuston ()	11,365	Heuston ()	11,471
4	Tara Street ()	9,676	Tara Street ()	10,337
5	Grand Canal Dock (9)	4,800	Grand Canal Dock ()	5,006
6	Dun Laoghaire ()	4,364	Cork (7)	4,515
7	Cork (7)	4,046	Dun Laoghaire (6)	4,467
8	Maynooth (12)	3,784	Lansdowne ()	3,830
9	Lansdowne (10)	3,605	Malahide ()	3,667
10	Blackrock (11)	3,468	Bray ()	3,474

Variation in Station Usage

Chart 7 shows the number of daily journeys to and from each station from 2012 to 2019. The number of daily journeys has been derived by adding the number of boardings and alightings at each station.

The number of stations in the country experiencing less than 100 journeys per day has decreased in 2019 relative to 2018 and is now down almost 38% on 2012. There has been a decrease in the number of stations with a daily throughput of 300 or less in the last year from 52 to 49. Meanwhile two additional stations are experiencing between 300 and 1,000 journeys per day in the past year. At the opposite end of the scale 12 stations generated in excess of 5,000 journeys on a typical day in 2019 as in 2018 and 2017. Although there has been some variation in the bands in 2019, 71 stations on the network experience more than 1,000 journeys per day as in 2018 compared to 69 in 2017. The number of stations generating in excess of 3,000 journeys decreased by 1 (now 36) since 2018.

Chart 7 Variations in Station Usage





Patronage by Line

DART

Services Included:

Malahide / Howth - Bray / Greystones

The number of total daily journeys on the DART line in 2019 was just under 79,000 down 3,216 journeys or 4% on 2018 levels. In spite of this, patronage on the DART had been growing steadily since 2014. 2019 patronage levels are now 94% of the peak patronage level of 2007. In 2019, 44% of all rail journeys nationally were on DART services and over half (52%) of all boardings in the GDA were on DART services.

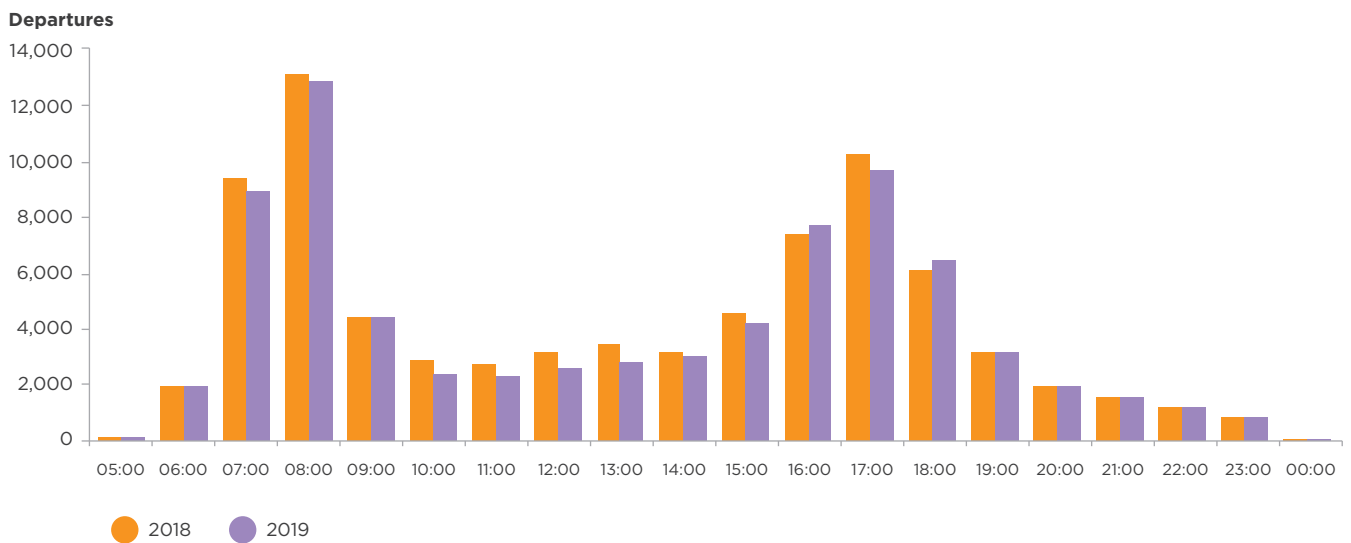
Table 11 Total daily patronage on DART lines, 2019

Line	2018	2019	Annual % Change
DART Northbound	40,704	38,668	-5%
DART Southbound	41,201	40,021	-3%
Total	81,905	78,689	-4%

Hourly Profile of Demand

Chart 8 shows variations in demand throughout the day on the DART line in 2018 and 2019. This is based on passenger numbers boarding services.

Chart 8 Hourly profile of demand on DART 2018 and 2019



Profile of Demand by Station

Chart 9 shows the daily build-up of passengers along the route of the DART Northbound line from Greystones to Howth Junction, where the train then splits into the Howth and Malahide branches. The change in the cumulative number of passengers on board at each station is the net impact of the number of passengers alighting and boarding trains. Chart 9 shows the profile of demand in the southbound direction which, as would be expected, mirrored the northbound profile.

Chart 9 Profile of Demand by Station, DART Northbound, 2018 and 2019

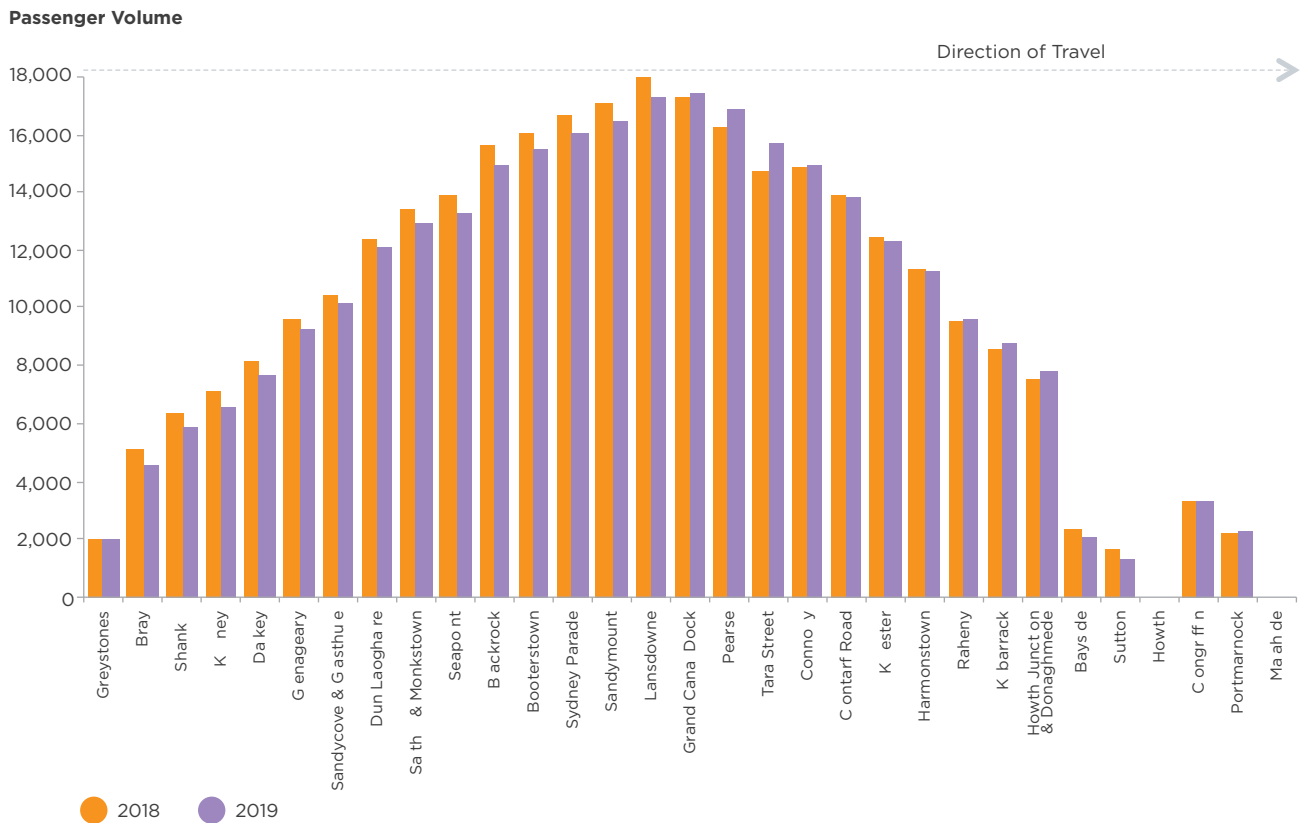
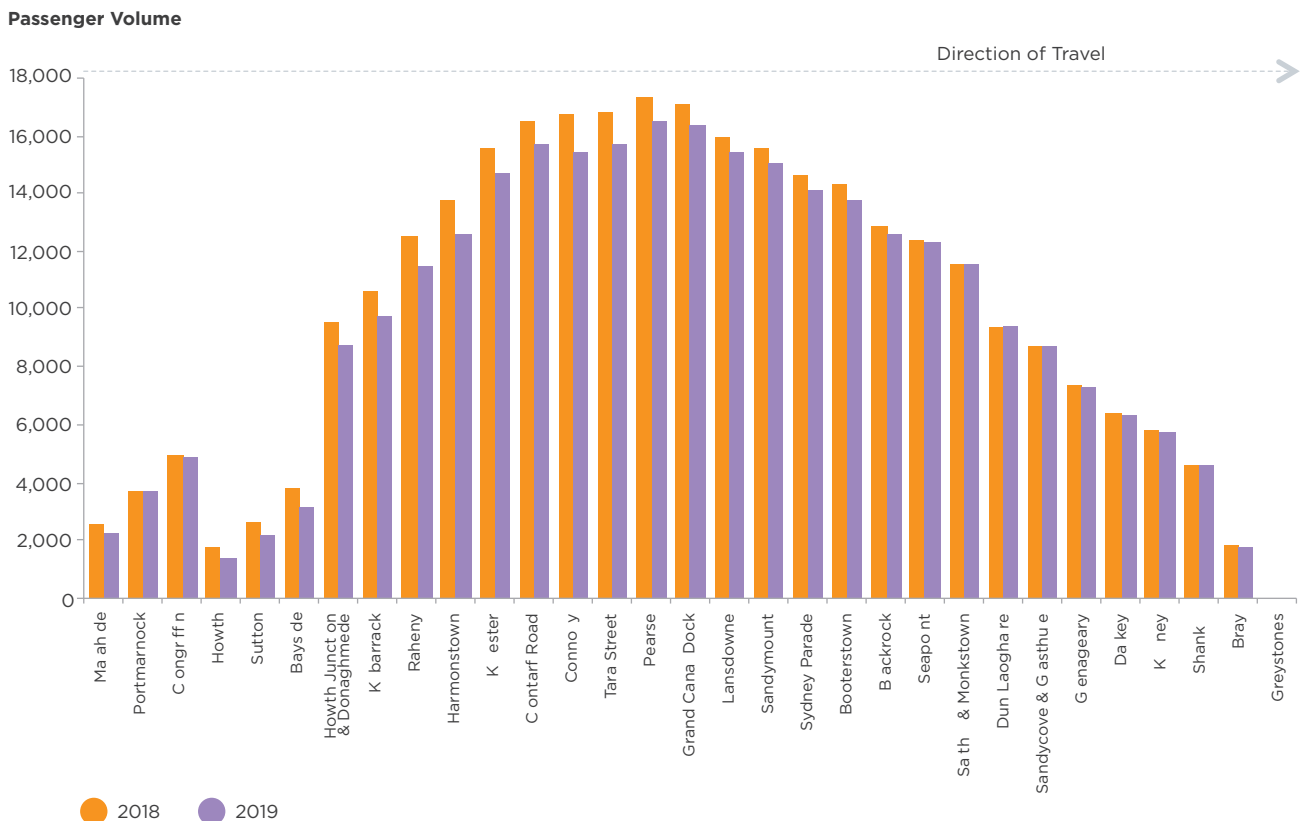


Chart 10 Profile of Demand by Station, DART Southbound, 2018 and 2019



Dundalk – Rosslare

Services included:

