Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6
Chief Executive, Connolly Station, Dublin 1, D01 V6V6
01 703 2454 info@irishrail.ie www.irishrail.ie

[redacted]

5th January 2017

Re: FOI request IE_FOI_074

Dear [redacted]

I refer to your request dated 29th November 2016 and received by this office on the 5th December, which you have made under the Freedom of Information Act 2014 for records held by this FOI body. Your request sought:

Request -

- income received from the railway lines in Ireland in 2015 & 2016 – Document 1
- cost/expenditure of running each railway line in the country for 2015 & 2016 – Document 1
- breakdown of the # of passengers who used each railway station in the country in 2015 & 2016 – Document 2

I, Paul Slowey have now made a final decision to grant part of your request on 5th January 2017.

Please find the records you require attached along with a schedule of record. You will note that the passenger numbers for each station for 2016 has not been provided. These figures are going to be published in the coming months and they will be available from the NTA at that time.

In the event that you are unhappy with this decision, you may appeal it. In the event that you need to request such a review, you can do so by writing to FOI Unit, Corporate Communications, Iarnród Éireann Irish Rail, Connolly Station, Amiens St, Dublin 1 or alternatively by sending an e-mail to foi@irishrail.ie. You should state that you are seeking this review because an initial decision was not sent to you within the time allowed for a response. In that event, you would normally have 4 weeks (after the initial decision should have been sent to you) in which to make the appeal. Consideration will be given to late applications in appropriate circumstances.

Cathaoirleach Chairman - P Gaffney(UK) Stiúrthóirí Directors F Allen, C Griffiths (UK), M McGreevy (UK), J Moloney; T Wynne;
Príomh Fheidhmeannach Chief Executive D Franks
Iarnród Éireann – Irish Rail, cuideachta glaniomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur. 119571 Ur. CBL: IE 4812851 O
Iarnród Éireann – Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1, No. 119571 VAT No. IE 4812851 O

Should you wish to discuss the above, please contact the FOI Officer by telephone at 01-7034293.

Yours sincerely,

Paul Slowey

Customer Relations Decision Maker

Document 1

3 Divisional analysis of profit and loss account

(A) Railway Undertaking

	2015	2014
	€'000	€'000
Sources of revenue		
Revenue	195,640	188,395
Public Service Obligation	98,161	117,386
Other exchequer funding	55	454
Total revenue	**293,856**	**306,235**
Operating costs		
Payroll and related costs	(123,142)	(126,584)
Materials and services	(66,898)	(77,616)
Fuel	(36,643)	(34,277)
Depreciation and amortisation, net of capital grants amortised	(24,042)	(32,371)
Total operating costs	**(250,725)**	**(270,848)**
Operating surplus before track access charges	**43,131**	**35,387**
Track access charge	(41,420)	(49,949)
EBITDA before exceptional operating costs	**1,711**	**(14,562)**
Exceptional costs	(854)	(1,559)
Profit on sale of tangible fixed assets	17	43
Surplus/ (deficit) before interest and taxation	**874**	**(16,078)**
Interest payable and similar charges	(1,450)	(241)
Deficit for the year on ordinary activities before taxation	**(576)**	**(16,319)**
Taxation on deficit on ordinary activities	–	–
Deficit for the year on ordinary activities after taxation	**(576)**	**(16,319)**

(B) Railway Infrastructure manager

	2015	2014
	€'000	€'000

In compliance with EU Council Directive 91/440 the costs of the Railway Infrastructure Division have been computed as follows:

Sources of revenue		
Multi Annual Contract	112,889	75,093
Track access charges	42,860	53,052
Other exchequer grants	–	1,523
Third party revenue	19,606	10,238
Total revenue	**175,355**	**139,906**
Operating costs revenue		
Payroll and related costs	(97,027)	(94,631)
Materials and services	(78,861)	(29,031)
Depreciation and amortisation, net of capital grants amortised	(7,261)	(6,080)
Total operating costs	**(183,149)**	**(129,742)**
EBITDA before exceptional operating costs	**(7,794)**	**10,164**
Exceptional costs	(695)	12
(Loss)/profit on sale of tangible fixed assets	(22)	2
(Deficit)/surplus before interest and taxation	**(8,511)**	**10,178**
Interest payable and similar charges	(964)	(159)
(Deficit)/ surplus for the year on ordinary activities before taxation	**(9,475)**	**10,019**
Taxation on (deficit)/surplus on ordinary shares	–	–
(Deficit)/ surplus for the year on ordinary activities after taxation	**(9,475)**	**10,019**

Údarás
Náisiúnta Iompair
National Transport Authority

National Heavy Rail Census 2015

Report June 2016

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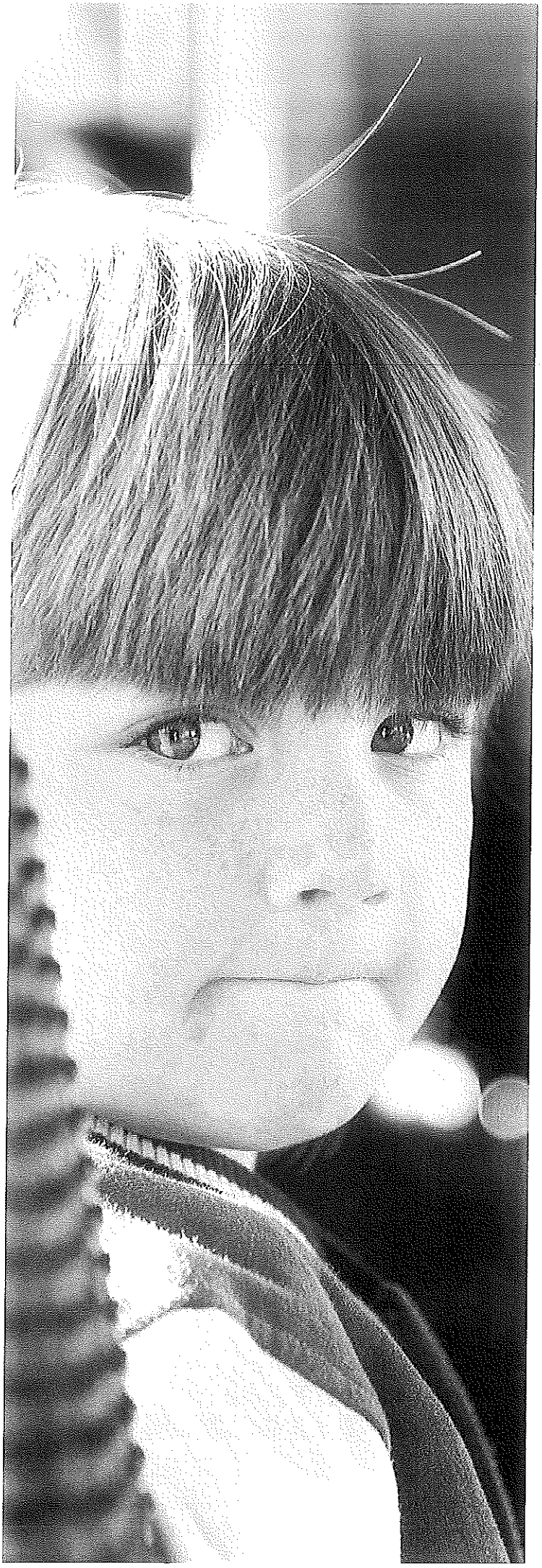


1. Introduction & Background to the Rail Census

1.1. Background to the Census

Iarnród Éireann were commissioned 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 2015 Census is the fourth 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.

This report provides an overview of the 2015 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 over the period 2014 to 2015.

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 2015 and also assesses how the findings of the Rail Census compare with other measurements of rail usage;
- Section 3 discusses in detail the findings from the 2015 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.

1.2. Methodology and Operating Conditions on the Day of the Census

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 demand for rail services, which instead is recorded in Iarnród Éireann's passenger journeys data.

While over time the census can help to illustrate trends, each individual year the census data is subject to variation based on a number of factors.

The 2015 census took place on 19th November 2015. Operating conditions on the day were normal with no severe cancellations, delays or disruptions on the network.

Overall, on census day, passenger journeys across the network increased by 14% on 2014. However, it should be noted that severe weather and service disruptions had a significant impact on passenger journey numbers on census day in 2014. A separate assessment of overall annual passenger journeys for each of the two years indicates an overall annual passenger increase of 5% –between 2014 and 2015. The difference between the recorded annual increase and the census day comparison illustrates the effect of the severe weather on journeys on Census day in 2014. Accordingly, care should be taken in extrapolating conclusions on patterns of demand on individual Intercity and regional routes when comparing the 2014 and 2015 Census day figures[1].

1.3. Overview of the Rail Network

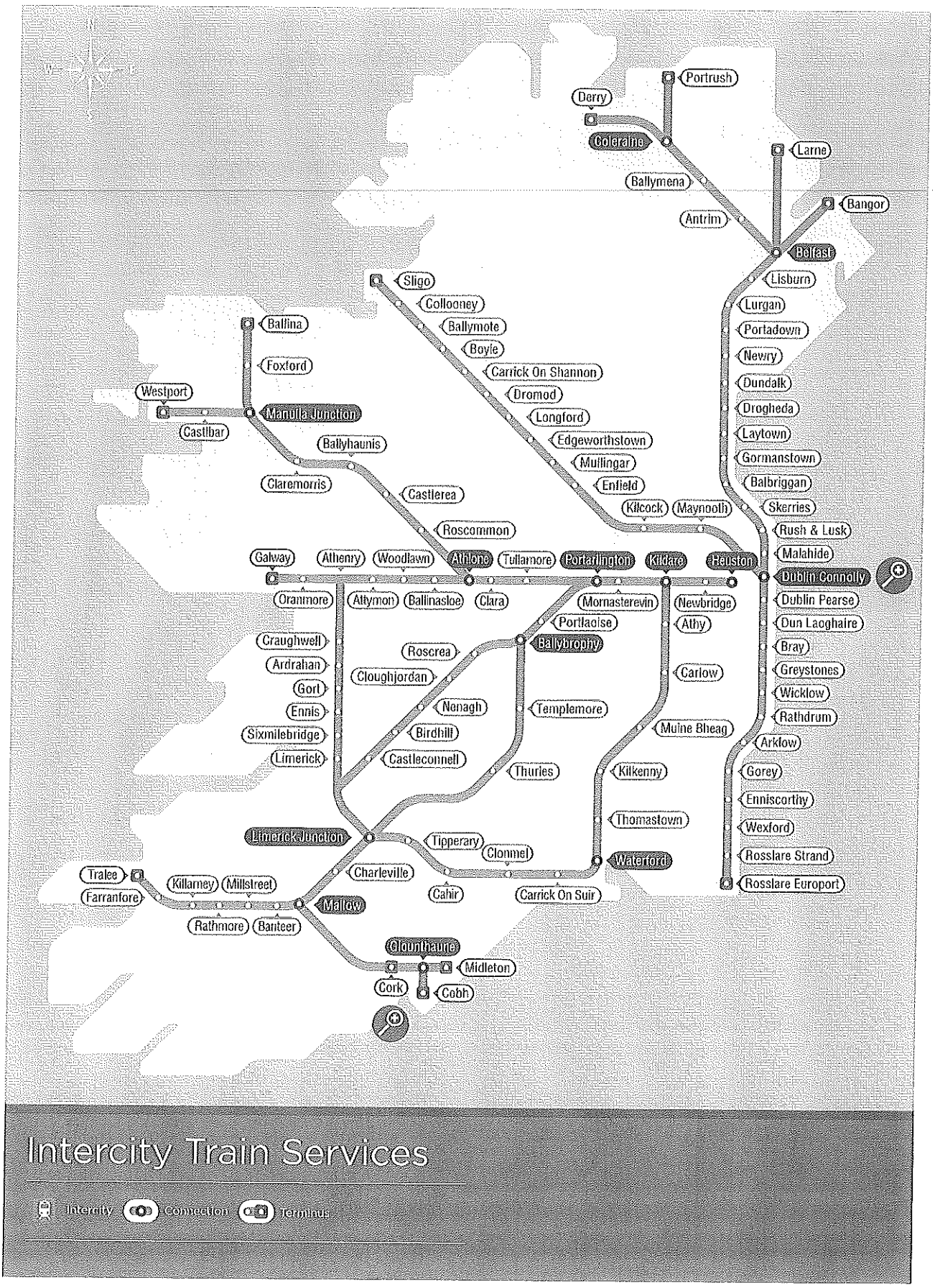
The rail network in Ireland consists of approximately 2,400km of railway track and includes 147 stations. Three distinct categories of service operate on the national rail network; DART, Commuter and Inter City. These service categories share lines at various locations along the network. Table 1 provides 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.

1 The 2014 census, which took place on 13th November 2014 was particularly affected by severe weather, which greatly reduced the levels of discretionary travel. This is best illustrated by DART, which saw peak journeys increase by 3% for essential work and study travel compared to the 2013 census, while off-peak reduced by 8% as non-essential journeys were not made. Furthermore, a number of weather-related disruptions occurred, including flooding disrupting Cork to Cobh/Midleton peak services, and the Dublin/Belfast line.