Intercity: Dublin – Rosslare / Wexford
Commuter: Dublin – Gorey

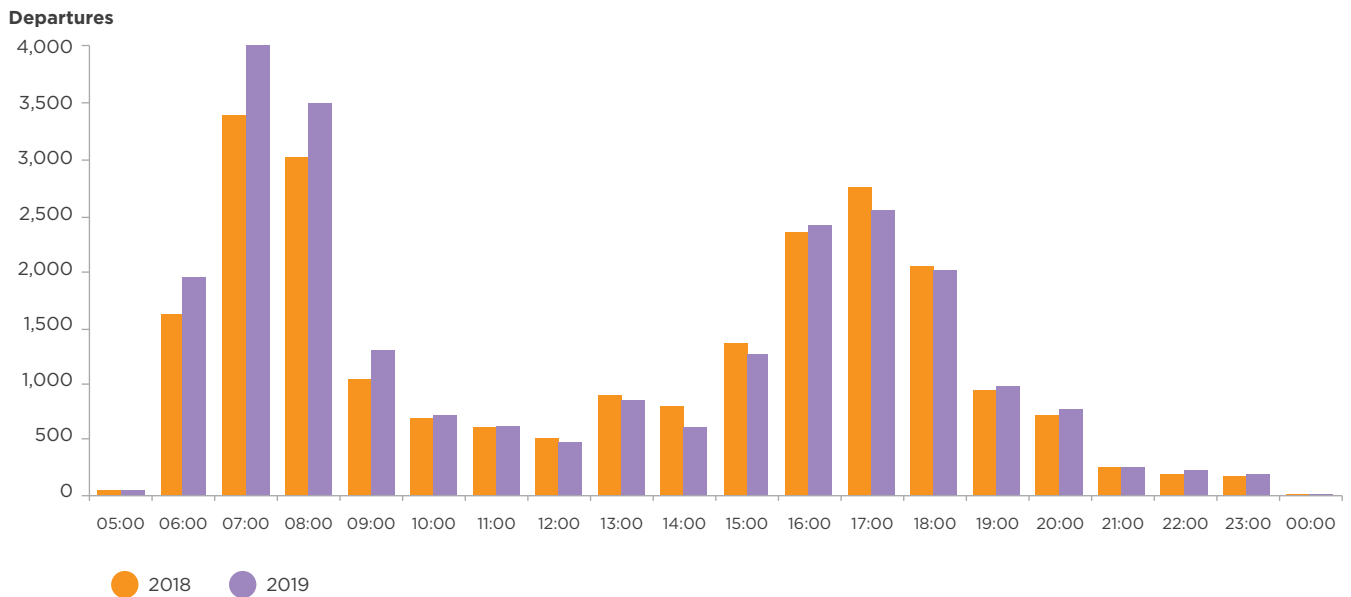
Commuter: Dublin – Dundalk / Drogheda
Intercity: Dublin – Belfast

Table 12 Total daily patronage on Dundalk – Rosslare lines, 2019

Line	2018	2019	Annual % Change
Northbound	11,998	12,595	5%
Southbound	12,431	13,244	7%
Total	24,429	25,839	6%

Hourly profile of Demand

Chart 11 Hourly profile of demand, Dundalk – Rosslare, 2018 and 2019



Profile of Demand by Station

Charts 12 and 13 show the demand profile of patronage on the Dundalk - Rosslare section of the network.

Chart 12 Profile of Demand by Station, Rosslare - Dundalk (Northbound), 2018 and 2019

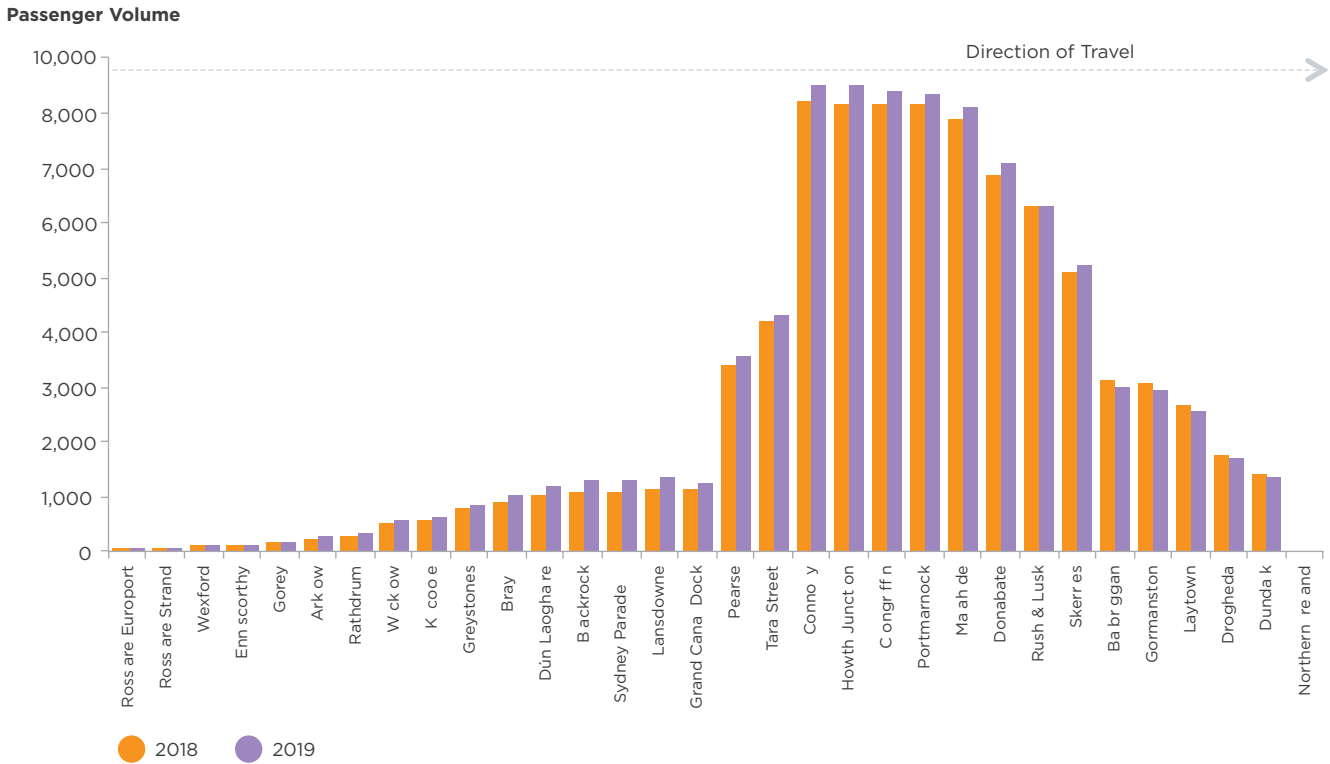
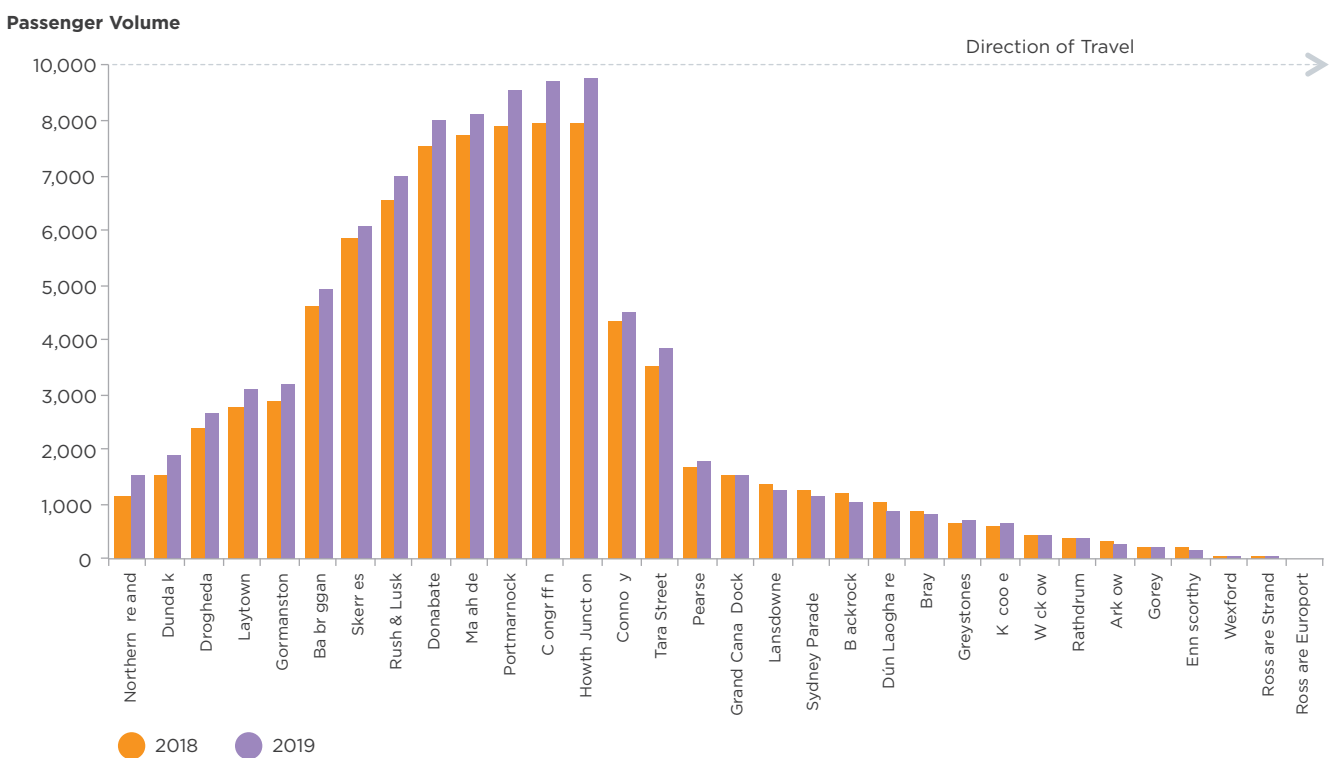


Chart 13 Profile of Demand by Station, Dundalk - Rosslare line (Southbound), 2018 and 2019



Dublin – Belfast (Enterprise)

Services included:

Intercity: Dublin - Belfast

The Rail Census captures the total number of passengers on 'Enterprise' services operating between Northern Ireland and the Republic of Ireland. There was an increase in Enterprise service patronage between 2018 and 2019 of approximately 9%, or 345 daily journeys. There was a very slight decrease in northbound patronage but a 23% increase in southbound patronage. Table 13 shows the total boardings on Enterprise services on census day in 2018 and 2019.

Although the Enterprise service operates between Dublin and Belfast, on census day 2019 78% of Enterprise trips crossed the border (74% in 2018)¹⁶. There has been a 27% increase in trips crossing the border southbound from the North of Ireland, this equates to 316 daily journeys. Meanwhile there has been a 4% decrease in journeys to the North (59 daily journeys). There were 1% more daily journeys to Northern Ireland than from Northern Ireland in 2019 compared to 2018 when there were 30% more journeys to Northern Ireland than from. Overall there was a 9% increase in cross border trips between 2018 and 2019. Table 14 shows the total cross border trips on Census day 2018 and 2019.

Table 13 Total Patronage on the Enterprise Service

Enterprise Services	2018	2019	Annual % Change
Northbound	2,053	2,035	-
Southbound	1,610	1,973	23%
Total	3,663	4,008	9%

Table 14 Total Cross Boarder Patronage on the Enterprise Service

Enterprise Services	2018	2019	Annual % Change
Northbound	1,532	1,473	-4%
Southbound	1,183	1,499	27%
Total	2,715	3,141	9%

¹⁶ Cross boarder trips are defined as: Northbound – total alightings at Belfast; Southbound – total boardings at Belfast and Newry Alightings

Sligo – Longford – Bray

Services included:

Intercity: Dublin – Sligo

Commuter: Dublin – Maynooth/Longford

Commuter: Dublin – M3 Parkway

Commuter: Bray – Dublin (excluding DART)

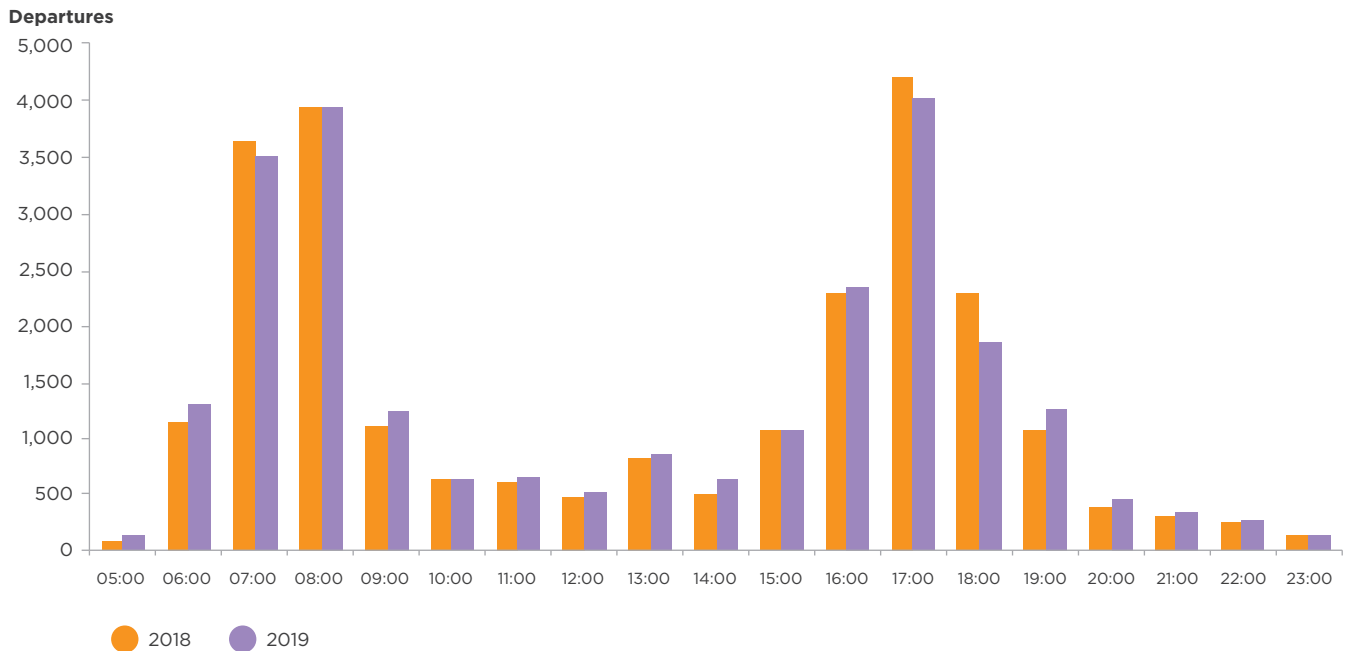
Commuter: Bray – Maynooth

Table 15 Total daily patronage on Sligo - Bray lines, 2019

Line	2018	2019	Annual % Change
Eastbound	14,172	14,559	3%
Westbound	13,685	13,565	-1%
Total	27,857	28,124	1%

Hourly Profile of Demand

Chart 14 Hourly Profile of Demand, Sligo – Longford – Bray, 2018 and 2019



Profile of Demand by Station

Charts 15 and 16 show the daily patronage build-up on the Bray to Sligo line in 2018 and 2019.

Chart 15 Profile of Demand by Station, Sligo - Dublin - Bray (eastbound), 2018 and 2019¹⁷

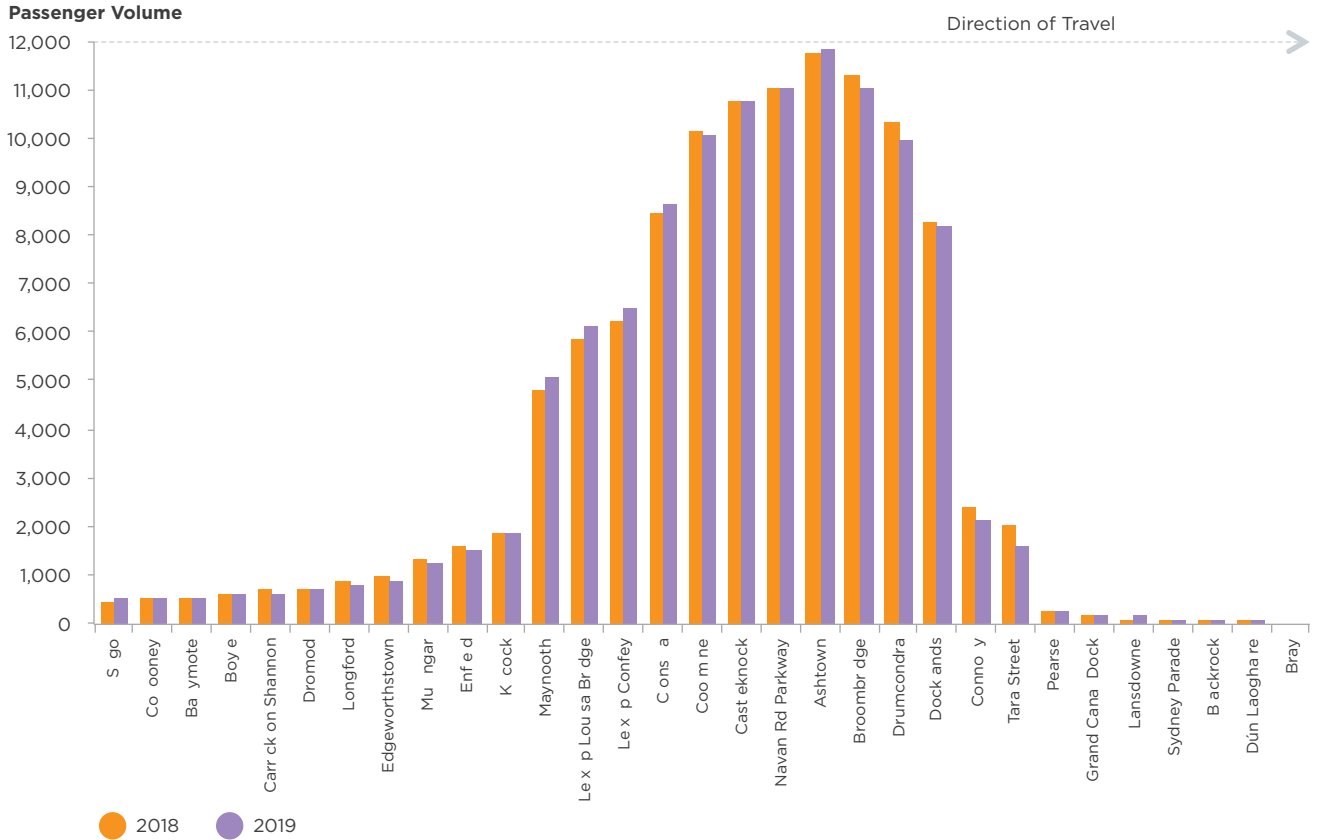
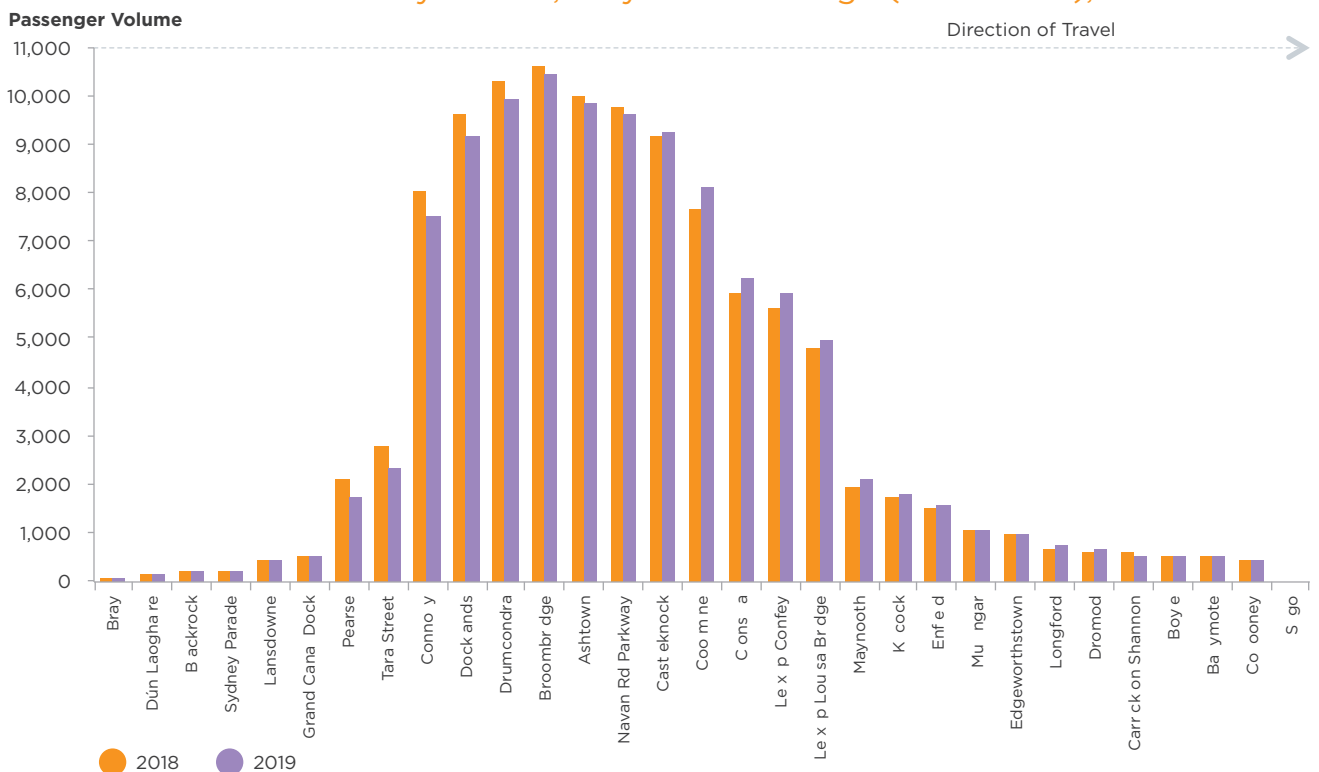


Chart 16 Profile of Demand by Station, Bray - Dublin - Sligo (westbound), 2018 and 2019



17 Dunboyne spur' Patronage (M3 Parkway - Dunboyne - Hansfield) represented at Clonsilla

Heuston Commuter Services

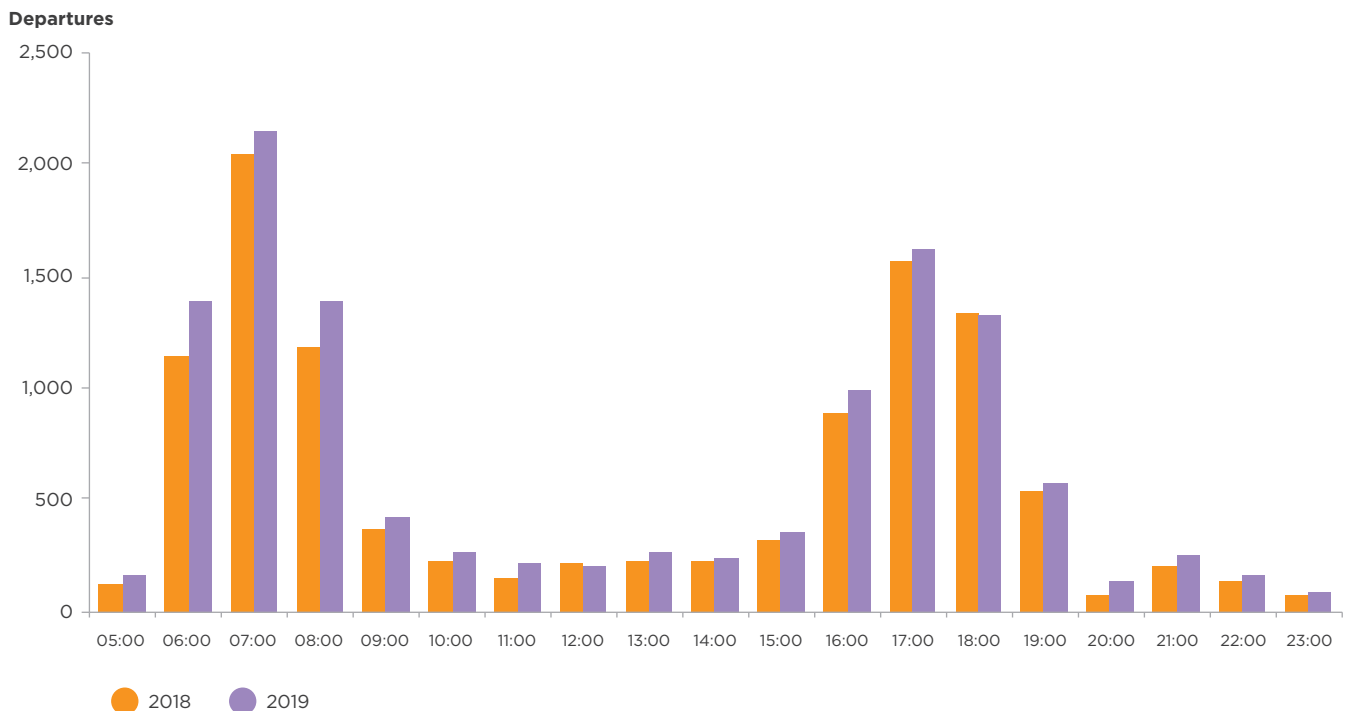
Services included:

Commuter: Dublin Grand Canal Dock/Heuston - Hazelhatch & Celbridge, Kildare, Newbridge, Portlaoise & Portarlinton.