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 / Tralee
	Dublin – Waterford
	Dublin - Kilkenny
	Dublin – Rosslare
	Limerick – Galway
	Limerick – Waterford
Commuter Routes	Dublin – Dundalk Commuter service
	Dublin – Portlaoise Commuter service
	Dublin – Longford Commuter service
	Dublin – Dunboyne / M3 Parkway services
	Dublin – Gorey Southern Commuter service
	Mallow - Cork - Cobh - Midleton Commuter services
DART	Malahide / Howth – Dublin – Bray / Greystones

Figure 1 Inter City Network



Intercity Train Services

Figure 2 Dublin Network

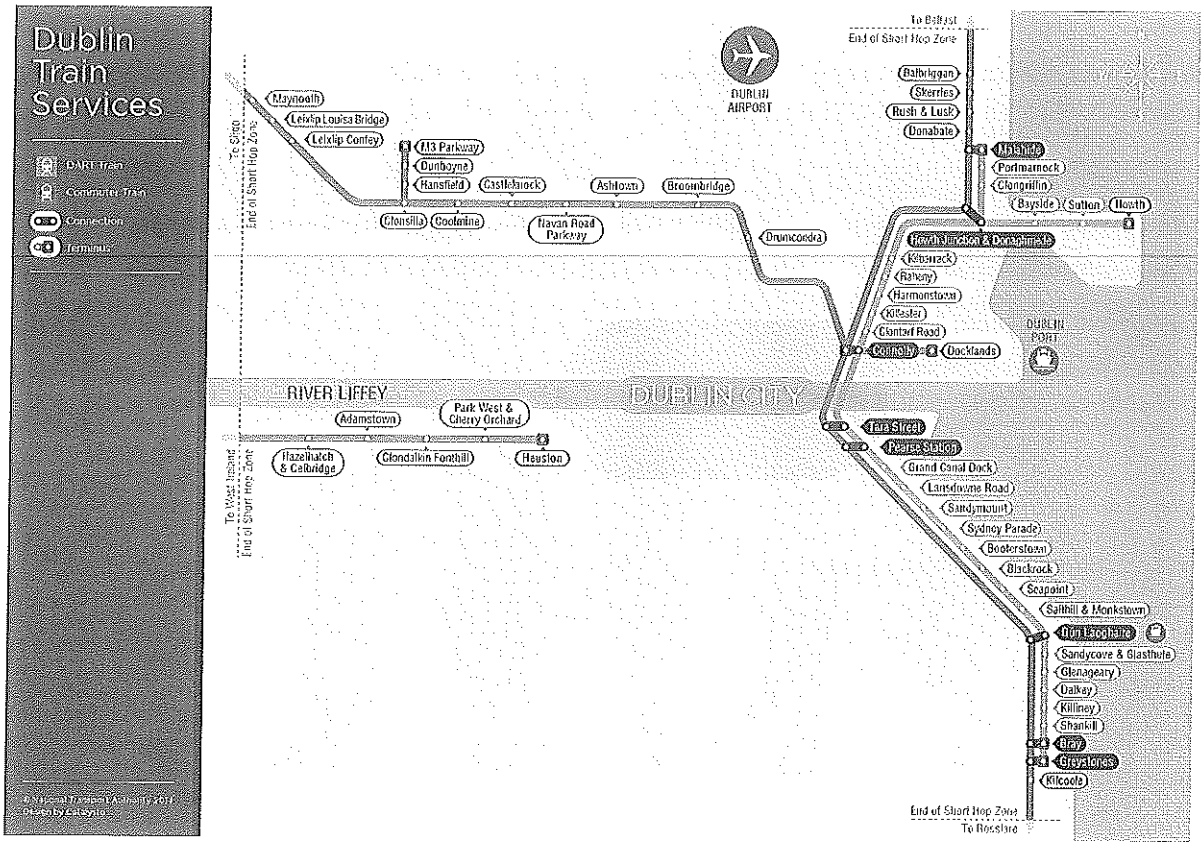
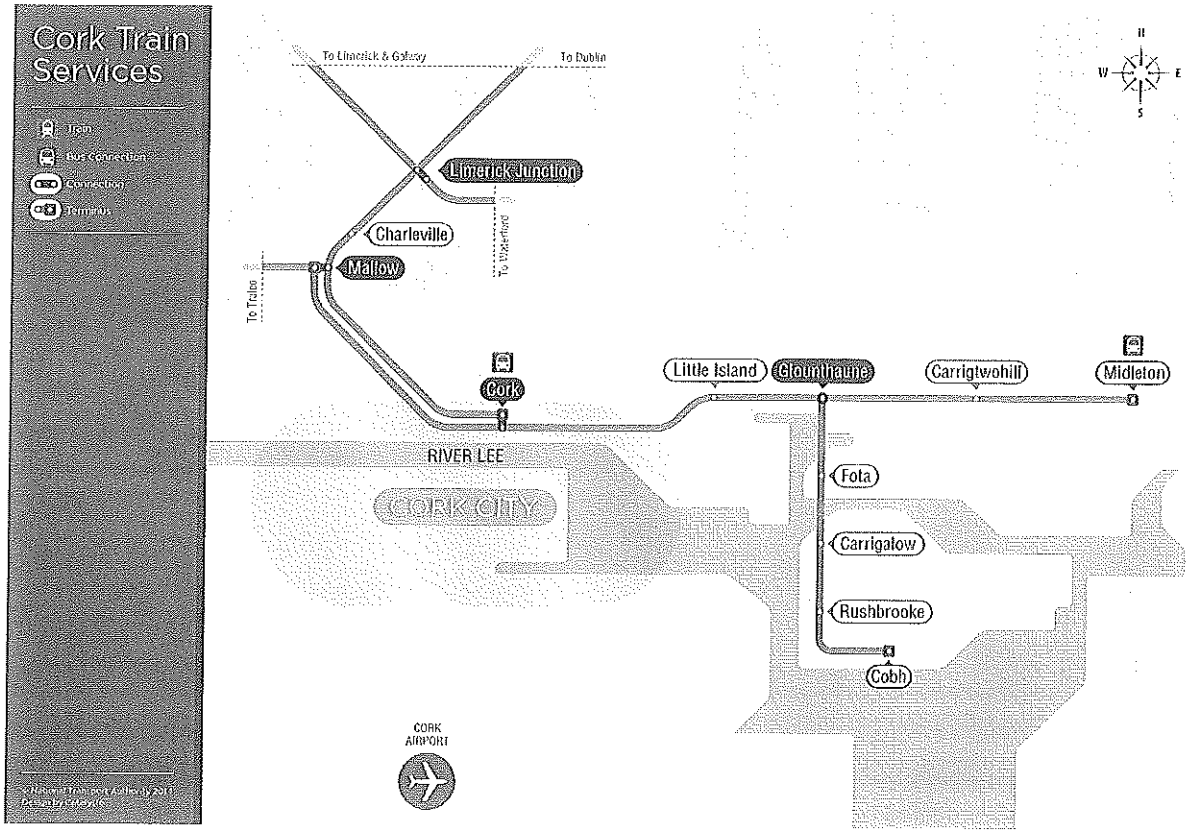


Figure 3 Cork Network



Tables 2 to 4 detail the service provision for a sample weekday for Inter City services and key Commuter and DART services. This includes the fastest journey time and the number of services available per weekday in 2015.

Table 2: Inter City Journey Times and Service Frequency 2015

Route	Fastest journey time 2015	Number of services per weekday
Dublin – Cork	02:30	29
Dublin – Belfast	02:09	16
Dublin – Galway	02:18	18
Dublin – Westport	03:02	8
Dublin – Sligo	03:01	14
Dublin – Tralee	03:52	2
Dublin – Limerick	01:59	7
Dublin – Waterford	02:05	14
Dublin - Rosslare	02:46	8

Table 3: Key Commuter Journey Times and Service Frequency 2015

Route	Fastest journey time 2015	Number of services per weekday
Dublin - Portlaoise	00:42	37
Dublin - Maynooth	00:29	62
Dublin - Dundalk	00:55	14
Dublin - Drogheda	00:34	36
Cork - Mallow	00:21	14
Cork - Midleton	00:23	44
Cork - Cobh	00:24	46

Table 4: DART Journey Times and Service Frequency 2015

Direction	Route	Fastest journey time 2015	Number of services per weekday
Southbound	**Malahide - Greystones**	01:15	80
Northbound	**Greystones - Malahide**	01:16	77

1.3.1. Changes to Rail Services in 2015

In 2015, the Authority approved the implementation of a weekday early morning non-stop service from Cork to Dublin, and associated minor adjustments to the timetables for services from Tralee, Westport, Newbridge and Athlone to accommodate this change.

2. Trends in Daily Rail Patronage, 2003 - 2015

2.1. Key Events since 2003

Rail usage is a derived demand, dependent, amongst other factors, on levels of economic activity. Since 2003 trends in rail patronage have closely followed economic performance.

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 and major rehabilitation works, in addition to 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.

Investments over the past decade 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 accommodate some of the services on this line.
- Cork Commuter Rail – this involved the reopening of the Cork – Midleton line in 2009.
- Limerick to Galway Services – This included the reinstatement of the line from Ennis to Athenry and the construction of five new stations: Sixmilebridge, Gort, Ardrahan, Craughwell and Oranmore.

2.2. Historic Trends in the Greater Dublin Area (GDA)

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

- DART Line;
- Longford – Dublin – Bray (Gorey) line;
- Dundalk – Bray line; and
- Dublin – Carlow/Athlone/Portlaoise lines.

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. For the subsequent five years, up to 2015, the number of daily journeys within the GDA remained relatively static.

The overall increase in patronage between 2014 and 2015 represents the most significant increase in patronage since the period of decline. In the past year there have been increases in patronage on all service types in the GDA. However the vast bulk (almost 66%) of overall increased patronage in the GDA is on the DART lines with more modest increased patronage on Commuter and Inter City services. However, given the adverse weather impacts on Census day 2014, some element of the increase recorded in 2015 may be attributable to lower passenger numbers on the day of the 2014 census.

Table 5 Daily passenger journeys by network section 2003 – 2015

Year	DART	Dundalk – Gorey	Longford – Dublin – Bray	Dublin – Carlow/ Athlone/ Portlaoise	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

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 in 2015, have declined from 63% in 2003 to 54% in 2015. Although this only represents a decline of over 3,250 daily journeys, daily DART journeys are only slightly above three quarters what they were at their peak in 2007. The Longford, Dublin and Bray line has increased in proportional terms significantly going from 11% in 2003 to 18% in 2015.

Meanwhile the proportional contribution of the other lines has remained relatively stable over the same period with both lines experiencing growth. Patronage on lines operating through Heuston (the Carlow, Athlone and Portlaoise lines) have experienced significant growth increasing by almost 6% in the past year. The Heuston corridor has seen significant year on year patronage growth since 2012, up over 41% in that period, and is now at its highest level since 2003.

Chart 1 Composition of daily GDA rail patronage, 2003 – 2015

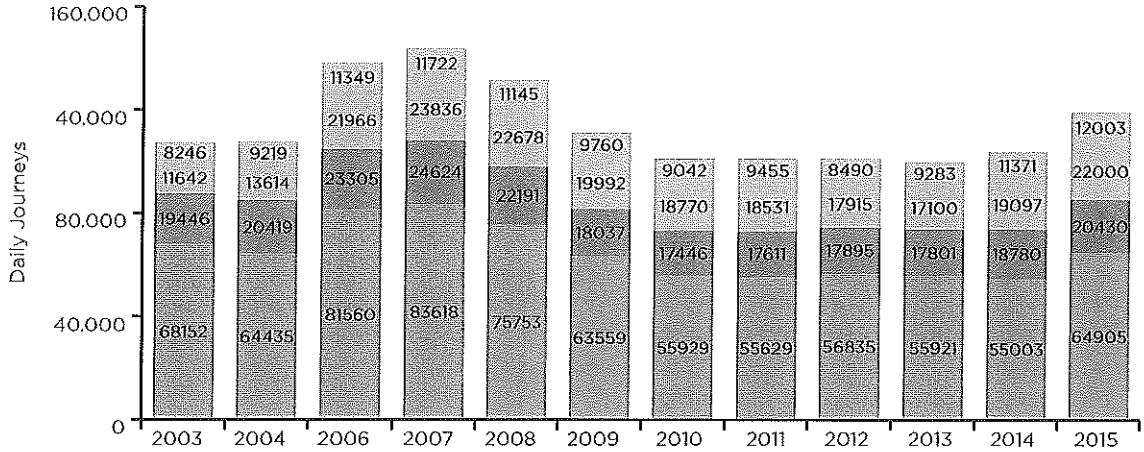
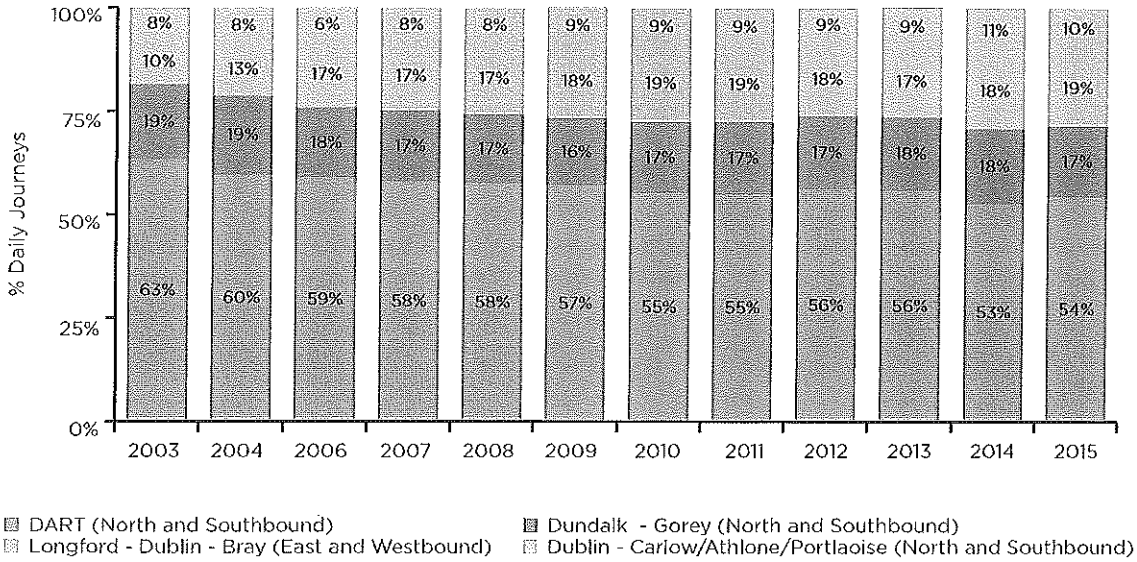