Table 16 Total daily patronage on Commuter Services to & from Heuston/Grand Canal Dock, 2018 and 2019

Line	2018	2019	Annual % Change
From Heuston/Grand Canal Dock	5,397	5,760	7%
To Heuston/Grand Canal Dock	5,739	6,540	13%
Total	11,136	12,264	10%

Chart 17 Hourly Profile of Demand, Heuston Commuter, 2018 and 2019



In December 2016 Iarnród Éireann reintroduced passenger services via Dublin's Phoenix Park Tunnel. Table 16a below presents a comparison of patronage on these particular services in 2018 and 2019.

Table 16a Total daily patronage on Commuter Services to & from Grand Canal Dock via Phoenix Park Tunnel, 2018 and 2019

Line	2018	2019	Annual % Change
From Grand Canal Dock	1,847	2,304	25%
To Grand Canal Dock	2,040	2,530	24%
Total	3,887	4,834	24%

Profile of Demand by Station

Charts 18 and 19 show the daily patronage build-up on the Heuston commuter line in 2018 and 2019.¹⁸

¹⁸ Patronage at Athlone, Clara and Tullamore represented at Portarlinton, from Athy and Carlow at Kildare

Chart 18 Profile of Demand by Station, Kildare Line (eastbound), 2018 and 2019

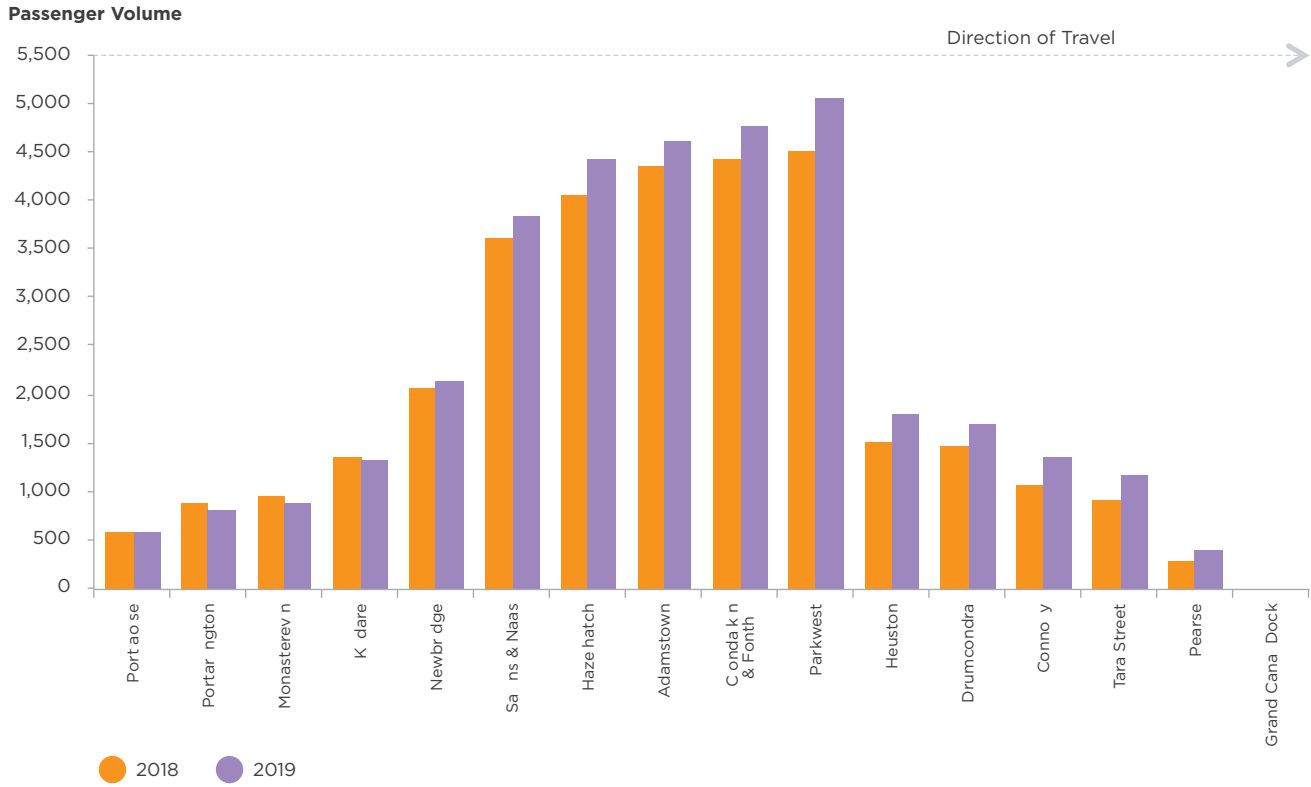
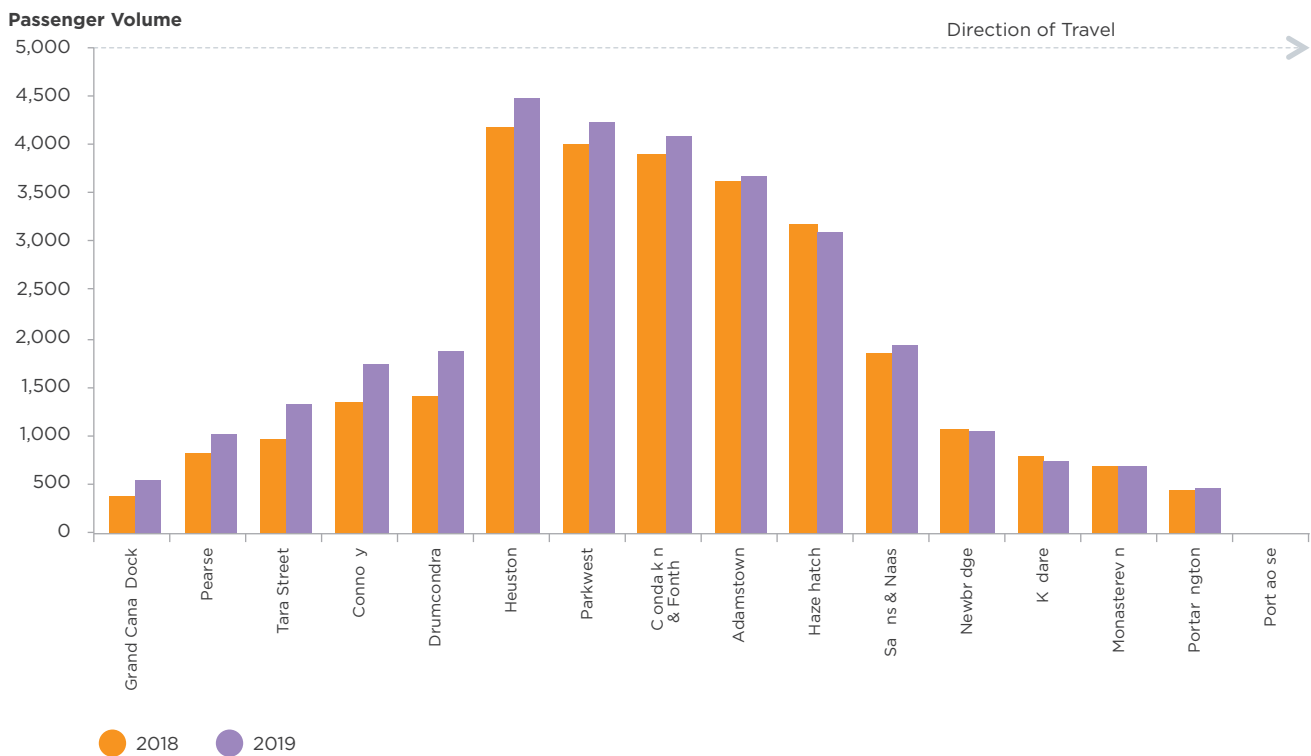


Chart 19 Profile of Demand by Station, Kildare Line (westbound), 2018 and 2019



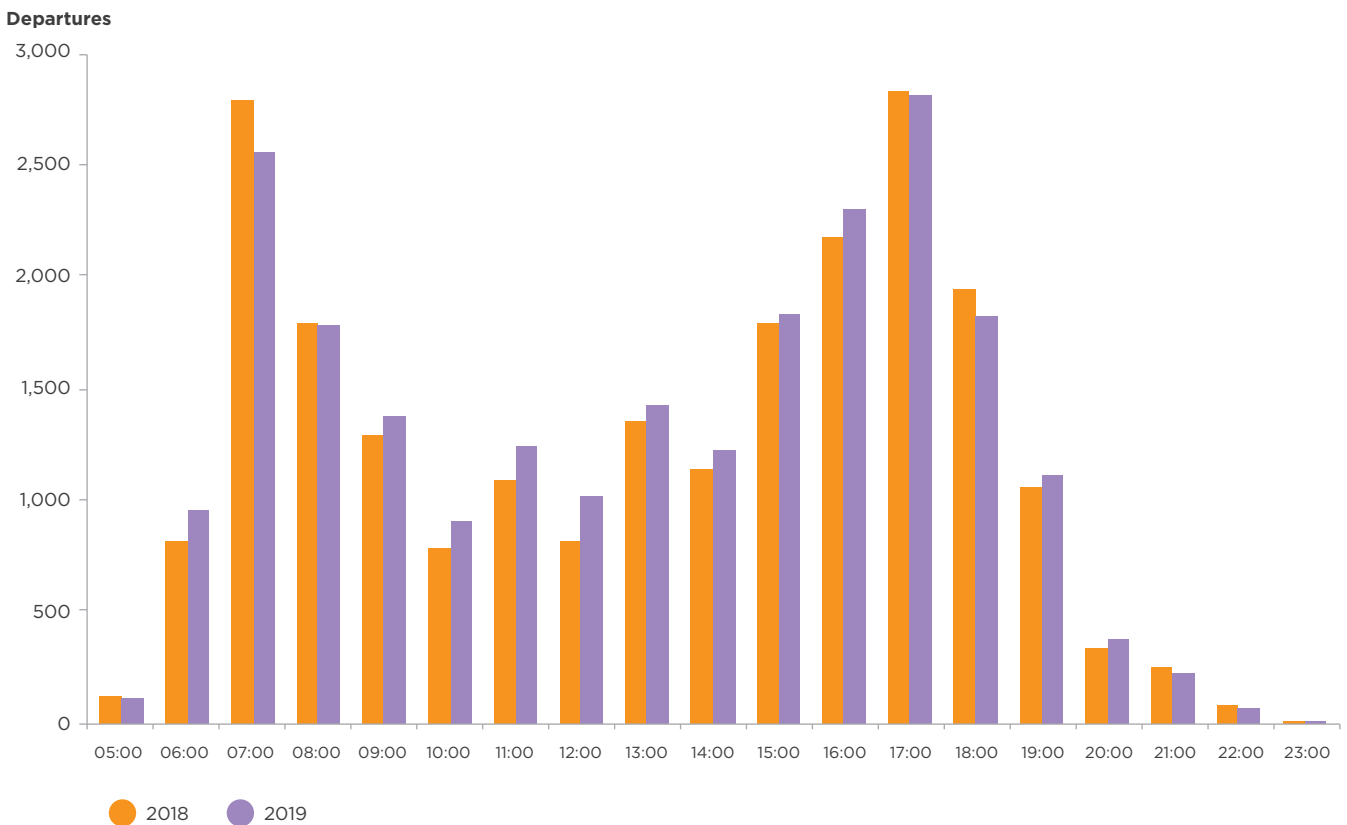
Heuston Inter City Services

A number of rail lines operate out of Heuston. This network of lines serves the majority of the country, with services to and from Kildare, Waterford, Newbridge, Athlone, Carlow, Portlaoise, Cork, Tralee, Limerick, Galway and Westport. Chart 19 shows the build-up of demand on all Inter City Heuston services over the course of the census day. The build-up captures the total boardings per hour based on time of arrival or departure from Heuston station.