Chart 2 % Composition of daily GDA rail patronage, 2003 – 2015

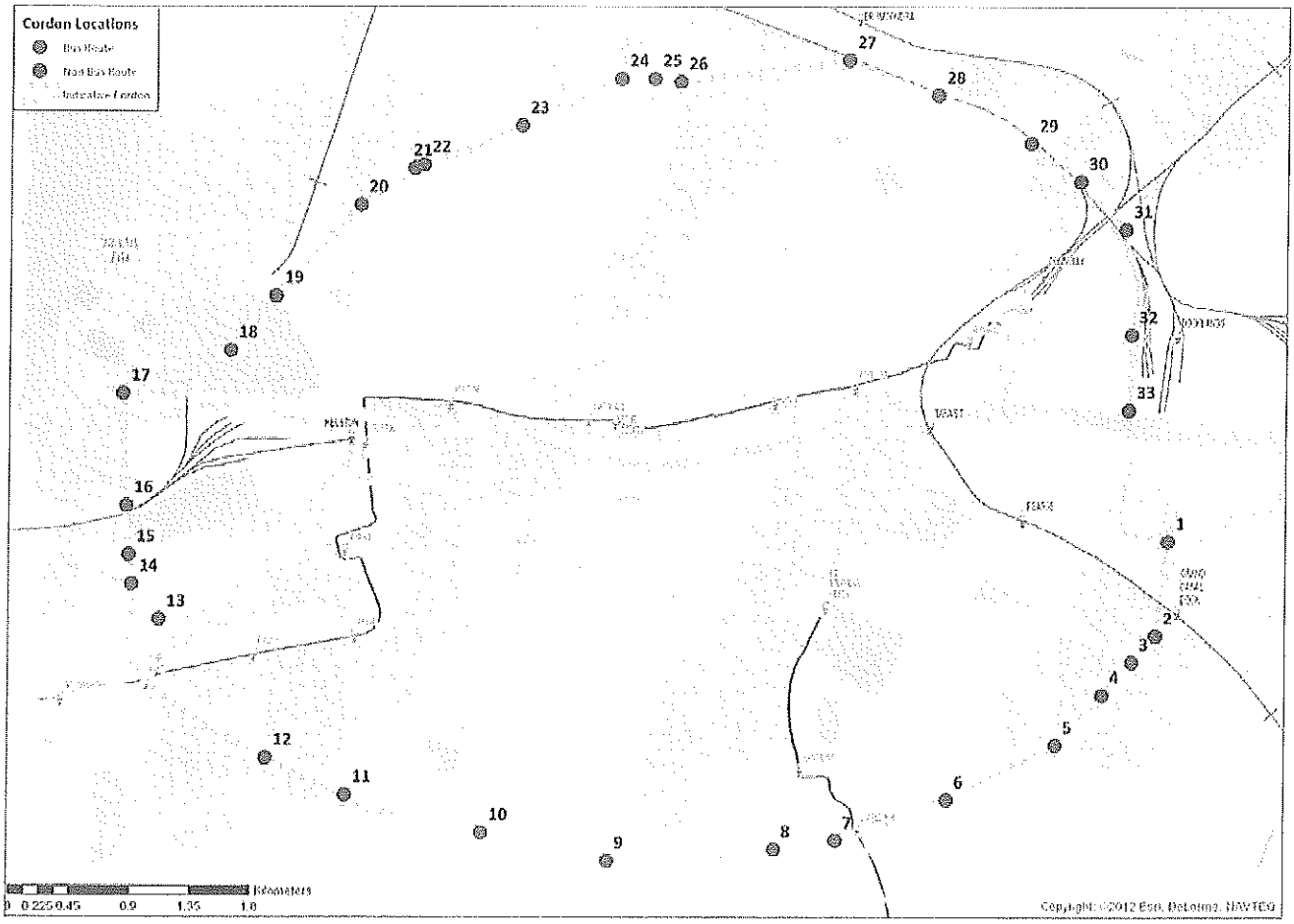


2.3. Analysis of Mode Share from the Canal Cordon Count

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[2]. 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 centre 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 2015. Table 6 details the number of people crossing the canal cordon by mode in 2014 and 2015, and Chart 3 shows the mode share of journeys in to the city centre from 2006 to 2015.

Figure 4 Canal Cordon and 33 Count Locations

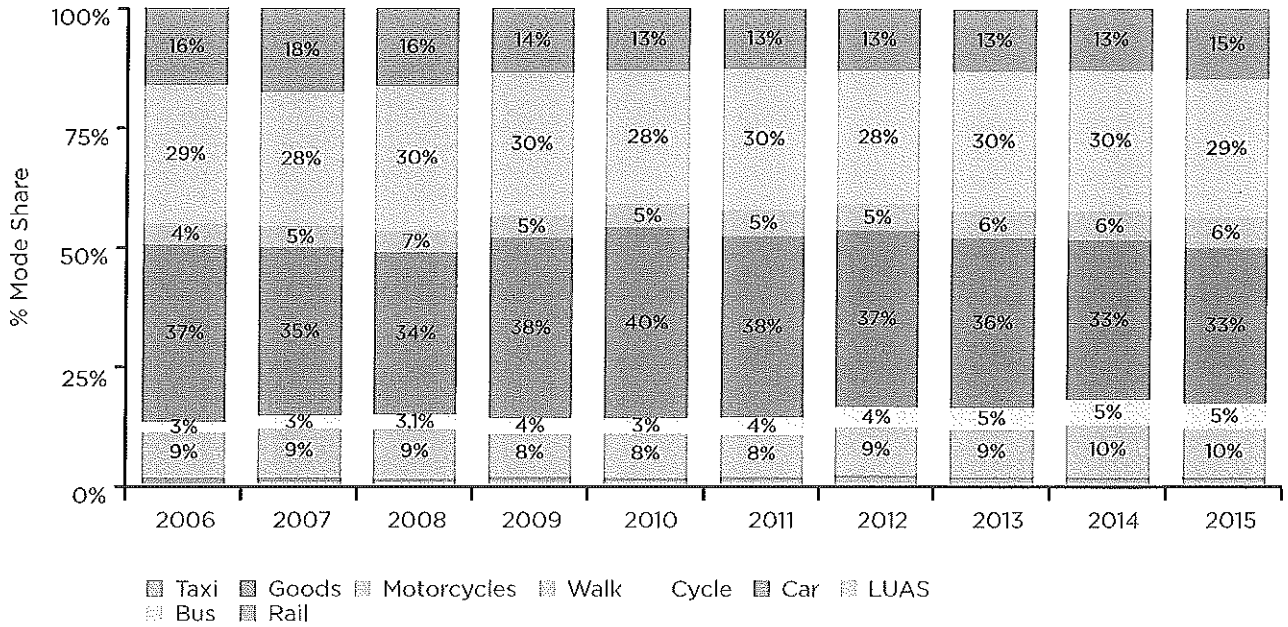


[2] The counts refer to movements of people in one direction only (i.e. inbound into the city centre) across the various cordon points.

Table 6 Number of People Crossing the Canal Cordon by Mode in 2014 and 2015

Mode	2014	2015	Annual % Change
Bus	56,671	57,584	2%
Rail	24,866	29,521	19%
LUAS	11,670	12,503	7%
Car	64,169	65,269	2%
Taxi	2,775	2,960	7%
Walk	19,711	18,727	-5%
Cycle	10,349	10,893	5%
Commercial Vehicle	1,087	1,096	1%
Motor Bike	1,372	1,390	1%
Total	192,670	199,943	4%

Chart 3 Mode Share of Journeys into the City Centre, 2006 – 2014



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

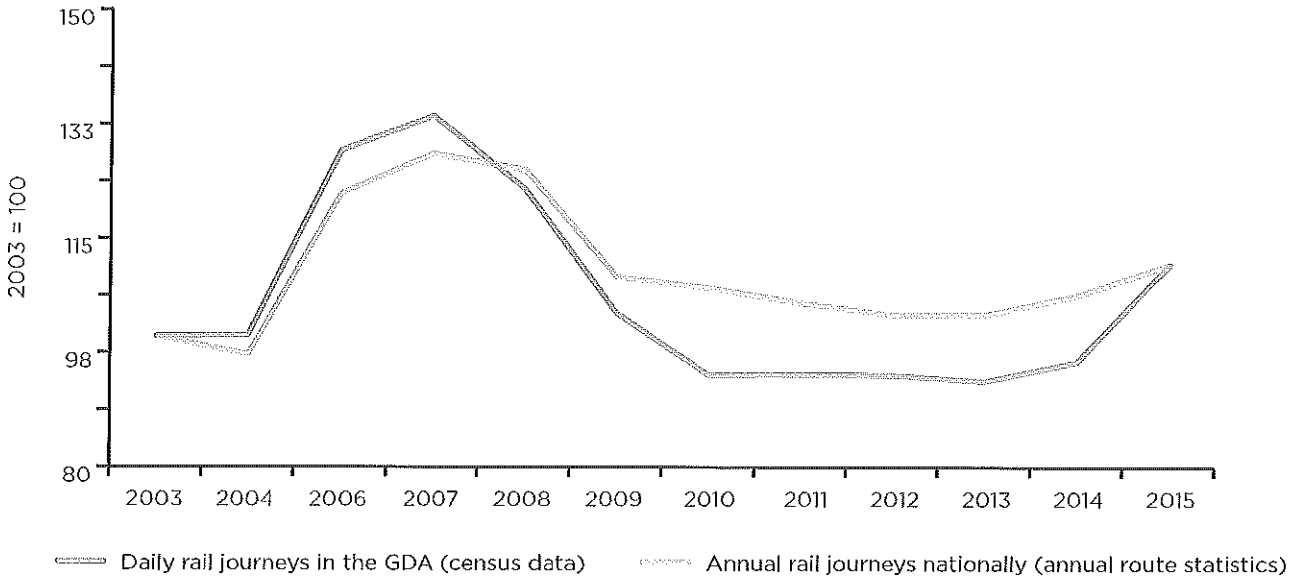
- The share of rail journeys into the city centre in the morning peak have fallen from a peak of over 18% in 2007 to 15% in 2015.
- From 2010 to 2014, the rail mode share stabilised at around 13%. 2015 saw the first significant increase in rail mode share since the period of decline and subsequent stability.
- There has been an increase in the proportion of journeys travelling into the city centre by bicycle from 2% to over 5%.
- The mode share for bus usage has remained unchanged over the last three years at 29%.

- The private car mode share continues to decline and is down over 7% from a peak of almost 40% in 2010.
- At almost 50%, the mode share for public transport is now over 17% greater than that for private car. This is the highest that the mode share for public transport has been relative to private car since 2008.
- The walk mode share declined slightly between 2014 and 2015, but at just under 10% is still at its second highest point for the period 2006-2015, 2014 being the highest.
- The remaining modes – commercial vehicle, motor bike and taxi - remain largely unchanged since 2006.

2.4. Comparison of Census Data and Annual Rail Statistics

Iarnród Éireann also 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 in the GDA (from the Rail Census) with the number of annual journeys nationally, using 2003 as a baseline.

Chart 4 Daily Rail Journeys in the GDA compared to Annual Rail Journeys[3]
2003 - 2014 (Index: 2003 = 100)



The trends in both annual and daily rail journeys have followed similar trajectories over the past 12 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 sharper decline in GDA patronage since 2008 can be explained by differences in rail coverage in the GDA region relative to the rest of Ireland. Daily rail journeys in the GDA will also be heavily influenced by the decline in DART patronage. The reverse of these effects can be seen in the period 2014 – 2015 where the increase in patronage within the GDA is noticeably sharper than nationally.

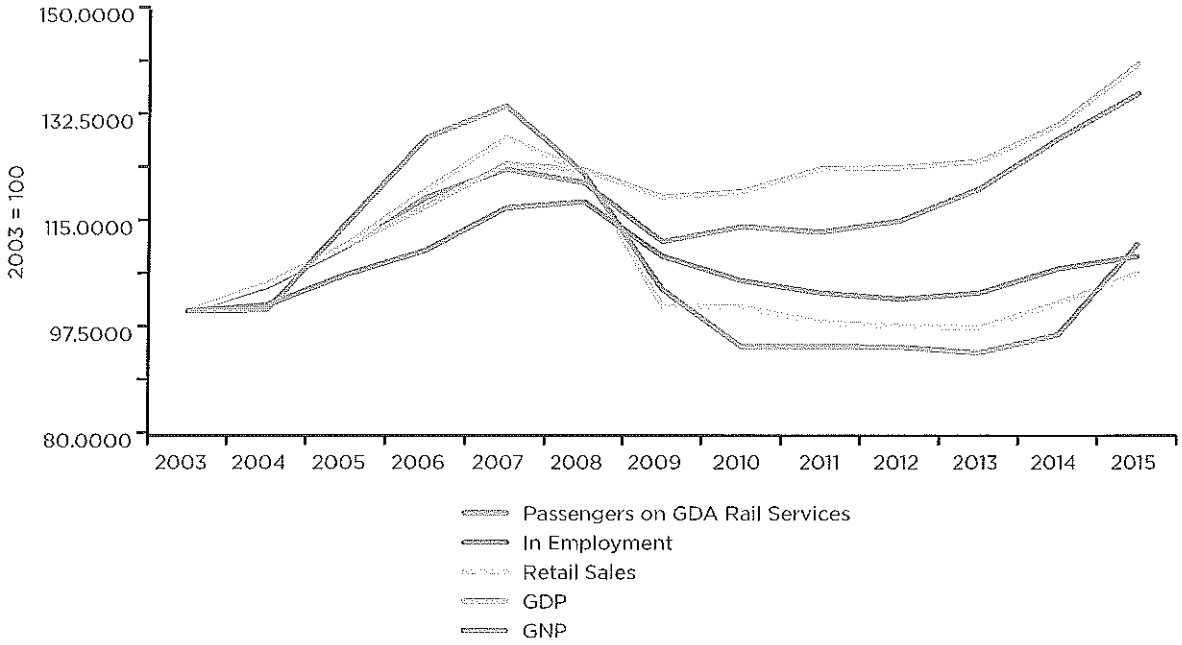
Between 2010 and 2013 patronage trends both in the GDA region and nationally remained relatively flat. In the period 2013-2014, both national and GDA patronage showed moderate growth. However the period 2014-2015 has shown significant growth both at national and at the GDA level, with almost 2 million additional rail journeys made in 2015 relative to 2014.

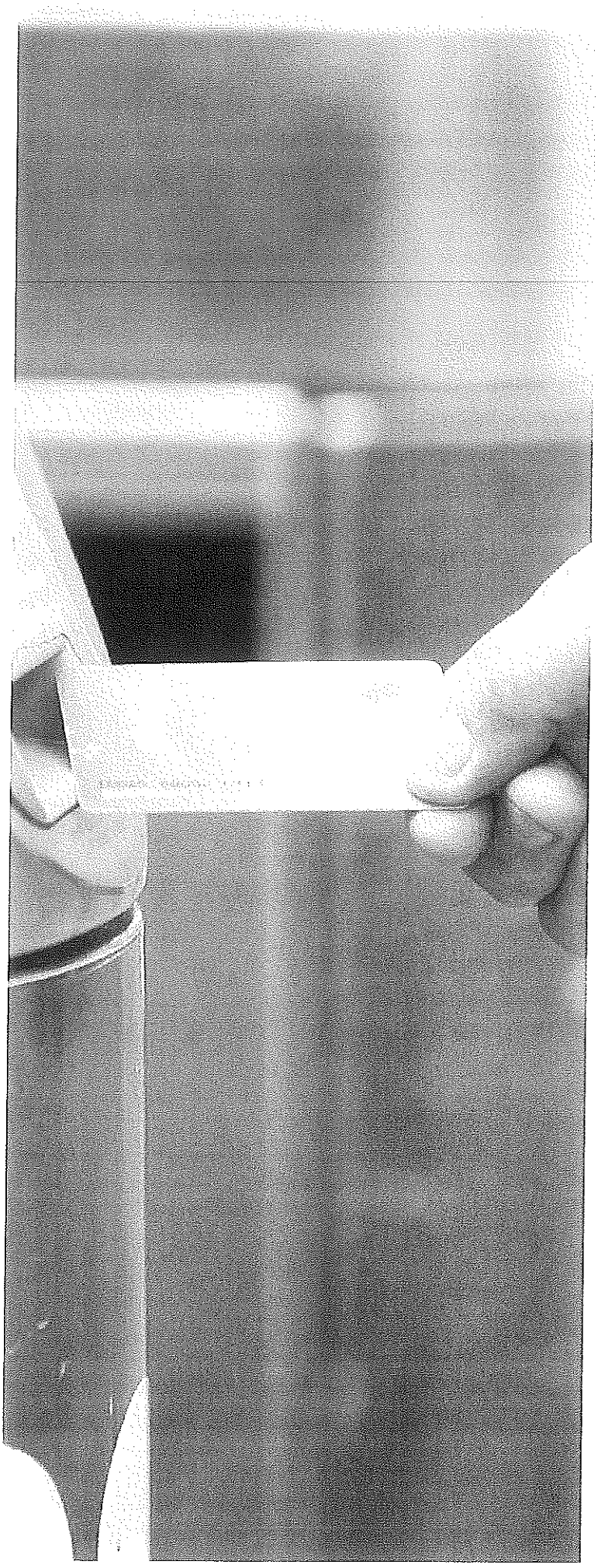
[3] Source for annual rail journeys: Iarnród Éireann Annual Report, 2015 – 39.7m journeys.

2.5. 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 5 compares the evolution of rail patronage in the GDA with key national economic indicators and the numbers In-Employment in the GDA. A relationship is clearly evident, as increases and decreases in economic activity are reflected in rail passenger numbers.

Chart 5 Rail Journeys in the GDA Key Economic Indicators Indexed to 2003





3. Rail Patronage

3.1. National and Greater Dublin Area

The total patronage on the rail network on Census day was just over 140,000. Total patronage has increased by 13% since 2014. Table 7 shows the total rail patronage both within and outside the GDA, along with the relative change since 2014. The GDA comprises the counties of Dublin, Kildare, Meath and Wicklow.

Of the total number of rail journeys undertaken in 2015, 84% were within the GDA. In each of the years 2012, 2013 and 2014, 83% of journeys were made within the GDA. This slight increase is explained by significant increases on the DART lines and Dublin Commuter lines via Heuston. There is a more modest growth in patronage outside of the GDA. However, this is the highest annual percentage increase over the period 2012-2015.

Table 7 Rail Patronage – GDA and National

	GDA	% Change on previous year	Outside GDA	% Change on previous year
Patronage	119,338	16%	22,139	7%

3.2. Rail Usage according to Service Categories

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

Table 8 Journeys taken by service category

	Passenger Journeys Taken	% Change on previous year
DART	64,905	18%
Commuter	48,424	17%
Inter City	27,985	6%

3.3. Rail Usage on Individual Lines

Table 9 shows the number of journeys on each of the lines on Census day 2015

Table 9 Journeys by direction and by line, 2015

Line	Route	Journeys	Annual % change
DART Northbound	Greystones/Bray - Howth / Malahide	32,239	18%
DART Southbound	Malahide/Howth - Greystones/ Bray	32,666	18%
Connolly - Northbound	Rosslare – Dundalk	9,143	9%
Connolly - Southbound	Dundalk – Rosslare	10,467	12%
Connolly - Eastbound	Sligo - Longford – Bray	10,903	9%
Connolly - Westbound	Bray - Longford – Sligo	11,097	13%
Heuston - Northbound	Kildare/Newbridge/Athlone/ Carlow/Portlaoise/ Cork/Limerick/Galway/ Wesport/Waterford/Tralee to Heuston	12,538	6%

Line	Route	Journeys	Annual % change
Heuston - Southbound	Heuston to Kildare/Newbridge/ Athlone/Carlow/ Portlaoise/Cork/Limerick/ Galway/Wesport/ Waterford/Tralee	12,255	7%
Cork Regional Northbound	Cobh - Cork - Mallow, or Cork - Mallow - Tralee	2,448	24%
Cork Regional Southbound	Cork to Cobh and from Tralee - Mallow - Cork	2,442	38%
Regional Northbound	Limerick to Galway/Ballybrophy/ Limerick junction, Waterford to Limerick junction	1,274	-3%
Regional Southbound	Galway/Ballybrophy/Limerick junction to Limerick, Limerick junction to Waterford	1,229	10%

3.4. Busiest Stations

Table 10 below illustrates the Top 10 busiest stations in 2015 in terms of all day boardings and alightings. A comparison with the station ranking in 2014 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, Bray in Wicklow and Maynooth in Kildare also feature in the top ten busiest stations in terms of passenger traffic. The appearance of Maynooth in the top 10 list could be indicative of increased patronage on commuter services to Heuston. Dublin Connolly station has overtaken Dublin Pearse as the busiest station in terms of boardings in the Country.

In 2015 the top ten stations for boarding represent almost 46% of total boardings in the country on census day. The share of total alightings accounted for by the top ten stations increased by one percentage point from 2014 to 48%.

Grand Canal Dock is the 6th busiest station for alightings but does not appear in the top 10 busiest stations for boardings in 2015. This is due to the fact that 30% less people board services at Grand Canal Dock than alight from services at this station over the course of a typical day.

Dublin Connolly, Pearse and Heuston Stations combined accounted for almost 30% of passenger footfall on the entire rail network on Census day.

Table 10 Top 10 stations by number of boardings and alightings, 2015 (and rank in 2014)

	Boardings		Alightings	
1	Connolly (2)	14,763	Connolly (1)	14,992
2	Pearse (1)	13,439	Pearse (2)	13,766
3	Heuston (3)	9,639	Heuston (3)	9,680

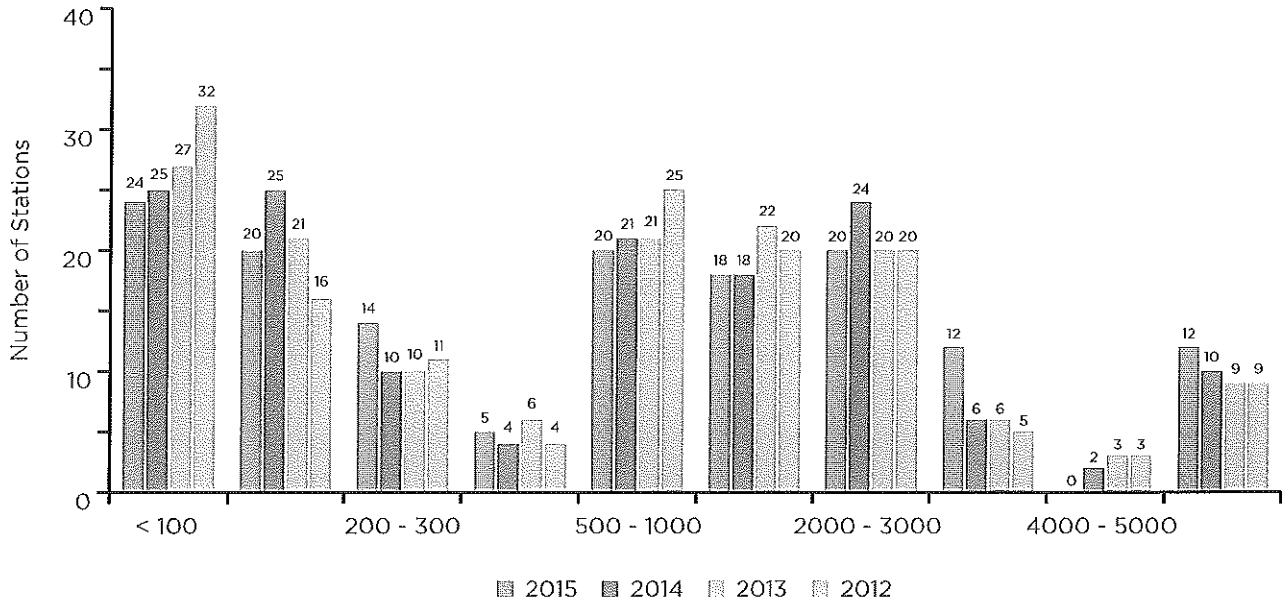
	Boardings		Alightings	
4	Tara Street (4)	7,802	Tara Street (4)	9,550
5	Cork (5)	3,478	Lansdowne (9)	4,035
6	Lansdowne (6)	3,428	Grand Canal Dock (5)	3,731
7	Dun Laoghaire (9)	3,308	Cork (6)	3,512
8	Bray (10)	2,957	Dun Laoghaire (10)	3,439
9	Blackrock (8)	2,859	Blackrock (8)	2,844
10	Maynooth (12)	2,824	Bray (7)	2,837

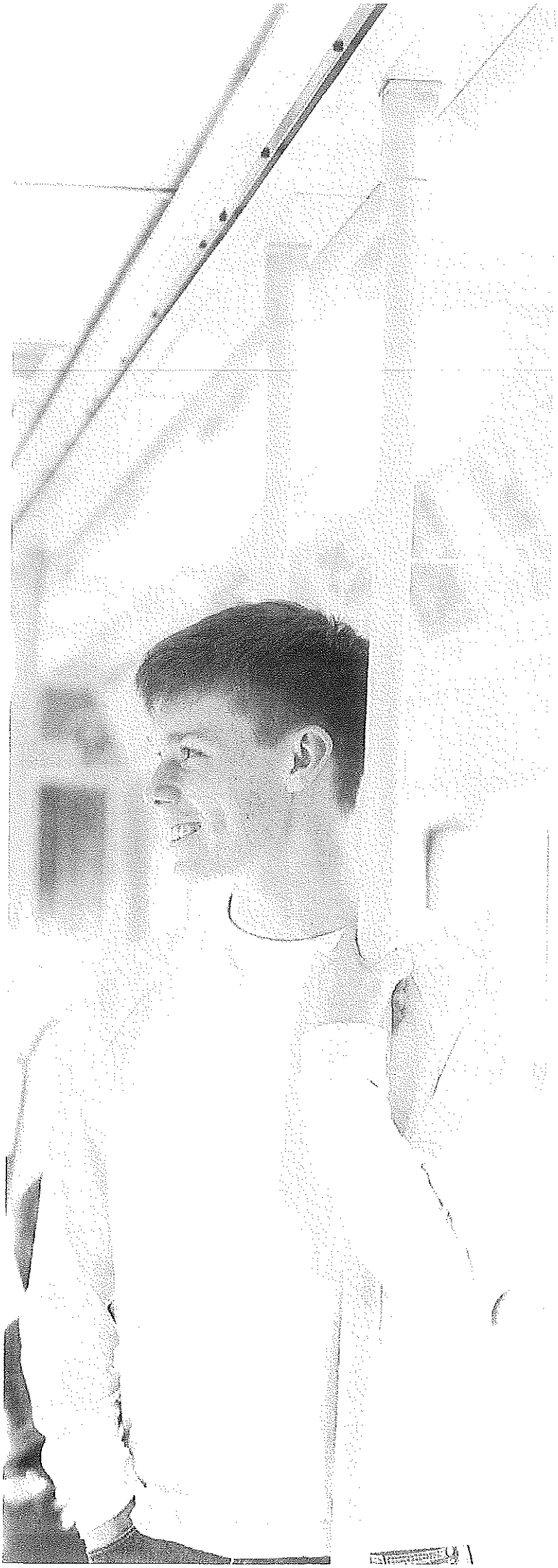
3.5. Variation in Station Usage

Chart 6 shows the number of daily journeys to and from each station from 2012 to 2015. 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 declined again in 2015 as in 2014 and is now at 24. The number of stations experiencing between 100 to 200 journeys per day has also declined in the past year from 25 to 20. At the opposite end of the scale 12 stations generated in excess of 5,000 journeys on a typical day, up from 10 in 2014. Although there has been some variation in the bands in 2015 as in 2014, 62 stations on the network experience more than 1,000 journeys per day. The number of stations generating in excess of 3,000 journeys doubled between 2014 to 2015 whilst no stations on census day generated between 4,000 and 5,000 journeys

Chart 6 Variations in Station Usage





4. Patronage by Line

4.1. DART

Services Included:

Malahide / Howth - Bray / Greystones

The number of total daily journeys on the DART line in 2015 was just under 65,000 up almost 10,000 journeys or 18% on 2014 levels. This growth in patronage accounts for almost 62% of the overall increase in patronage for the entire GDA between 2014 and 2015. As noted in Section 1.2, this growth level may be over-stating the actual trend due to the fact that the 2014 figures were slightly suppressed due to adverse weather conditions.