Table 17 Total daily patronage on Inter City Services to & from Heuston, 2019

Line	2018	2019	Annual % Change
From Heuston	11,092	11,784	6%
To Heuston	11,506	11,490	-
Total	22,598	23,274	3%

Chart 20 Profile of Demand by Station, Heuston Inter City services, 2018 and 2019



Cork Commuter and Regional

Services included:

Midleton/Cobh - Cork - Mallow - Tralee

Table 18 Total daily patronage on Cork Commuter Lines, 2019

Line	2018	2019	Annual % Change
To Cork (inbound)	3,111	3,362	8%
From Cork (outbound)	2,864	3,162	10%
Total	5,975	6,524	9%

Hourly Profile of Demand

Chart 21 Hourly Profile of Demand, Cork Commuter and Regional Lines, 2018 and 2019

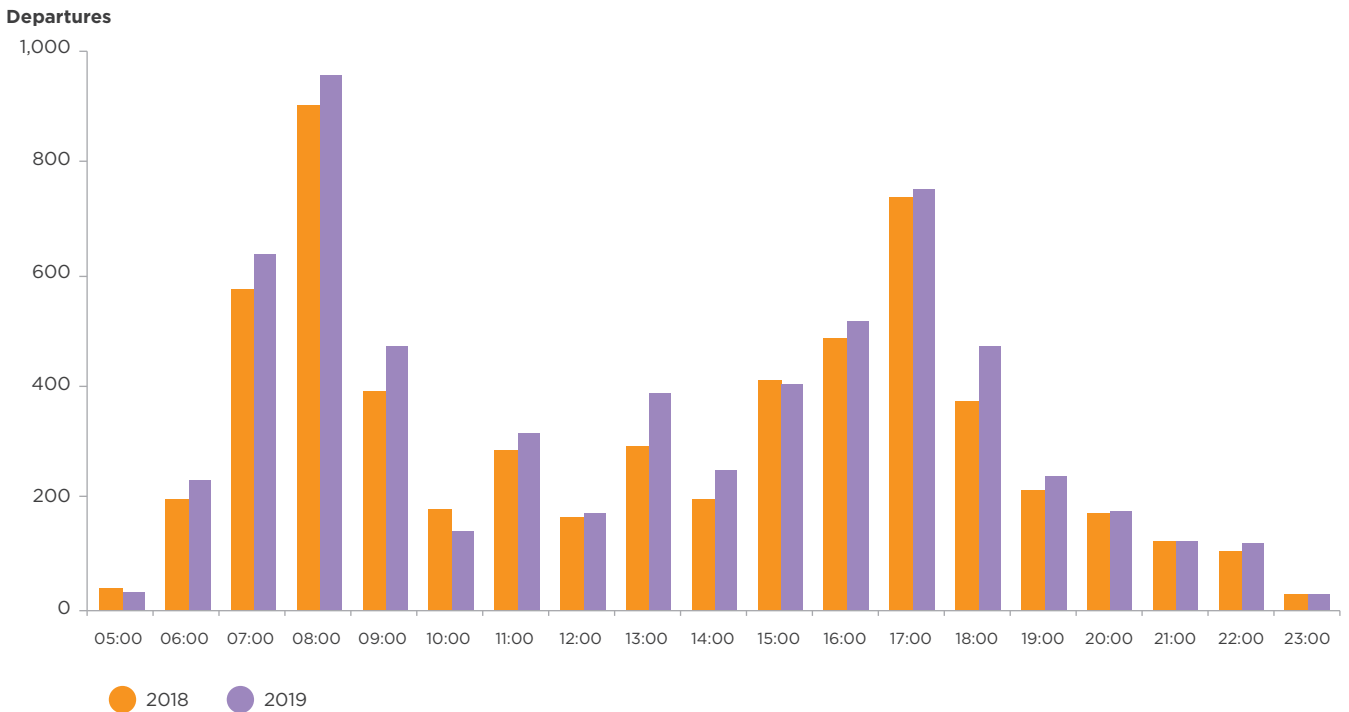


Chart 22a Profile of Demand by Station, Commuter Services from Cork 2018 and 2019¹⁹

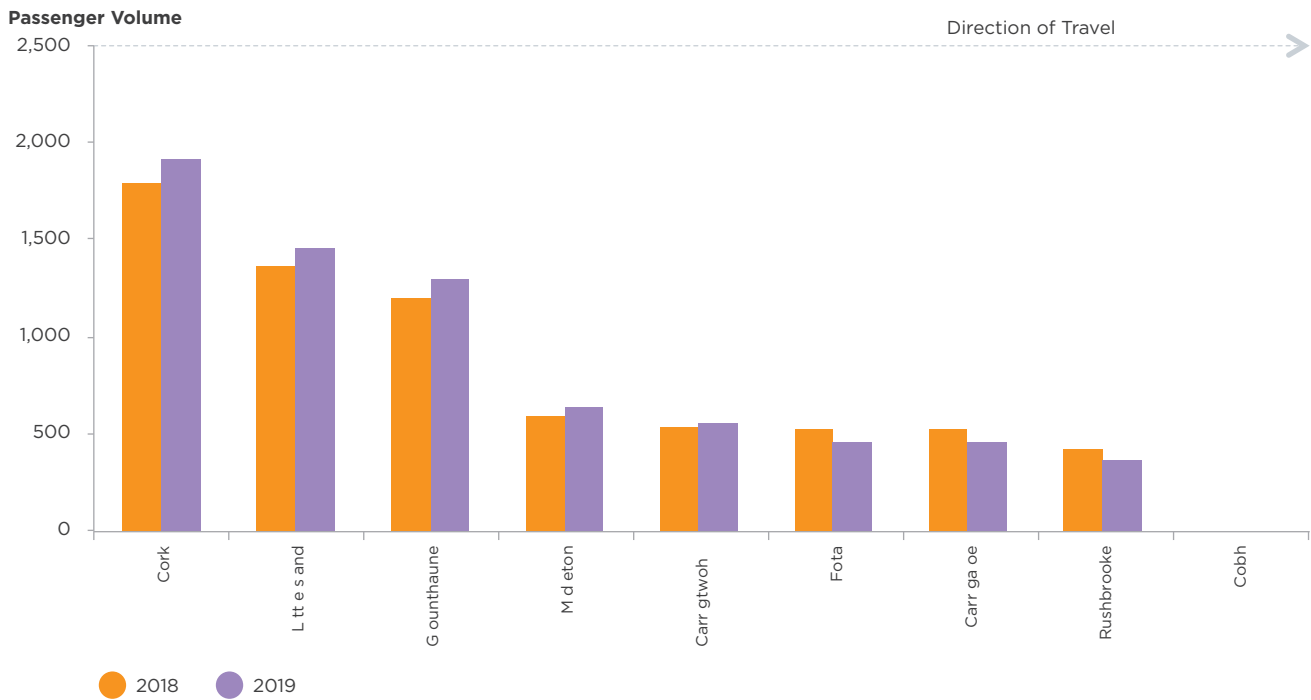
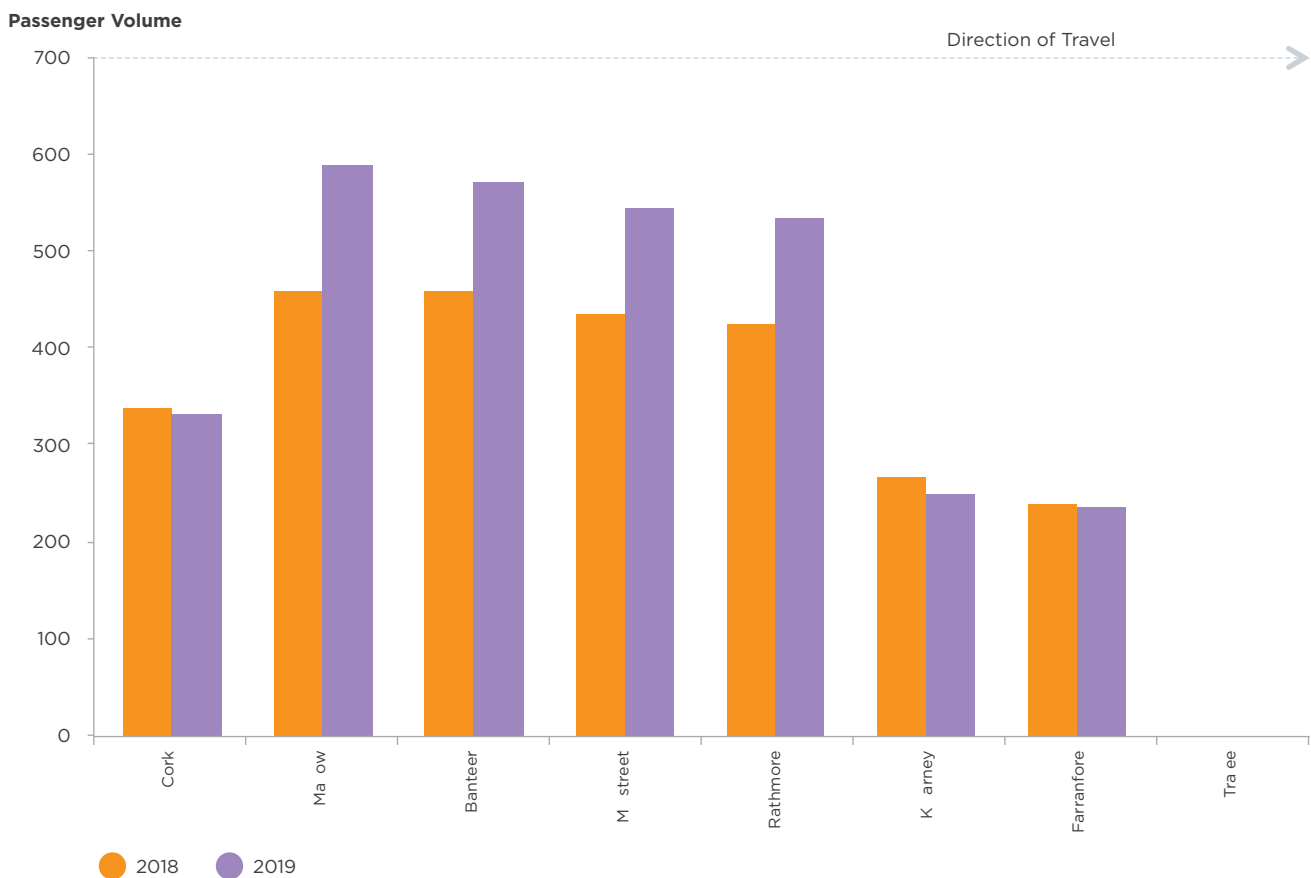


Chart 22b Profile of Demand by Station, Services from Cork to Tralee 2018 and 2019



¹⁹ Line branches at Glounthaune see map in Section 1

Chart 23a Profile of Demand by Station, Commuter Services to Cork 2018 and 2019²⁰