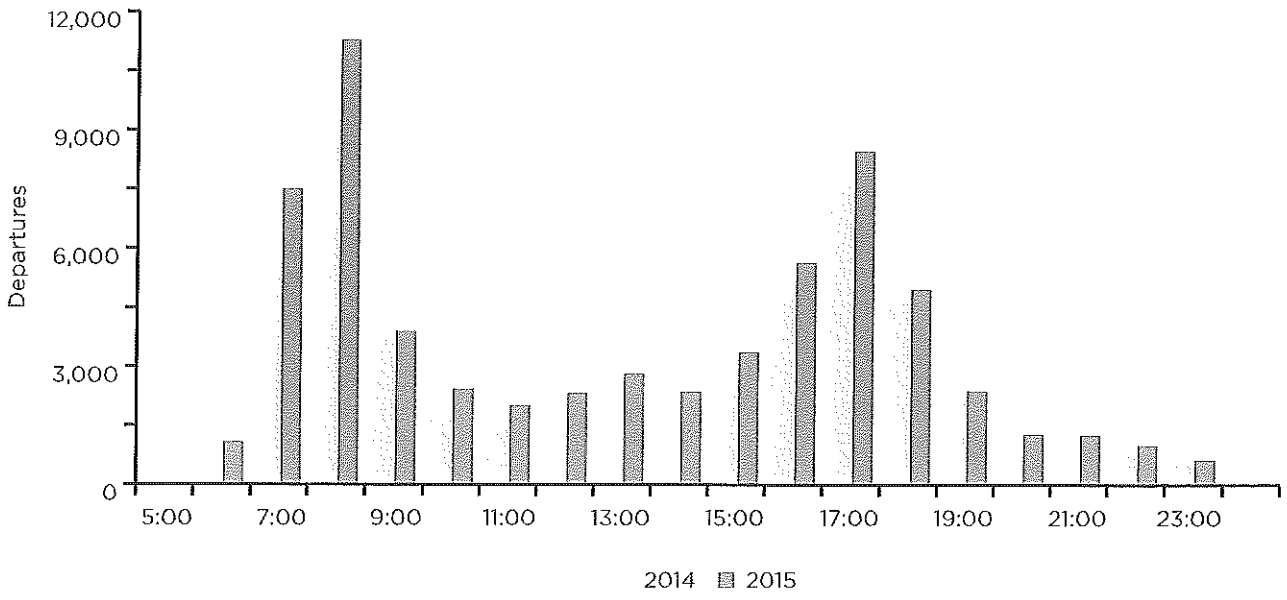
Table 11 Total daily patronage on DART lines, 2015

Line	2014	2015
DART Northbound	27,330	32,239
DART Southbound	27,673	32,666
Total	55,003	64,905

4.1.1. Hourly Profile of Demand

Chart 7 shows variations in demand throughout the day on the DART line in 2014 and 2015. This is based on passenger numbers boarding services.

Chart 7 Hourly profile of demand on DART 2013 and 2014



4.1.2. Profile of Demand by Station

Chart 8 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 8 Profile of Demand by Station, DART Northbound, 2014 and 2015

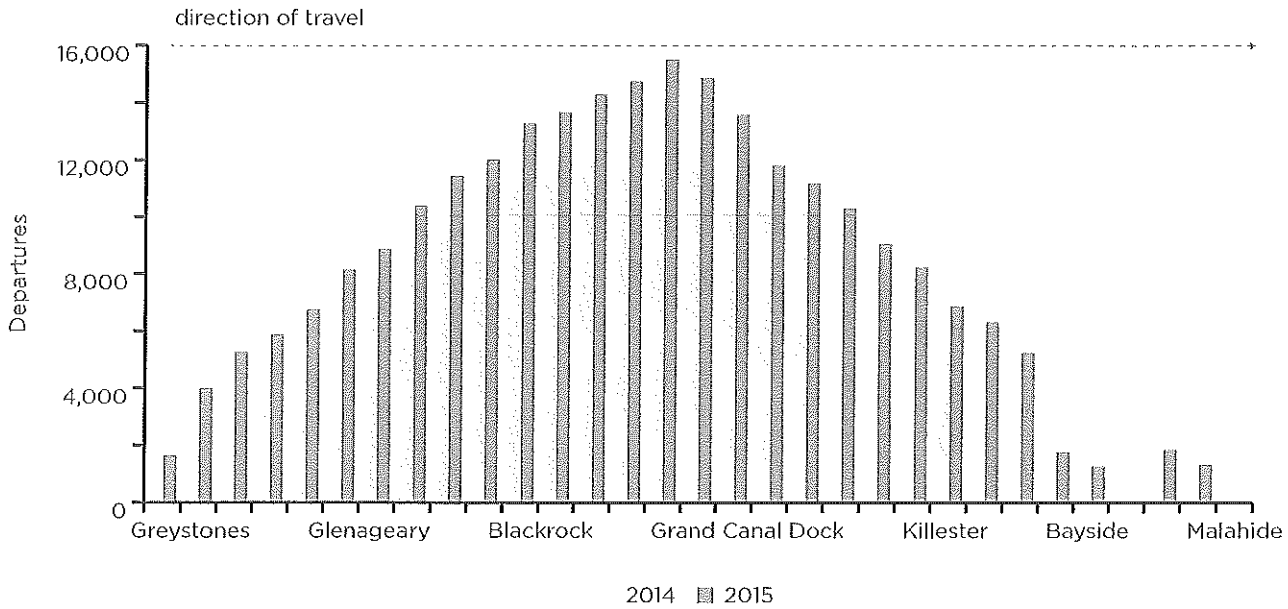
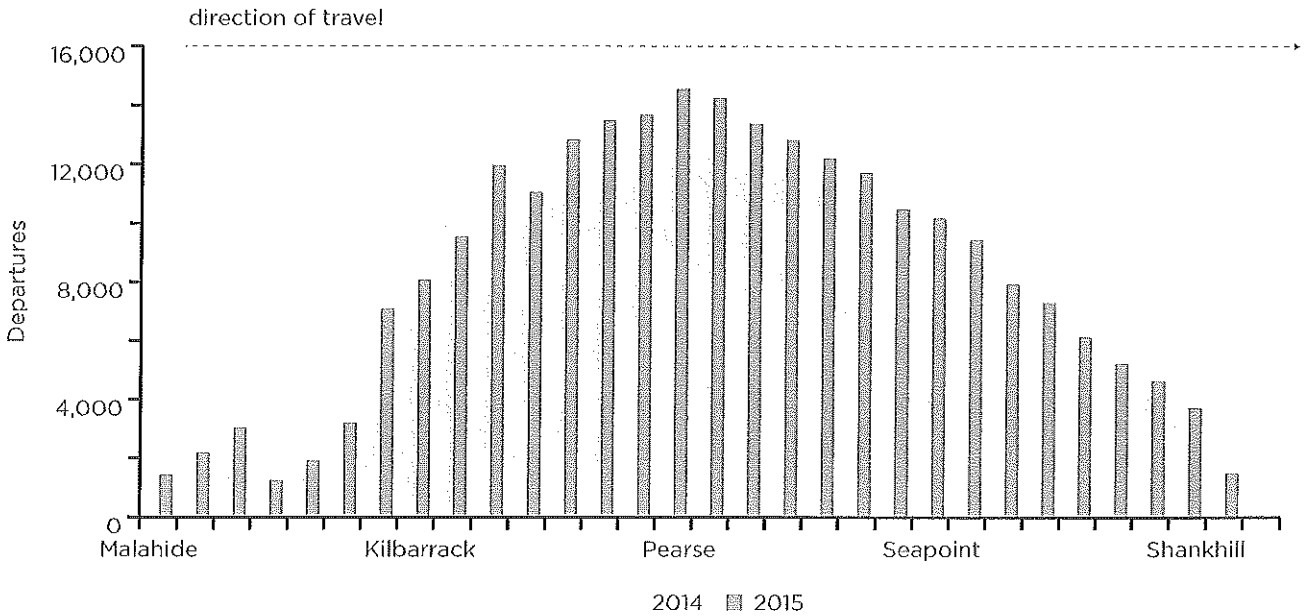


Chart 9 Profile of Demand by Station, DART Southbound, 2014 and 2015



4.2. Dundalk – Rosslare

Services included:

Intercity: Dublin – Rosslare / Wexford

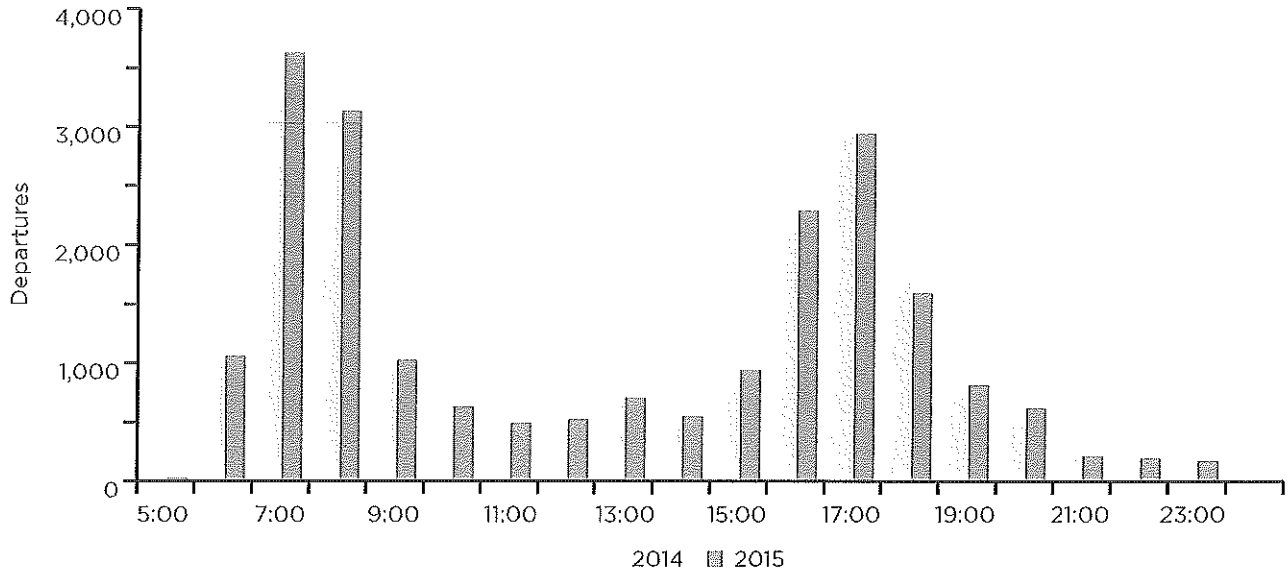
Commuter: Dublin – Gorey

Commuter: Dublin – Dundalk / Drogheda

Intercity: Dublin - Belfast

4.2.1. Hourly profile of Demand

Chart 10 Hourly profile of demand, Dundalk – Rosslare, 2014 and 2015



4.2.2. Profile of Demand by Station

Charts 11 and 12 show the demand profile of patronage on the Dundalk – Rosslare section of the network.

Chart 11 Profile of Demand by Station, Dundalk – Rosslare (Northbound), 2014 and 2015

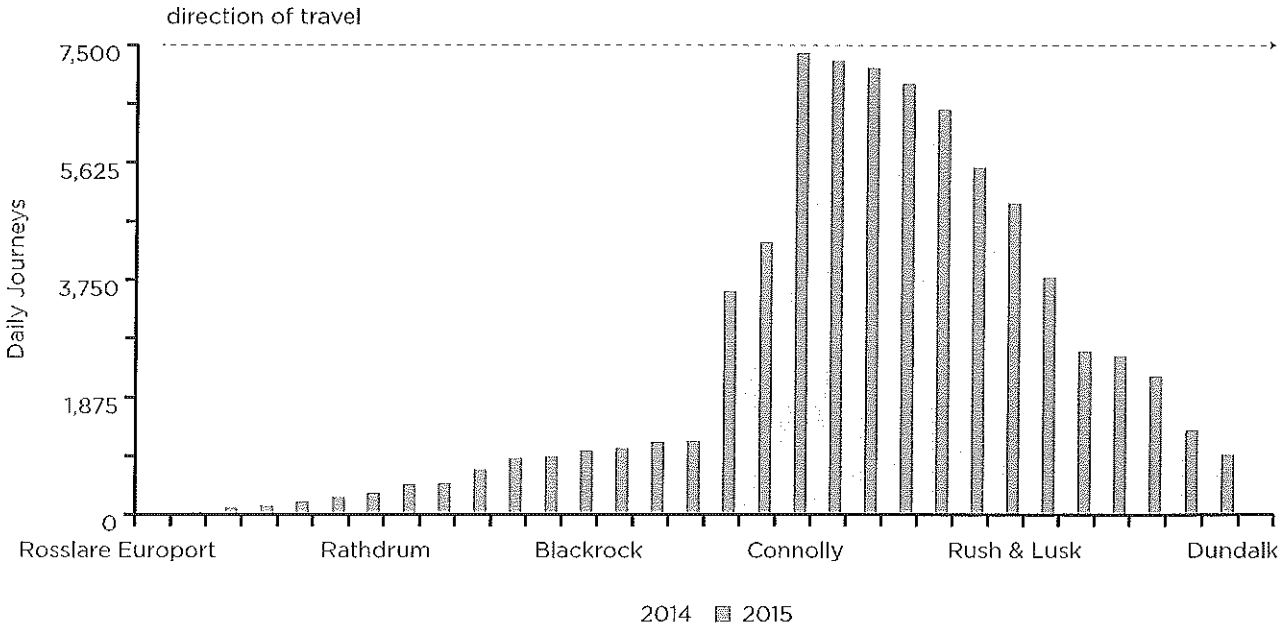
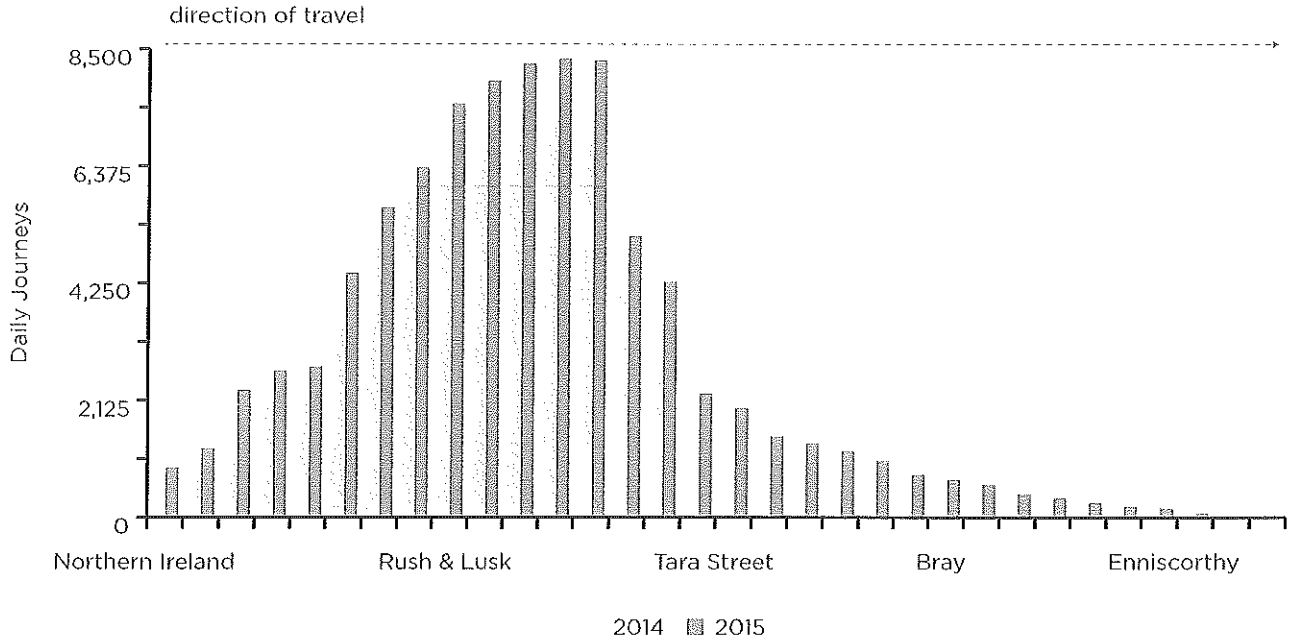


Chart 12 Profile of Demand by Station, Dundalk - Rosslare line (Southbound), 2014 and 2015



4.3. Dublin - Belfast

Services included:

Intercity: Dublin - Belfast

The Rail Census also captures the total number of passengers on services operating between Northern Ireland and the Republic of Ireland. There was a decrease in cross-border trips from 2014 to 2015 (approximately 19%).

Table 12 Number of Boardings and Alightings on the Northern Ireland Service

Northern Ireland	2014	2015
Boardings	1,167	902
Alightings	1,126	961

4.4. Sligo - Longford - Bray

Services included:

Intercity: Dublin - Sligo

Commuter: Dublin - Maynooth/Longford

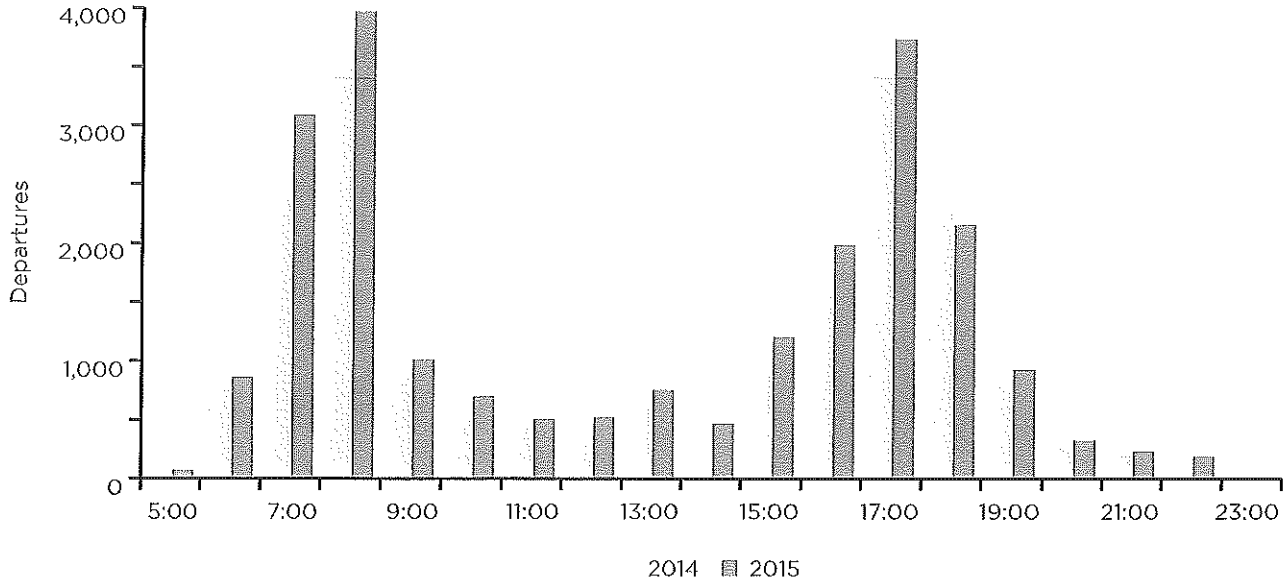
Commuter: Dublin - M3 Parkway

Commuter: Bray - Dublin (excluding DART)

Commuter: Bray - Maynooth

4.4.1. Hourly Profile of Demand

Chart 13 Hourly Profile of Demand, Sligo – Longford – Bray, 2014 and 2015



4.4.2. Profile of Demand by Station

Charts 14 and 15 show the daily patronage build-up from Bray to Sligo in 2014 and 2015.

Chart 14 Profile of Demand by Station, Bray - Dublin - Sligo (Eastbound), 2014 and 2015

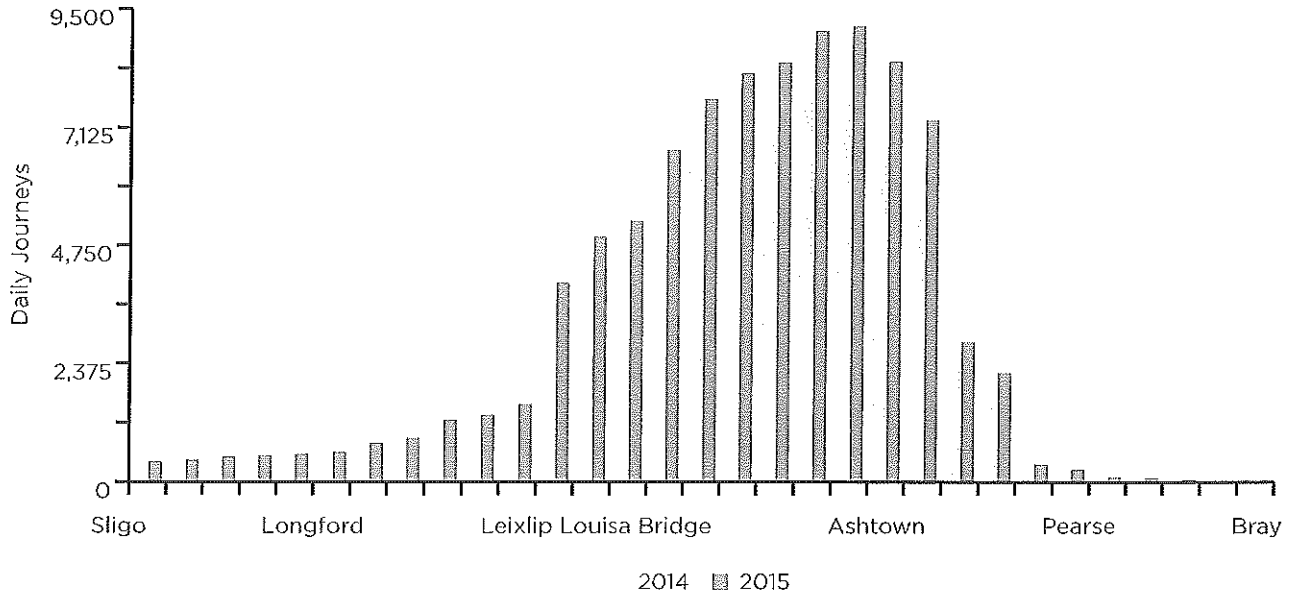
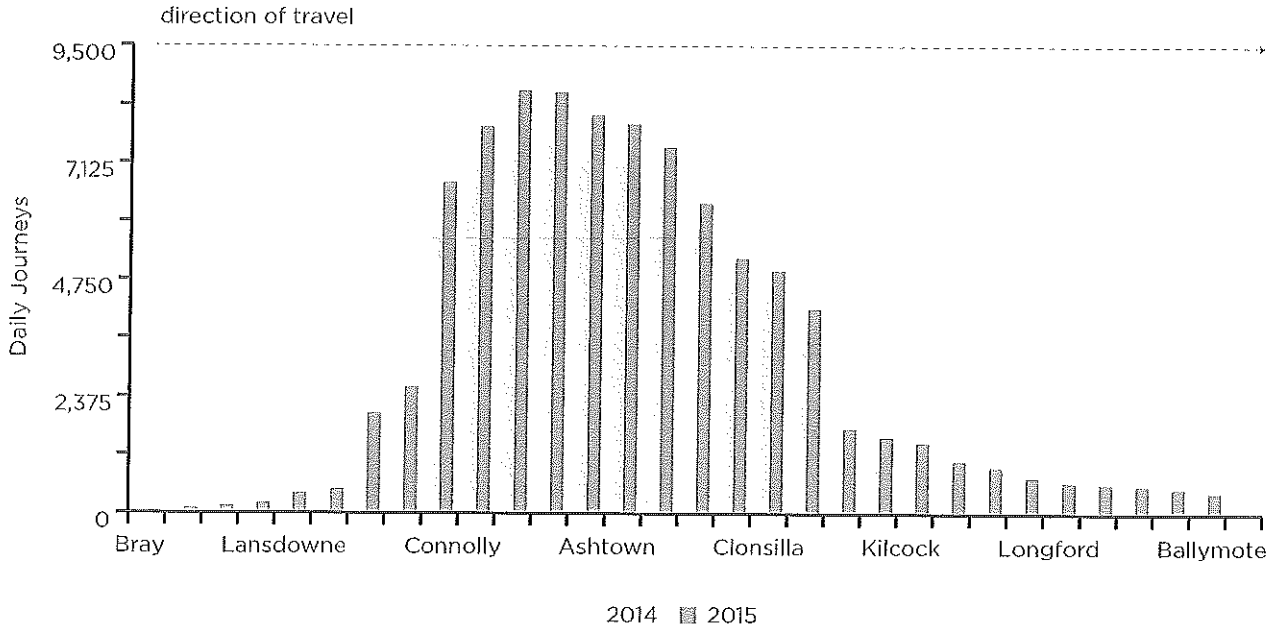


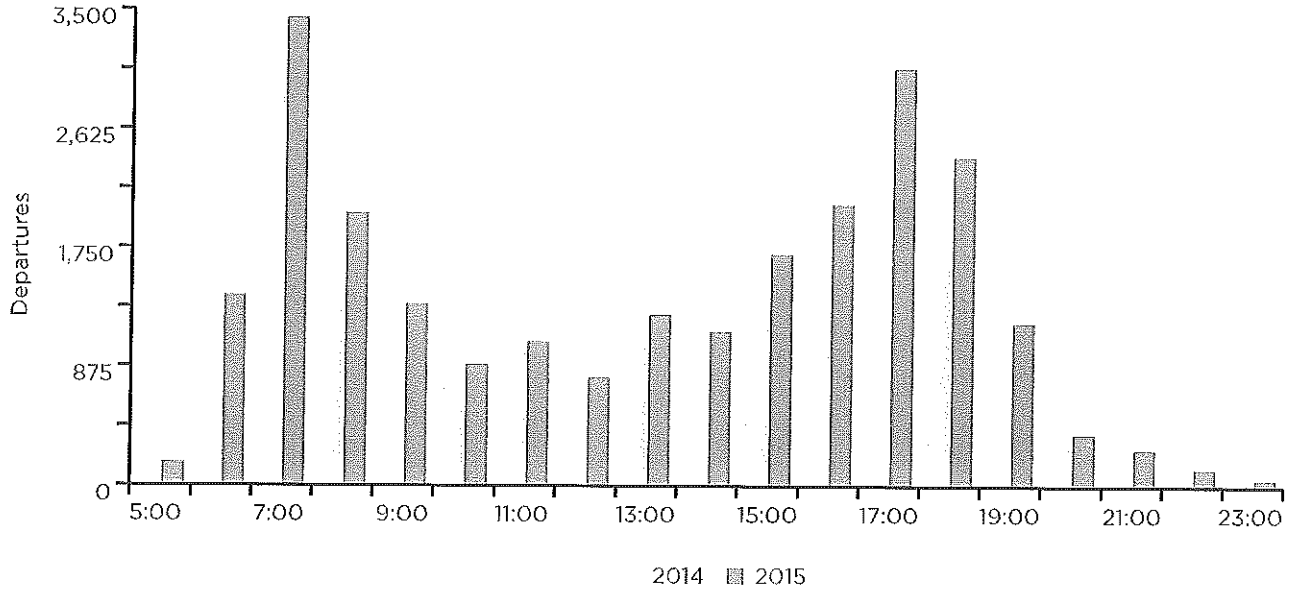
Chart 15 Profile of Demand by Station, Sligo - Dublin - Bray (Westbound), 2014 and 2015



4.5. Heuston Lines

A number of rail lines branch 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 16 shows the build-up of demand on all 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.