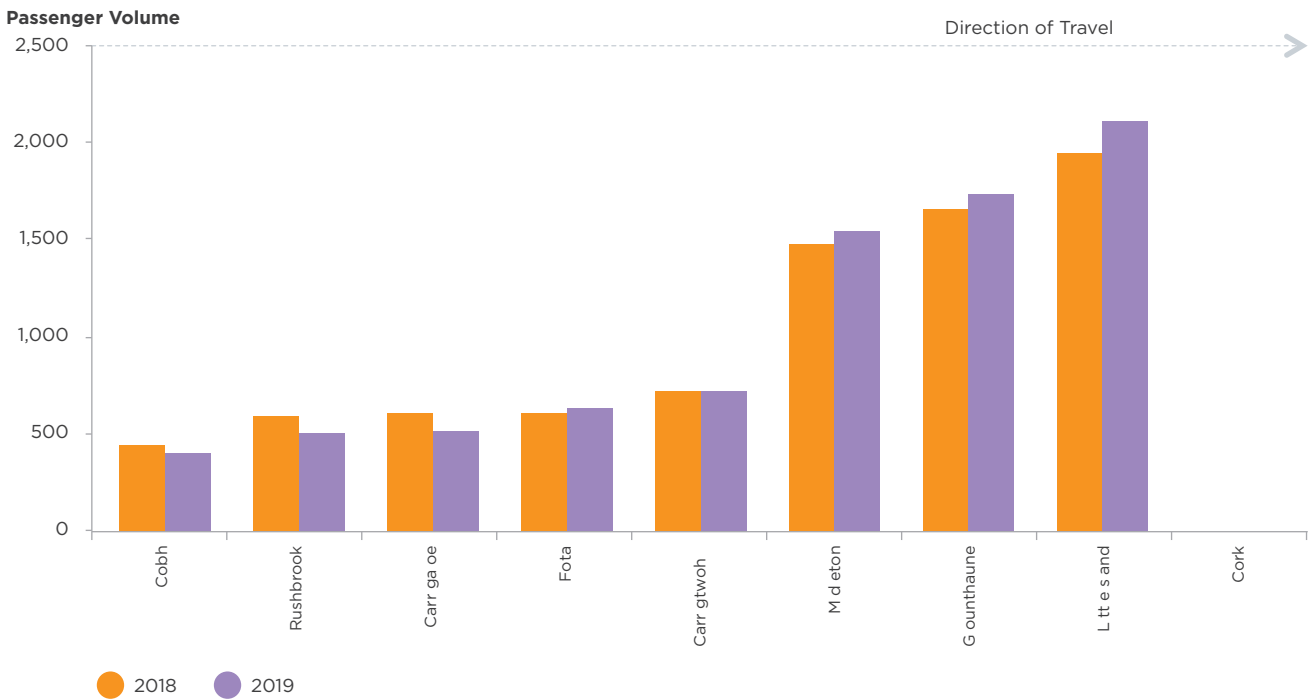
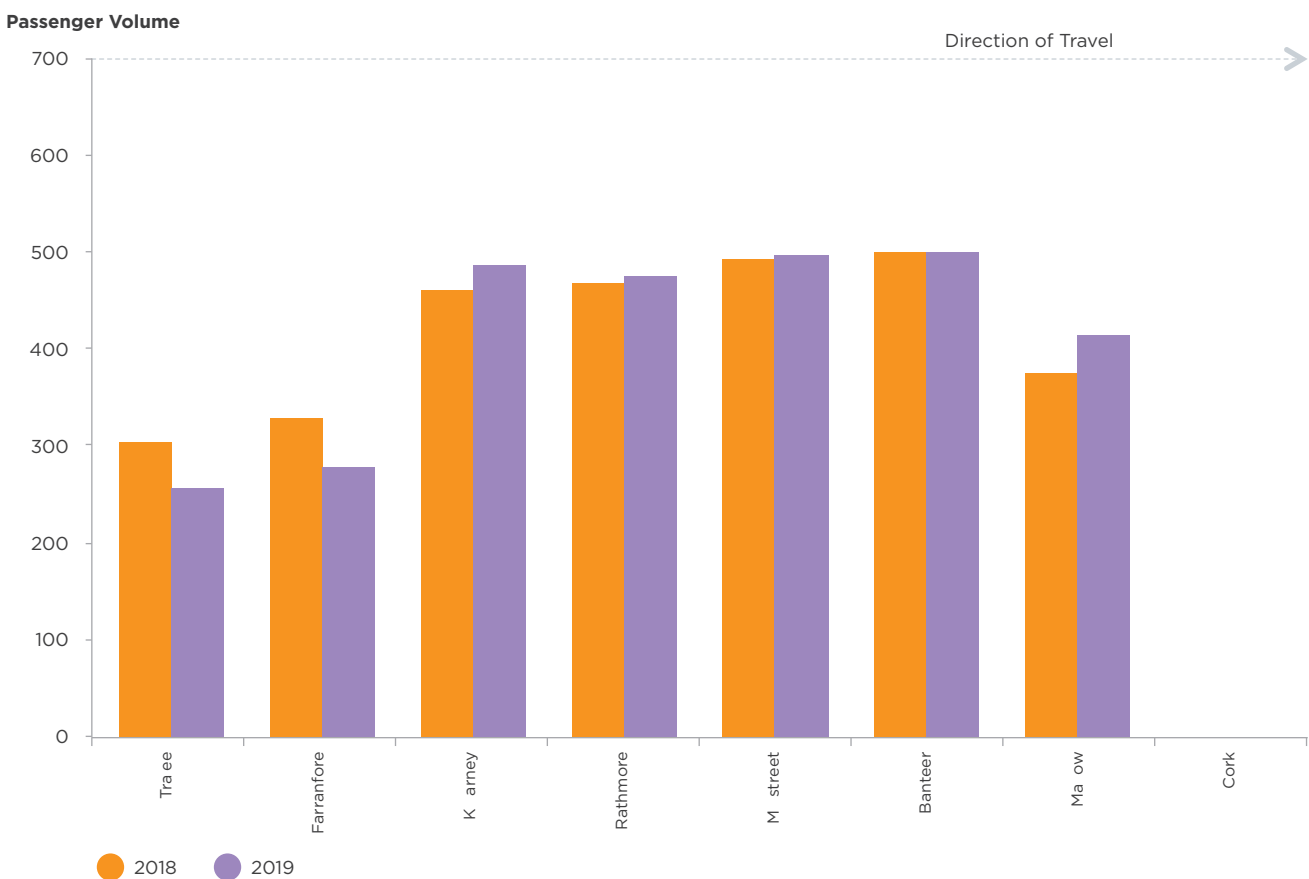


Chart 23b Profile of Demand by Station, Services from Tralee to Cork 2018 and 2019



²⁰ Line branches at Glounthaune

Regional Lines

Table 19 Daily Patronage on remaining Lines outside Cork and the GDA

Line	2018	2019	Annual % Change
Waterford, Ballybrophy, Thurles, Nenagh, Athenry, Limerick, Limerick Junction - Limerick, Galway, Ennis, Limerick Junction	1,655	1,460	-12%
Limerick, Ennis, Galway - Limerick Junction, Ballybrophy, Athenry, Ennis, Waterford, Limerick	1,537	1,730	13%
Total	3,192	3,190	-





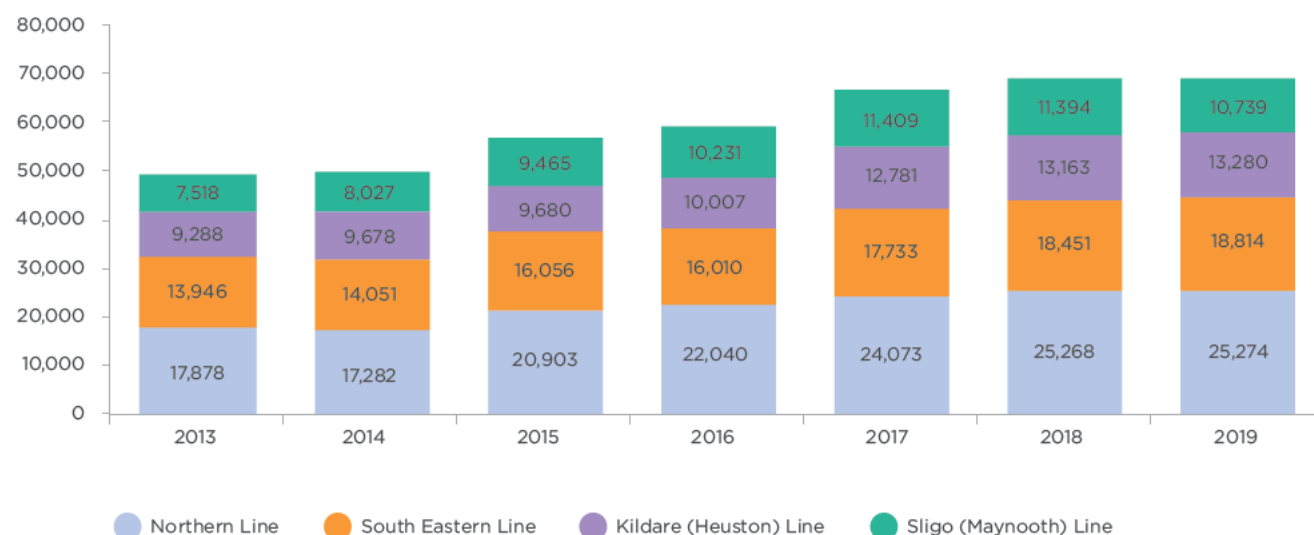
Radial Rail Usage in Dublin

Daily Line Flow into the City Centre by Radial Corridor

Table 20 – Daily Passenger Flow by Corridor Inbound to the City Centre

Radial Corridor		Total Line Flow Entering the City						
Line	Service	2013	2014	2015	2016	2017	2018	2019
Northern Line	DART	10,397	10,077	12,848	14,097	14,956	16,514	15,752
	Commuter	6,434	6,103	6,982	6,754	7,581	7,297	7,696
	Inter City	1,047	1,102	1,073	1,189	1,536	1,457	1,826
	Total	17,878	17,282	20,903	22,040	24,073	25,268	25,274
South Eastern Line	DART	13,081	12,916	14,898	14,721	16,372	17,248	17,453
	Commuter	865	1,135	1,076	1,228	1,229	1,038	714
	Inter City ²¹	-	-	82	61	132	165	647 ²²
	Total	13,946	14,051	16,056	16,010	17,733	18,451	18,814
Kildare (Heuston) Line	Commuter	2,585	2,677	2,377	2,645	4,051	4,524	5,060
	Inter City	6,703	7,001	7,303	7,362	8,730	8,639	8,220
	Total	9,288	9,678	9,680	10,007	12,781	13,163	13,280
Sligo (Maynooth) Line	Commuter	7,518	8,027	7,957	8,779	9,778	9,602	9,322
	Inter City ²³	-	-	1,508	1,452	1,631	1,792	1,417
	Total	7,518	8,027	9,465	10,231	11,409	11,394	10,739
Grand Total		48,630	49,038	56,104	58,288	65,996	68,276	68,107

Chart 24 Daily Passenger Flow by Corridor Inbound to the City Centre by Line

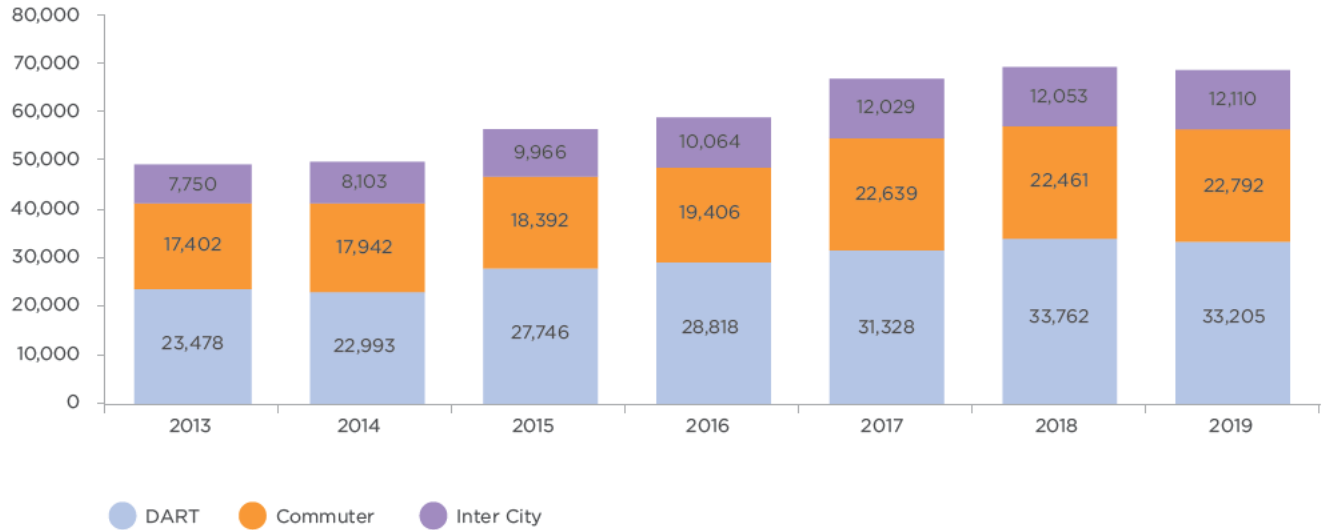


21 Inter City & Commuter services combined in Census 2013 & 2014 on South Eastern Line

22 Changes to definition of Commuter and Inter City services 2018 – 2019

23 Inter City & Commuter services combined in Census 2013 & 2014 on Sligo Line

Chart 25 Daily Passenger Flow by Corridor Inbound to the City Centre by Service Type



Peak hour flows by radial corridor

Table 21 – Maximum Flows per Line in the Morning Peak Hour (08:00-09:00)

Radial Corridor	Service	Max. hourly passenger flow	Location of Maximum Flow
Northern lines	DART	5,448	Killester - Clontarf Road
	Commuter	2,494	Connolly - Tara
	InterCity	561	Dundalk - Drogheda
Total		8,503	
South-eastern lines	DART	3,825	Blackrock - Booterstown
	Commuter	-	No Commuter services 08:00-09:00
	InterCity	523	Blackrock - Lansdowne Rd.
Total		4,348	
Heuston Lines	Commuter	1,015	Parkwest and Cherry Orchard - Heuston
	InterCity	1,865	Park West and Cherry Orchard - Heuston
Total		2,880	
Sligo lines	Commuter	4,344	Ashtown - Broombridge
	InterCity	483	Maynooth - Connolly
Total		4,827	

Table 22 - Maximum Flows per Line in the Evening Peak hour (17:00 - 18:00)

Radial Corridor	Service	Max. hourly passenger flow	Location of Maximum Flow
Northern lines	DART	3,705	Connolly - Clontarf Road
	Commuter	2,265	Connolly - Malahide
	InterCity	430	Connolly ²⁴ - Dundalk
Total		6,400	
South-eastern lines	DART	2,699	Lansdowne Road - Sandymount
	Commuter	-	No Commuter Services 1700-1800
	InterCity	317	Bray - Greystones
Total		3,016	
Heuston Lines	Commuter	821	Parkwest & Cherry Orchard - Clondalkin/Fonthill
	InterCity	2,038	Heuston - Kildare
Total		2,859	
Sligo lines	Commuter	2,297	Broombridge - Ashtown
	InterCity	562	Connolly - Maynooth
Total		2,859	