Chart 16 Hourly Profile of Demand, Heuston Lines, 2014 and 2015



4.6. Cork Regional

Services included:

Commuter: Cobh – Cork – Mallow – Tralee

4.7. Hourly Profile of Demand

Chart 17 Hourly Profile of Demand, Cork Lines, 2014 and 2015

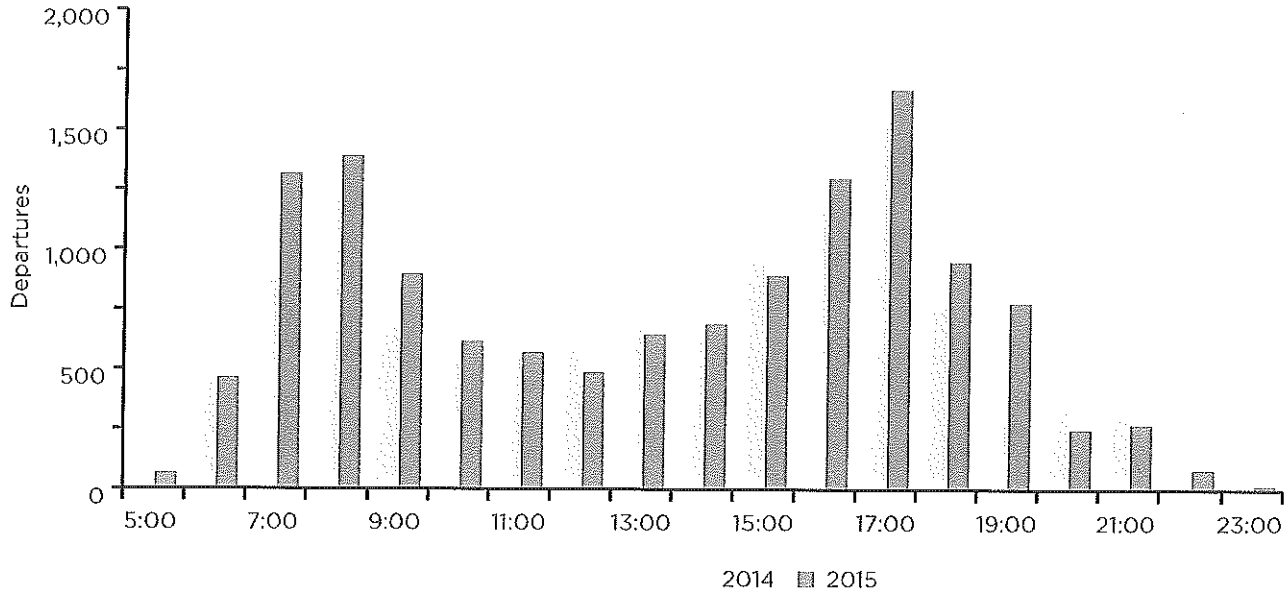
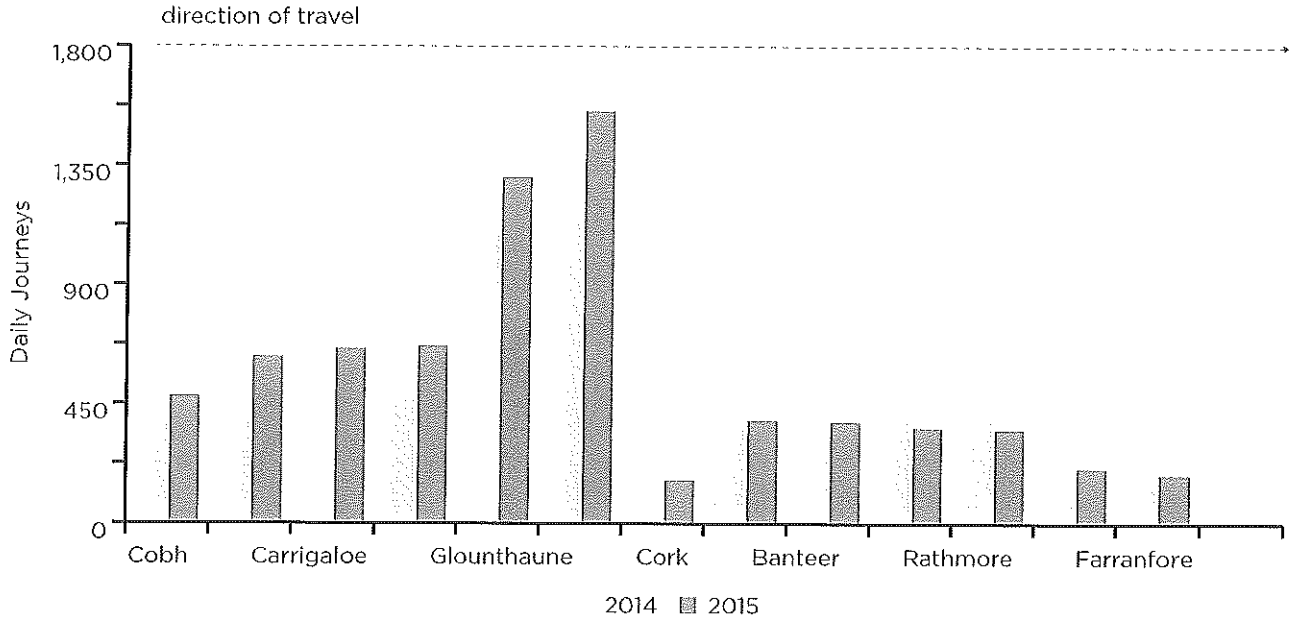
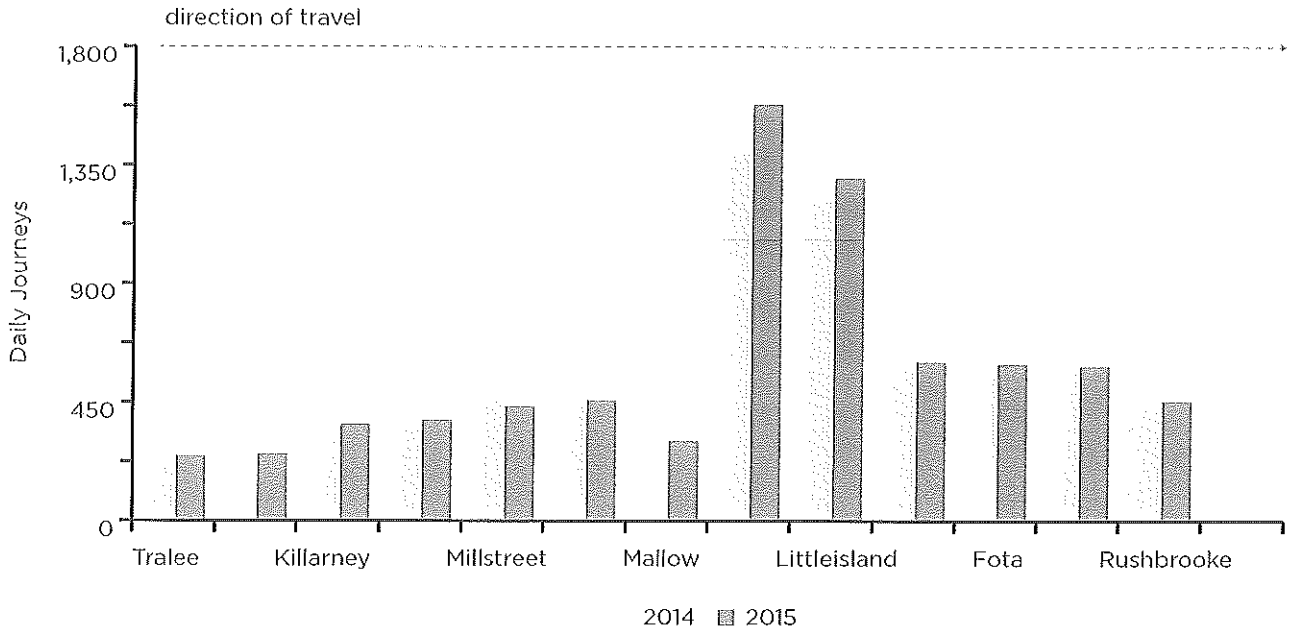


Chart 18 Profile of Demand by Station, Cobh – Cork – Mallow – Tralee[4]



[4] Note that passengers to/from Midleton and Carrigtwohill are captured at Glounthaune.

Chart 19 Profile of Demand by Station, Tralee – Mallow – Cork – Cobh[5]



4.8. Other Lines

Table 13 – Daily Patronage on remaining Lines outside Cork and the GDA

Line	2012	2013	2014	2015
Galway - Athenry - Ennis – Limerick	1,011	886	783	1,147
Limerick - Limerick Junction/Nenagh – Ballybrophy	1,331	916	1,388	1,277
Waterford to Limerick Junction line	156	96	130	79

[5] Note that passengers to/from Midleton and Carrigtwohill are captured at Glounthaune.

Plat. 2
Ag Freastal Ar/ Cutting At
Kilnevin
Fairfield
Killingworth
Edgeworthstown
Longford
Ballymahon
Athlone
Athlone Road Railway
Ballinalee
Ballymulvey
Ballinamore
Dromod
Dromod Ar
Ballinamore
Ballymulvey
Ballinalee
Athlone Road Railway
Athlone
Ballymahon
Longford
Edgeworthstown
Killinagh
Fairfield
Kilnevin
Ag Freastal Ar/
Kingscourt
Dunleek
Navan
Portlaoise
Limerick
Kingscourt
Dunleek
Navan
Portlaoise
Limerick
Ag Freastal Ar/ Cutting At
Kingscourt
Dunleek
Navan
Portlaoise
Limerick
Kingscourt
Dunleek
Navan
Portlaoise
Limerick
Ag Freastal Ar/
Kingscourt
Kilnevin
Fairfield
Killinagh
Edgeworthstown
Longford
Dromod
Ballinamore
Athlone
Ballinalee
Ballymulvey
Ballymahon
3
soverie
CUT THE COST

5. Radial Rail Usage in Dublin

5.1. Daily boardings by radial corridor

Table 14 – Daily Boardings from Stations Inbound to the City Centre

Radial corridor	Section	Service	Boardings 2012	Boardings 2013	Boardings 2014	Boardings 2015
Northern lines	Malahide/Howth - Clontarf Road	DART	12,403	11,949	12,160	14,432
	Dundalk - Howth Junction	Commuter	7,064	7,380	7,329	8,103
	Northern Ireland-Donabate	InterCity	1,536	1,410	1,167	1,393
Total			**21,003**	**20,739**	**20,656**	**23,928**
South Eastern lines	Greystones - Grand Canal Dock	DART	19,667	19,468	18,630	22,081
	Bray - Grand Canal Dock	Commuter	817	495	558	1,326
	Rosslare - Grand Canal Dock	InterCity	1,180	876	1,521	2,117
Total			**21,664**	**20,839**	**20,709**	**25,524**
Heuston Lines	Portlaoise – Heuston	Commuter	1,737	2,275	2,741	2,887
	National – Heuston	InterCity	8,251	8,927	8,576	9,526
Total			**9,988**	**11,202**	**11,317**	**12,413**
Sligo lines	Longford - Drumcondra	Commuter	7,594	7,500	8,151	9,396
	Sligo - Drumcondra	InterCity	1,871	1,611	1,635	2,011
Total			**9,465**	**9,111**	**9,786**	**11,407**

5.2. Peak hour flows by radial corridor

Table 15 – Maximum Flows per Line in the Morning Peak Hour (8:00-9:00)

Radial corridor	Service	Maximum hourly passenger flow	Location of Maximum Flow
Northern lines	DART	5,134	Clontarf Road - Connolly
	Commuter	2,489	Howth Junction – Connolly
	InterCity	405	Drogheda - Connolly
Total		**8,028**	
South-eastern lines	DART	4,399	Salthill & Monkstown – Seapoint
	Commuter	-	No Commuter services 08:00-09:00
	InterCity	387	Bray - Dún Laoghaire
Total		**4,786**	
Heuston Lines	Commuter	580	Hazelhatch & Celbridge – Adamstown
	InterCity	1,026	Kildare - Newbridge
Total		**1,606**	
Sligo lines	Commuter	3,784	Ashtown - Broombridge
	InterCity	502	Maynooth – Leixlip Louisa Bridge
Total		**4,286**	

Table 16 – Maximum Flows per Line in the Evening Peak Hour (17:00-18:00)

Line	Service	Maximum Passenger Flow	Location of Maximum Flow
Northern lines	DART	3,075	Connolly – Clontarf Road
	Commuter	1,715	Pearse - Connolly
	InterCity	-	No Dublin - Belfast service 17.00 - 18.00
Total		**4,789**	
South-eastern lines	DART	2,183	Pearse - Grand Canal Dock
	Commuter	-	No Commuter service
	InterCity	160	Grand Canal Dock - Dún Laoghaire
Total		**2,343**	

Line	Service	Maximum Passenger Flow	Location of Maximum Flow
Heuston Lines	Commuter	833	Sallins and Naas - Newbridge
	InterCity	1,516	Heuston - Hazelhatch
Total		**2,349**	
Sligo lines	Commuter	1,789	Navan Road Parkway - Castleknock
	InterCity	438	Connolly - Leixlip Louisa Bridge
Total		**2,227**	

5.3. Train loadings by radial corridor

Table 17 - Most Heavily Loaded Trains in the Morning Peak[6]

Line	Service	Maximum load per train	Service	Location
Northern lines	DART	905	08:07 Malahide - Dun Laoghaire	Connolly - Tara
	Commuter	865	07:12 Drogheda - Bray	Howth Junction - Connolly
	InterCity	327	06:50 Belfast - Connolly	Drogeda - Connolly
South Eastern lines	DART	923	08.00 Greystones-Malahide	Booterstown - Sydney Parade
	Commuter	254	05:55 Gorey - Connolly	Blackrock - Lansdowne Road
	InterCity	499	05.35 Rosslare - Dundalk	Blackrock - Lansdowne Road
Heuston Lines	Commuter	285	06:25 Portlaoise - Heuston	Hazelhatch & Celbridge - Clondalkin/Fonthill
	InterCity	451	05:30 Galway - Heuston	Sallins & Naas - Heuston
Sligo lines	Commuter	801	07.55 Maynooth - Bray	Drumcondra - Connolly
	InterCity	333	05.45 Sligo - Connolly	Maynooth - Broombridge

[6] Any part of the service operating within the morning peak hour 08:00-09:00.

Table 18 - Most Heavily Loaded Trains in the Evening Peak[7]

Line	Service	Maximum load per train	Train	Location of busiest service
Northern lines	DART	716	16.30 Greystones - Malahide	Clontarf Road - Killester
	Commuter	636	16.50 Bray - Drogheda	Clongriffin - Donabate
	InterCity	275	16:50 Connolly - Belfast	Connolly - Dundalk
South Eastern lines	DART	723	17:15 Howth - Bray	Lansdowne Road - Sandymount
	Commuter	383	16:37 Connolly - Rosslare Europort	Dun Laoghaire - Bray
	InterCity	403	17.36 Connolly - Wexford	Pearse - Dun Laoghaire
Heuston Lines	Commuter	303	17.10 Heuston - Athlone	Heuston - Newbridge
	InterCity	419	16:40 Heuston - Waterford	Heuston - Sallins & Naas
Sligo lines	Commuter	664	17.05 Bray - Maynooth	Drumcondra - Broombridge
	InterCity	570	17.05 Connolly - Sligo	Connolly - Drumcondra

[7] Any part of the service operating within the evening peak hour 17:00-18:00.