Train loadings by radial corridor

Table 23 - Most Heavily Loaded Trains in the Morning Periods

Corridor	Service	Maximum Load	Train	Location
Northern lines	DART	1,164	08:10 Malahide - Bray	Killester - Clontarf Road
	Commuter	840	07:10 Dundalk - Pearse	Malahide - Connolly
	InterCity	570	08:00 Belfast - Connolly	Dundalk - Connolly
South Eastern lines	DART	1,137	07:54 Greystones - Malahide	Sandymount - Lansdowne Road
	Commuter	422	05:50 Gorey - Connolly	Blackrock - Lansdowne Road
	InterCity	523	05:35 Rosslare Europort - Dundalk	Blackrock - Lansdowne Road
Heuston Lines	Commuter	404	07:19 Newbridge - Grand Canal Dock	Drumcondra - Connolly
	InterCity	485	05:30 Galway - Heuston	Sallins & Naas - Heuston
Sligo lines	Commuter	885	07:55 Maynooth - Bray	Ashtown - Broombridge
	InterCity	483	05:40 Sligo - Connolly	Maynooth - Dromcondra

Table 24 - Most Heavily Loaded Trains in the Evening Periods

Rail Corridor	Service	Maximum Load	Train	Location
Northern lines	DART	852	16:34 Greystones - Malahide	Connolly - Clontarf Road
	Commuter	726	16:50 Bray - Drogheda	Connolly - Malahide
	InterCity	430	16:50 Connolly - Belfast	Connolly - Dundalk
South Eastern lines	DART	650	17:30 Malahide - Greystones	Lansdowne Road - Sandymount
	Commuter	208	18:35 Connolly - Wexford	Bray - Greystones
	InterCity	317	16:33 Connolly - Rosslare Europort	Bray - Greystones
Heuston Lines	Commuter	376	18:05 Heuston - Portlaoise	Clondalkin and Fonthill - Adamstown
	InterCity	597	16:40 Heuston - Waterford	Heuston - Sallins & Naas
Sligo lines	Commuter	775	17:00 Bray - Maynooth	Broombridge - Ashtown
	InterCity	562	17:10 Connolly - Sligo	Connolly - Maynooth



Appendices

Appendix A:
Daily Boardings at each
Station, by Service Type

Appendix B:
Daily Alightings at each
Station by Service Type

Appendix C:
Train Capacity by Type

Appendix A: Daily Boardings at each Station, by Service Type

Route	DART		Rosslare - Belfast Line		Maynooth (Sligo) Line		TOTAL						
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2019	2018	2017	2016	2015	2014	2013
Rosslare Euro Port			12	0			12	12	7	11	21	13	20
Rosslare Strand			25	0			25	28	19	16	24	14	21
Wexford			83	20			103	133	147	76	115	78	68
Enniscorthy			32	9			41	36	65	54	57	38	43
Gorey			74	4			78	98	76	73	86	78	86
Arklow			89	13			102	83	121	85	88	91	109
Rathdrum			98	8			106	59	69	68	111	75	98
Wicklow			228	17			245	328	269	168	155	152	166
Kilcoole			59	0			59	47	99	39	24	33	31
Greystones	1962	0	323	60			2345	2326	2568	1927	1951	1561	1783
Bray	2716	227	259	106	16	0	3324	3838	3946	3144	2974	2573	2909
Shankill	1445	136					1581	1496	1342	1367	1456	1085	1149
Killiney	794	82					876	988	989	853	792	731	882
Dalkey	1476	343					1819	1921	1748	1621	1634	1301	1531
Glenageary	1780	130					1910	1840	1839	1666	1661	1388	1568
Sandycove & Glasthule	1192	283					1475	1422	1289	1208	1157	1004	1022
Dun Laoghaire	2879	912	296	182	92	3	4364	4135	4129	3574	3315	2610	3168
Salthill & Monkstown	1020	221					1241	1495	1323	1387	1379	1065	1168
Seapoint	531	272					803	863	808	836	869	682	785
Blackrock	2412	772	183	26	69	6	3468	3571	3155	2974	2862	2699	2091
Boosterstown	1145	625					1770	1824	1612	1644	1320	1274	1334
Sydney Prde	1121	649	42	17	55	12	1896	1884	2193	1883	1847	1552	1327
Sandymount	940	430					1370	1343	1080	1044	1243	828	889
Lansdowne	2058	1133	160	40	209	5	3605	3700	3429	3500	3459	2868	2529
Grand Canal Dock	2038	1916	129	35	117	5	4240	3390	3252	2896	2671	2712	2579
Pearse	4492	6208	2924	401	1210	12	15247	15605	15010	14827	13292	13560	12168
Tara Street	3417	3743	1037	319	702	56	9274	9639	9302	7952	7730	6746	6344
Connolly	2775	3739	4955	999	5226	129	17823	18867	17540	14857	14679	12029	12512
Clontarf Rd	513	1659					2172	2115	2052	1946	1694	1272	1377
Killester	274	2391					2665	2347	2197	2225	1786	1595	1575
Harmonstwn	144	1262					1406	1609	1314	1396	1071	998	1011
Raheny	231	1976					2207	2417	2150	2024	1883	1758	1641
Kilbarrack	323	1340					1663	1694	1516	1373	1368	1106	1043
Howth Junc Donaghmede	510	1124	6	87			1727	1886	2163	1818	1715	1613	1667
Bayside	169	1160					1329	1799	1502	1400	1403	1222	1156
Sutton	88	843					931	1004	974	963	741	669	689
Howth	2	1377					1379	1805	1439	1240	1259	875	1073
Clongriffin	126	1301	4	209			1640	1576	1296	1256	1013	830	767
Portmarnock	75	1538	0	508			2121	1401	1981	1450	1191	1182	1186

Route	DART		Rosslare – Belfast Line		Maynooth (Sligo) Line		TOTAL						
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2019	2018	2017	2016	2015	2014	2013
Malahide	20	2229	616	591			3456	3952	3324	2626	2604	2086	2177
Donabate			292	1371			1663	1646	1371	1392	1386	1105	1149
Rush & Lusk			108	1068			1176	1072	947	972	905	808	920
Skerries			189	1439			1628	1716	1585	1424	1446	1314	1365
Balbriggan			127	2053			2180	2209	2238	1782	1872	1757	1753
Gormanston			4	83			87	80	84	101	72	87	113
Laytown			11	479			490	476	432	397	392	305	371
Drogheda			126	921			1047	1203	1119	1086	1264	957	962
Dundalk			104	519			623	623	516	579	465	394	492
Belfast			0	1499			1499	1183	1322	1011	853	1094	1047
Docklands					1610	0	1610	1587	1466	1326	1064	874	850
Drumcondra					1094	303	1397	1192	1112	1183	1258	1291	1065
Broombridge					773	326	1099	957	504	418	370	221	249
Ashtown					144	943	1087	1095	1110	995	928	930	743
Navan Road Parkway					55	318	373	311	285	323	270	245	232
Castleknock					285	767	1052	957	888	792	781	716	841
Coolmine					234	1634	1868	2125	2916	1502	1544	1332	1554
Clonsilla					716	1526	2242	2153	1599	1767	1698	1480	1161
Hansfield					3	241	244	255	211	210	143	87	58
Dunboyne					7	249	256	308	294	279	184	220	171
M3 Parkway					0	654	654	559	422	400	298	174	206
Leixlip Conf.					187	489	676	627	616	529	520	416	497
Leixlip Louisa Bridge					102	1184	1286	1334	1059	1112	1067	1054	834
Maynooth					339	3445	3784	3359	3136	2695	2831	2006	2232
Kilcock					29	395	424	337	342	237	258	225	233
Enfield					9	253	262	209	213	137	127	100	110
Mullingar					77	464	541	537	533	473	509	492	370
Edge'stown					11	85	96	139	133	116	130	104	122
Longford					52	236	288	337	372	254	322	266	181
Dromod					19	67	86	86	90	112	79	124	88
Carrick on Shannon					37	83	120	143	142	105	141	103	95
Boyle					24	57	81	118	89	67	77	58	54
Ballymote					51	44	95	118	87	91	131	74	93
Collooney					11	56	67	64	59	56	56	50	46
Sligo					0	512	512	460	482	426	401	307	379

Route	Heuston		Cork Commuter		Regional		TOTAL						
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2019	2018	2017	2016	2015	2014	2013
Grand Canal Dock	8	552					560	395	441				
Pearse	5	497					502	469	455				
Tara Street	100	302					402	253	140				
Connolly	270	481					751	558	522				
Drumcondra	228	331					559	459	293				
Heuston	0	11365					11365	11505	10700	9537	9997	9394	8497
Parkwest & C' Orchard	428	223					651	495	410	255	202	184	155
Clondalkin / Fonthill	216	66					282	212	164	54	40	54	56
Adamstown	218	43					261	334	270	134	108	87	71
Hazelhatch & Celbridge	768	201					969	769	497	299	271	270	260
Sallins Naas	2112	164					2276	2088	1783	1026	964	1123	814
Newbridge	1354	184					1538	1530	1283	1224	1067	1081	1058
Kildare	686	270					956	898	888	775	683	612	806
Athy	402	117					519	526	464	464	442	314	360
Carlow	647	143					790	853	768	745	593	575	657
M'asterevin	141	15					156	149	110	101	87	91	72
P'tarlinton	413	221					634	695	728	565	705	806	677
Portlaoise	959	164					1123	1097	1036	825	804	727	721
Ballybrophy	158	9			7	0	174	129	153	161	121	99	146
Templemore	67	29					96	90	96	77	106	70	62
Thurles	404	282			20		706	817	601	563	557	559	483
Limerick Junc	917	238			631	202	1988	2056	1836	1501	1562	1409	1109
Limerick	300	0			186	1024	1510	1508	1287	1112	1157	1073	963
Charleville	65	40					105	77	102	73	84	65	119
Mallow	628	287	397	536			1848	1488	1430	1454	1451	1368	1569
Cork	1769	0	0	2277			4046	3839	4071	3752	3462	2896	3188
Muine Bheag	157	16					173	151	140	145	127	146	129
Kilkenny	343	99					442	492	473	400	355	350	362
T'mastown	45	9					54	66	53	52	39	39	53
Waterford	408	0			29	0	437	549	622	494	447	518	68
Tullamore	490	128					618	593	654	470	618	475	452
Clara	98	32					130	125	132	137	109	83	61
Athlone	415	366					781	828	830	713	705	560	560
Ballinasloe	68	122					190	231	228	195	204	68	121
Woodlawn	11	44					55	58	68	35	38	22	24
Attymon	3	10					13	7	14	8	7	3	1
Athenry	137	177			194	12	520	615	466	376	393	266	141
Galway	1563	0			108	204	1875	1998	1727	1260	1402	1218	1053
Roscommon	104	34					138	108	121	88	75	72	80
Castlerea	105	6					111	91	96	70	58	60	49
Ballyhaunis	102	20					122	69	106	80	67	64	45
Claremorris	96	9					105	80	88	113	86	87	66
Castlebar	144	2					146	138	163	145	120	114	82
Westport	180	0					180	139	106	153	135	104	85

Route	Heuston		Cork Commuter		Regional		TOTAL						
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2019	2018	2017	2016	2015	2014	2013
Manulla Junc	20	83					103	223	223	146	119	78	101
Foxford	11	2					13	17	19	19	5	-	15
Ballina	62	0					62	101	96	62	50	-	51
Banteer	14	0	12	10			36	32	35	32	39	19	38
Millstreet	13	0	32	11			56	61	98	55	91	111	380
Rathmore	6	0	11	17			34	61	44	30	59	18	42
Killarney	55	30	245	37			367	250	356	213	224	228	357
Farranfore	3	0	27	2			32	53	25	21	21	14	32
Tralee	48	0	253	0			301	347	226	240	236	208	411
Littleisland			552	159			711	587	495	432	347	218	316
Gl'thaune			237	61			298	290	287	229	186	139	203
C'twohill			137	29			166	174	157	148	95	98	91
Midleton			817	0			817	759	608	638	461	458	495
Fota			111	5			116	19	26	14	10	9	82
Carrigaloe			18	5			23	33	36	40	37	19	31
Rushbrooke			102	13			115	159	169	194	195	87	156
Cobh			411	0			411	450	517	555	481	369	517
Sixmilebrdg					7	47	54	66	53	57	53	55	46
Ennis					42	153	195	218	190	153	261	173	236
Gort					15	12	27	21	16	31	19	20	13
Ardrahan					7	5	12	3	3	5	3	7	8
Craughwell					17	9	26	20	33	18	13	13	10
Oranmore	30	131			109	8	278	180	262	70	63	19	23
Roscrea					5	2	7	6	30	6	7	4	19
Cl'Jordan					9	3	12	8	6	9	6	8	15
Nenagh					14	14	28	19	24	13	17	9	14
Birdhill					13	2	15	3	7	6	11	6	10
C'leconnell					20	22	42	23	13	12	15	10	15
Carrick on Suir					4	0	4	13	4	3	1	-	6
Clonmel					17	5	22	27	29	27	23	20	29
Cahir					1	0	1	5	9	10	9	5	11
Tipperary					5	6	11	12	3	13	11	7	9

Appendix B: Daily Alightings at each Station by Service Type

Route	DART		Rosslare - Belfast Line		Maynooth (Sligo) Line		TOTAL						
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2019	2018	2017	2016	2015	2014	2013
Rosslare Euro Port			0	16			16	39	19	25	27	16	21
Rosslare Strand			0	54			54	28	25	35	42	24	25
Wexford			8	132			140	187	240	82	137	82	31
Enniscorthy			8	52			60	47	101	51	53	65	49
Gorey			4	101			105	128	150	116	85	77	89
Arklow			4	115			119	120	151	126	93	95	122
Rathdrum			4	82			86	71	74	52	106	93	88
Wicklow			15	202			217	236	234	181	187	162	160
Kilcoole			0	65			65	54	93	9	96	25	26
Greystones	0	1788	35	193			2016	2196	2201	1743	1711	1460	1551
Bray	126	3080	91	169	3	5	3474	3540	3758	3220	2870	2997	2818
Shankill	124	1230					1354	1412	1315	1278	1147	1049	1012
Killiney	96	668					764	880	932	772	741	734	750
Dalkey	400	1367					1767	1813	1776	1742	1650	1258	1594
Glenageary	161	1513					1674	1699	1590	1454	1468	1324	1311
Sandycove & Glasthule	296	1029					1325	1271	1092	1084	1067	968	957
Dun													
Laoghaire	924	2987	128	361	6	61	4467	4409	4096	3492	3430	2633	3178
Salthill & Monkstown	213	1057					1270	1355	1260	1182	1084	949	981
Seapoint	161	539					700	771	663	554	629	514	551
Blackrock	744	1908	72	153	3	53	2933	3277	3006	2985	2866	2764	2265
Boooterstown	632	1002					1634	1774	1669	1445	1429	1098	1144
Sydney Prde	594	1546	0	127	4	48	2319	2331	2365	2175	1898	1716	1542
Sandymount	471	866					1337	1266	1107	981	1355	846	836
Lansdowne	1227	2038	135	371	5	54	3830	3896	3657	3888	4089	2722	3328
Grand Canal Dock	1887	2055	227	293	58	90	4610	4598	4410	3958	3759	3355	3051
Pearse	5107	5392	433	2661	4	1325	14922	15846	15128	14221	14127	12021	11238
Tara Street	4561	3486	297	1086	58	575	10063	10802	9614	8461	9645	7513	7473
Connolly	3509	4022	436	5671	68	6090	19796	18807	18322	16109	15220	12931	13311
Clontarf Rd	1664	679					2343	2175	2091	2206	1713	1405	1337
Killester	1800	252					2052	2061	2024	2170	1547	1511	1386
Harmonstwn	1165	145					1310	1440	1284	1312	990	897	823
Raheny	1899	232					2131	2254	2089	2161	1789	1698	1493
Kilbarrack	1134	339					1473	1663	1552	1331	955	1112	1072
Howth Junc Donaghmede	1496	425	17	77			2015	2151	2169	2044	2179	1708	1836
Bayside	1208	133					1341	1211	1281	1250	1113	1091	1048
Sutton	842	72					914	912	919	662	536	640	616
Howth	1306	23					1329	1625	1560	1138	1286	898	1255
Clongriffin	1503	101	92	10			1706	1431	1219	985	875	726	567

Route	DART		Rosslare – Belfast Line		Maynooth (Sligo) Line		TOTAL						
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2019	2018	2017	2016	2015	2014	2013
Portmarnock	1175	47	85	11			1318	1289	1729	974	899	940	978
Malahide	2243	0	858	496			3597	3629	3030	2158	2508	1992	2178
Donabate			1368	202			1570	1642	1347	1598	1161	1057	1051
Rush & Lusk			977	96			1073	894	872	894	775	795	828
Skerries			1367	176			1543	1623	1588	1320	1466	1227	1308
Balbriggan			2435	104			2539	2361	2262	1868	1422	1564	1711
Gormanston			110	1			111	105	112	55	82	71	99
Laytown			448	13			461	468	430	354	367	349	345
Drogheda			980	76			1056	1184	1138	917	1121	1041	979
Dundalk			476	71			547	536	535	516	475	453	532
Belfast			1473	0			1473	1532	1477	1313	936	1126	1100
Docklands					0	1809	1809	1960	2035	1515	1244	1141	966
Drumcondra					303	1381	1684	1590	1372	1413	1249	1154	1135
Broombridge					297	1070	1367	988	518	440	318	257	215
Ashtown					722	161	883	1072	956	750	787	773	665
Navan Road Parkway					258	24	282	246	256	303	253	222	202
Castleknock					671	145	816	930	1001	727	784	694	817
Coolmine					1391	196	1587	1987	1634	1527	1682	1406	1317
Clonsilla					1450	518	1968	1823	1519	1477	1470	1126	1202
Hansfield					235	12	247	233	215	184	148	101	82
Dunboyne					299	10	309	249	326	228	202	211	138
M3 Parkway					626	1	627	473	427	344	283	215	231
Leixlip Conf.					461	164	625	534	611	556	473	436	428
Leixlip Louisa Bridge					1082	113	1195	1069	880	1097	933	1039	870
Maynooth					3183	251	3434	3366	3092	2567	2906	2276	2148
Kilcock					337	35	372	273	305	213	258	236	232
Enfield					250	16	266	233	223	141	144	142	148
Mullingar					563	88	651	658	583	516	558	564	407
Edge'stown					110	20	130	107	156	101	149	122	145
Longford					291	76	367	410	341	292	374	269	212
Dromod					82	32	114	97	118	96	138	120	86
Carrick on Shannon					143	36	179	143	170	118	140	94	135
Boyle					74	30	104	89	97	68	70	57	69
Ballymote					52	63	115	97	105	110	126	64	108
Collooney					75	7	82	76	90	75	92	74	84
Sligo					401	0	401	436	367	311	443	304	292

Route	Heuston		Cork Commuter		Regional		TOTAL						
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2019	2018	2017	2016	2015	2014	2013
Grand Canal Dock	396	0					396	276	227				
Pearse	802	3					805	679	508				
Tara Street	258	11					269	240	187				
Connolly	618	61					679	575	605				
Drumcondra	346	205					551	427	359				
Heuston	11471	0					11471	11660	11596	10007	9753	9273	8686
Parkwest & C'yOrchard	156	460					616	571	471	247	265	171	114
Clondalkin / Fonthill	59	211					270	249	165	64	48	51	48
Adamstown	40	455					495	327	291	122	114	97	98
Hazelhatch & Celbridge	171	830					1001	799	547	290	276	260	258
Sallins Naas	138	1737					1875	2084	1394	1128	1018	1006	908
Newbridge	260	1348					1608	1567	1378	1169	1105	1034	999
Kildare	272	748					1020	1046	874	739	662	731	733
Athy	144	485					629	449	477	466	510	408	371
Carlow	125	602					727	720	688	735	637	582	617
M'asterevin	9	144					153	165	84	70	71	82	64
P'tarlinton	180	408					588	546	686	615	705	754	587
Portlaoise	169	785					954	1116	906	793	745	737	583
Ballybrophy	7	140			0	47	194	135	163	131	139	108	129
Templemore	35	75					110	102	87	84	80	90	89
Thurles	266	458			0		724	787	611	574	456	578	463
Limerick Junc	190	769			39	914	1912	1951	1792	1488	1552	1435	1263
Limerick	0	230			668	407	1305	1382	1092	1203	1167	1000	849
Charleville	39	71					110	103	83	67	82	91	185
Mallow	348	457	483	276			1564	1454	1544	1270	1251	1276	1460
Cork	0	1994	2521	0			4515	4108	4022	3811	3354	2764	3322
Muine Bheag	21	155					176	146	155	166	162	153	174
Kilkenny	72	409					481	501	499	348	285	404	346
T'mastown	4	58					62	70	61	65	48	41	55
Waterford	0	418			0	24	442	502	460	373	421	472	414
Tullamore	155	454					609	654	546	446	678	447	327
Clara	37	91					128	117	125	119	117	82	75
Athlone	471	488					959	938	759	589	637	604	575
Ballinasloe	144	99					243	239	200	151	182	148	69
Woodlawn	54	9					63	76	60	38	43	25	18
Attymon	9	1					10	12	20	9	7	8	45
Athenry	226	202			81	54	563	556	523	368	422	297	133
Galway	0	1502			461	0	1963	1740	1820	1199	1162	778	1125
Roscommon	36	68					104	109	133	75	74	83	84
Castlerea	23	64					87	78	69	67	63	66	57
Ballyhaunis	26	63					89	79	68	59	70	48	45

Route	Heuston		Cork Commuter		Regional		TOTAL						
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2019	2018	2017	2016	2015	2014	2013
Claremorris	17	105					122	80	94	95	89	63	128
Castlebar	5	151					156	148	178	150	79	103	110
Westport	0	166					166	147	137	101	133	123	124
Manulla Junc	73	73					146	227	214	151	123	69	15
Foxford	2	12					14	16	21	23	7	-	21
Ballina	0	72					72	113	93	62	59	-	72
Banteer	0	5	9	29			43	32	45	30	22	17	34
Millstreet	3	10	9	37			59	59	70	38	60	52	34
Rathmore	0	7	23	29			59	58	45	40	45	33	53
Killarney	5	58	42	325			430	289	349	308	238	254	328
Farranfore	0	11	6	16			33	51	36	29	36	24	33
Tralee	0	74	0	238			312	302	258	223	268	288	405
Littleisland			167	632			799	718	568	423	378	215	315
Gl'thaune			49	211			260	286	259	239	246	136	207
C'twohill			40	110			150	121	131	137	92	93	100
Midleton			0	670			670	613	536	583	465	488	495
Fota			8	107			115	24	26	18	9	11	81
Carrigaloe			1	12			13	15	26	37	13	24	32
Rushbrooke			4	94			98	122	166	194	180	124	146
Cobh			0	376			376	427	500	623	455	396	517
Sixmilebrdg					20	42	62	54	46	55	30	54	28
Ennis					61	127	188	274	240	211	151	273	199
Gort					7	10	17	16	17	25	12	17	9
Ardrahan					3	8	11	5	8	2	8	12	6
Craughwell					13	15	28	21	30	17	14	28	10
Oranmore	112	32			73	32	249	215	160	89	73	54	22
Roscrea					0	3	3	8	10	5	3	5	7
Cl'Jordan					1	9	10	7	5	9	9	5	5
Nenagh					6	9	15	18	45	15	17	11	5
Birdhill					1	0	1	1	8	4	10	8	2
C'leconnell					8	0	8	7	7	5	5	3	2
Carrick on Suir					4	5	9	11	8	6	-	13	4
Clonmel					5	12	17	24	28	18	17	29	25
Cahir					3	8	11	7	8	11	2	11	11
Tipperary					6	4	10	16	7	11	10	17	7

Appendix C: Train Capacity by Type

Train Type		Capacity	
4-DART	(4 car DART set)	700	- Seats + Standing Accommodation
6-DART	(6 car DART set)	1050	- Seats + Standing Accommodation
8-DART	(8 car dart set)	1400	- Seats + Standing Accommodation
2 x 2600	(2 car commuter rail car)	206	- Seats + Standing Accommodation
2 x 2800	(2 car commuter rail car)	221	- Seats + Standing Accommodation
4 x 29000	(4 car Commuter railcar)	640	- Seats + Standing Accommodation
8 x 29000	(8 car Commuter railcar)	1280	- Seats + Standing Accommodation
1 x 3ICR	(3-car InterCity railcar)	190	- Seats
1 x 6ICR	(6-car Premier Class InterCity railcar)	376	- Seats
1 x 6HCR	(6-car High Capacity InterCity Railcar)	406	- Seats
7 x MkIV	(7 car Mk IV set)	348	- Seats
7 x DD	(7 car De Dietrich set)	358	- Seats