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

Route	DART North Bound	DART South Bound	Rosslare to Dundalk	Dundalk to Rosslare	Bray to Sligo	Sligo to Bray	Total 2015	Total 2014	Total 2013	Total 2012
Rosslare Europort	-	-	21	-	-	-	21	13	20	20
Rosslare Strand	-	-	24	-	-	-	24	14	21	25
Wexford	-	-	87	28	-	-	115	78	68	81
Enniscorthy	-	-	50	7	-	-	57	38	43	61
Gorey	-	-	76	10	-	-	86	78	86	105
Arklow	-	-	80	8	-	-	88	91	109	119
Rathdrum	-	-	69	42	-	-	111	75	98	94
Wicklow	-	-	143	12	-	-	155	152	166	180
Kilcoole	-	-	24	-	-	-	24	33	31	23
Greystones	1,675	5	234	37	-	-	1,951	1,561	1,783	1,858
Bray	2,501	133	227	70	43	-	2,974	2,573	2,909	3,029
Shankill	1,364	92	-	-	-	-	1,456	1,085	1,149	1,301
Killiney	705	87	-	-	-	-	792	731	882	859
Dalkey	1,293	341	-	-	-	-	1,634	1,301	1,531	1,544
Glenageary	1,523	138	-	-	-	-	1,661	1,388	1,568	1,494
Sandycove & Glasthule	958	199	-	-	-	-	1,157	1,004	1,022	995
Dun Laoghaire	2,234	700	141	169	70	1	3,315	2,610	3,168	3,359
Salthill & Monkstown	1,216	163	-	-	-	-	1,379	1,065	1,168	1,041
Seapoint	680	189	-	-	-	-	869	682	785	699
Blackrock	1,991	638	153	15	65	-	2,862	2,699	2,091	2,399

Route	DART North Bound	DART South Bound	Rosslare to Dundalk	Dundalk to Rosslare	Bray to Sligo	Sligo to Bray	Total 2015	Total 2014	Total 2013	Total 2012
Booterstown	962	358	-	-	-	-	1,320	1,274	1,334	1,164
Sydney Parade	1,250	482	40	8	67	-	1,847	1,552	1,327	1,308
Sandymount	854	389	-	-	-	-	1,243	828	889	975
Lansdowne	1,976	1,002	206	21	248	6	3,459	2,868	2,529	2,490
Grand Canal Dock	1,123	1,367	40	19	108	14	2,671	2,712	2,579	2,825
Pearse	3,476	5,111	2,647	449	1,597	12	13,292	13,560	12,168	11,312
Tara Street	2,383	2,979	1,103	422	655	188	7,730	6,746	6,344	6,556
Connolly	2,701	3,553	3,517	682	4,128	98	14,679	12,029	12,512	13,477
Clontarf Road	421	1,273	-	-	-	-	1,694	1,272	1,377	1,431
Killester	187	1,599	-	-	-	-	1,786	1,595	1,575	1,592
Harmonstwn	114	957	-	-	-	-	1,071	998	1,011	994
Raheny	224	1,659	-	-	-	-	1,883	1,758	1,641	1,672
Kilbarrack	223	1,145	-	-	-	-	1,368	1,106	1,043	1,138
Howth Junction & Donaghmede	339	1,055	111	210	-	-	1,715	1,613	1,667	1,730
Bayside	80	1,323	-	-	-	-	1,403	1,222	1,156	1,024
Sutton	53	688	-	-	-	-	741	669	689	657
Howth	-	1,259	-	-	-	-	1,259	875	1,073	1,285
Clongriffin	50	867	-	96	-	-	1,013	830	767	674
Portmarnock	24	804	32	331	-	-	1,191	1,182	1,186	1,236
Malahide	25	1,436	360	783	-	-	2,604	2,086	2,177	2,318
Donabate	-	-	112	1,274	-	-	1,386	1,105	1,149	1,213
Rush & Lusk	-	-	100	805	-	-	905	808	920	800
Skerries	-	-	106	1,340	-	-	1,446	1,314	1,365	1,279
Balbriggan	-	-	91	1,781	-	-	1,872	1,757	1,753	1,778
Gormanston	-	-	3	69	-	-	72	87	113	92
Laytown	-	-	14	378	-	-	392	305	371	375

Route	DART North Bound	DART South Bound	Rosslare to Dundalk	Dundalk to Rosslare	Bray to Sligo	Sligo to Bray	Total 2015	Total 2014	Total 2013	Total 2012
Drogheda	-	-	138	1,126	-	-	1,264	957	962	1,094
Dundalk	-	-	55	410	-	-	465	394	492	567
Belfast	-	-	-	853	-	-	853	1,094	1,047	1,040
Docklands	-	-	-	-	1,064	-	1,064	874	850	811
Drumcondra	-	-	-	-	916	342	1,258	1,291	1,065	1,150
Broombridge	-	-	-	-	154	216	370	221	249	229
Ashtown	-	-	-	-	168	760	928	930	743	743
Navan Road Parkway	-	-	-	-	31	239	270	245	232	197
Castleknock	-	-	-	-	160	621	781	716	841	840
Coolmine	-	-	-	-	308	1,236	1,544	1,332	1,554	1,550
Clonsilla	-	-	-	-	515	1,183	1,698	1,480	1,161	1,262
Hansfield	-	-	-	-	4	139	143	87	58	-
Dunboyne	-	-	-	-	-	184	184	220	171	177
M3 Parkway	-	-	-	-	15	283	298	174	206	226
Leixlip Confey	-	-	-	-	133	387	520	416	497	511
Leixlip Louisa Bridge	-	-	-	-	81	986	1,067	1,054	834	969
Maynooth	-	-	-	-	156	2,675	2,831	2,006	2,232	2,202
Kilcock	-	-	-	-	25	233	258	225	233	247
Enfield	-	-	-	-	8	119	127	100	110	131
Mullingar	-	-	-	-	84	425	509	492	370	451
Edgeworthstown	-	-	-	-	14	116	130	104	122	167
Longford	-	-	-	-	69	253	322	266	181	221
Dromod	-	-	-	-	14	65	79	124	88	81
Carrick-on-Shannon	-	-	-	-	60	81	141	103	95	114
Boyle	-	-	-	-	30	47	77	58	54	76

Route	DART North Bound	DART South Bound	Rosslare to Dundalk	Dundalk to Rosslare	Bray to Sligo	Sligo to Bray	Total 2015	Total 2014	Total 2013	Total 2012
Ballymote	-	-	-	-	35	96	131	74	93	69
Collooney	-	-	-	-	7	49	56	50	46	41
Sligo	-	-	-	-	-	401	401	307	379	436

Route	Heuston North Bound	Heuston South Bound	Cork West Bound	Cork East Bund	Regional North Bound	Regional South Bound	Total 2015	Total 2014	Total 2013	Total 2012
Heuston	-	9,997	-	-	-	-	9,997	9,394	8,497	8,650
Parkwest & C'y Orchard	129	73	-	-	-	-	202	184	155	126
Clondalkin / Fonthill	20	20	-	-	-	-	40	54	56	37
Adamstown	89	19	-	-	-	-	108	87	71	85
Hazelhatch & Celbridge	228	43	-	-	-	-	271	270	260	323
Sallins & Naas	876	88	-	-	-	-	964	1,123	814	916
Newbridge	950	117	-	-	-	-	1,067	1,081	1,058	989
Kildare	504	179	-	-	-	-	683	612	806	754
Athy	404	38	-	-	-	-	442	314	360	446
Carlow	471	122	-	-	-	-	593	575	657	565
M'asterevin	84	3	-	-	-	-	87	91	72	37
P'tarlington	598	107	-	-	-	-	705	806	677	504
Portlaoise	673	131	-	-	-	-	804	727	721	488
Ballybrophy	89	7	-	-	25	-	121	99	146	84
Templemore	86	20	-	-	-	-	106	70	62	67
Thurles	315	223	-	-	19	-	557	559	483	504
Limerick Junction	669	205	-	-	642	46	1,562	1,409	1,109	1,334
Limerick	289	-	-	-	222	646	1,157	1,073	963	1,221
Charleville	67	17	-	-	-	-	84	65	119	78
Mallow	406	334	303	408	-	-	1,451	1,368	1,569	1,246

Route	Heuston North Bound	Heuston South Bound	Cork West Bound	Cork East Bund	Regional North Bound	Regional South Bound	Total 2015	Total 2014	Total 2013	Total 2012
Cork	1,609	-	-	1,853	-	-	3,462	2,896	3,188	3,112
Muine Bheag	107	20	-	-	-	-	127	146	129	108
Kilkenny	287	68	-	-	-	-	355	350	362	328
T'mastown	36	3	-	-	-	-	39	39	53	36
Waterford	431	-	-	-	16	-	447	518	68	500
Tullamore	475	143	-	-	-	-	618	475	452	371
Clara	89	20	-	-	-	-	109	83	61	55
Athlone	431	274	-	-	-	-	705	560	560	468
Ballinasloe	94	110	-	-	-	-	204	68	121	109
Woodlawn	9	29	-	-	-	-	38	22	24	10
Attymon	-	7	-	-	-	-	7	3	1	1
Athenry	124	103	-	-	150	16	393	266	141	363
Galway	1,090	-	-	-	-	312	1,402	1,218	1,053	1,011
Roscommon	62	13	-	-	-	-	75	72	80	63
Castlerea	53	5	-	-	-	-	58	60	49	53
Ballyhaunis	57	10	-	-	-	-	67	64	45	45
Claremorris	76	10	-	-	-	-	86	87	66	54
Castlebar	115	5	-	-	-	-	120	114	82	93
Westport	134	1	-	-	-	-	135	104	85	90
Manulla Junction	53	66	-	-	-	-	119	78	101	138
Foxford	5	-	-	-	-	-	5	-	15	12
Ballina	50	-	-	-	-	-	50	-	51	65
Banteer	16	2	13	8	-	-	39	19	38	37
Millstreet	23	-	61	7	-	-	91	111	380	43
Rathmore	19	-	28	12	-	-	59	18	42	41
Killarney	32	3	157	32	-	-	224	228	357	240
Farranfore	5	-	13	3	-	-	21	14	32	29

Route	Heuston North Bound	Heuston South Bound	Cork West Bound	Cork East Bund	Regional North Bound	Regional South Bound	Total 2015	Total 2014	Total 2013	Total 2012
Tralee	34	-	202	-	-	-	236	208	411	281
Littleisland	-	-	297	50	-	-	347	218	316	250
Gl'thaune	-	-	149	37	-	-	186	139	203	162
C'twohill	-	-	75	20	-	-	95	98	91	83
Midleton	-	-	461	-	-	-	461	458	495	422
Fota	-	-	10	-	-	-	10	9	82	23
Carrigaloe	-	-	32	5	-	-	37	19	31	36
Rushbrooke	-	-	155	40	-	-	195	87	156	201
Cobh	-	-	481	-	-	-	481	369	517	504
Sixmilebrdg	-	-	-	-	12	41	53	55	46	60
Ennis	-	-	-	-	103	158	261	173	236	276
Gort	-	-	-	-	15	4	19	20	13	18
Ardrahan	-	-	-	-	2	1	3	7	8	14
Craughwell	-	-	-	-	6	7	13	13	10	27
Oranmore	16	27	-	-	18	2	63	19	23	
Roscrea	-	-	-	-	1	6	7	4	19	15
Cl'jordan	-	-	-	-	4	2	6	8	15	5
Nenagh	-	-	-	-	3	14	17	9	14	18
Birdhill	-	-	-	-	9	2	11	6	10	8
C'leconnell	-	-	-	-	13	2	15	10	15	9
Carrick-on-Suir	-	-	-	-	1	-	1	-	6	15
Clonmel	-	-	-	-	22	1	23	20	29	29
Cahir	-	-	-	-	8	1	9	5	11	9
Tipperary	-	-	-	-	3	8	11	7	9	31
TOTAL	45,084	44,653	12,441	13,930	12,326	12,724	141,158	124,351	123,435	124,708

Appendix B – Daily Alightings at each station, by Service Type

Route	DART North Bound	DART South Bound	Rosslare to Dundalk	Dundalk to Rosslare	Bray to Sligo	Sligo to Bray	Total 2015	Total 2014	Total 2013	Total 2012
Rosslare Europort	-	-	-	27	-	-	27	16	21	18
Rosslare Strand	-	-	-	42	-	-	42	24	25	30
Wexford	-	-	17	120	-	-	137	82	31	64
Enniscorthy	-	-	11	42	-	-	53	65	49	55
Gorey	-	-	9	76	-	-	85	77	89	107
Arklow	-	-	7	86	-	-	93	95	122	117
Rathdrum	-	-	1	105	-	-	106	93	88	92
Wicklow	-	-	9	178	-	-	187	162	160	145
Kilcoole	-	-	-	96	-	-	96	25	26	34
Greystones	-	1,574	17	120	-	-	1,711	1,460	1,551	1,571
Bray	115	2,405	46	298	-	6	2,870	2,997	2,818	2,867
Shankill	102	1,045	-	-	-	-	1,147	1,049	1,012	1,088
Killiney	77	664	-	-	-	-	741	734	750	774
Dalkey	389	1,261	-	-	-	-	1,650	1,258	1,594	1,586
Glenageary	135	1,333	-	-	-	-	1,468	1,324	1,311	1,299
Sandycove & Glasthule	216	851	-	-	-	-	1,067	968	957	999
Dun Laoghaire	697	2,229	119	343	3	39	3,430	2,633	3,178	3,278
Salthill & Monkstown	163	921	-	-	-	-	1,084	949	981	990
Seapoint	119	510	-	-	-	-	629	514	551	550
Blackrock	680	1,911	78	151	4	42	2,866	2,764	2,265	2,353

Route	DART North Bound	DART South Bound	Rosslare to Dundalk	Dundalk to Rosslare	Bray to Sligo	Sligo to Bray	Total 2015	Total 2014	Total 2013	Total 2012
Booterstown	554	875	-	-	-	-	1,429	1,098	1,144	1,131
Sydney Parade	586	1,153	-	130	1	28	1,898	1,716	1,542	1,525
Sandymount	383	972	-	-	-	-	1,355	846	836	972
Lansdowne	1,177	2,096	127	527	12	150	4,089	2,722	3,328	2,906
Grand Canal Dock	1,731	1,587	22	278	12	129	3,759	3,355	3,051	2,833
Pearse	4,731	4,469	387	2,481	34	2,025	14,127	12,021	11,238	11,271
Tara Street	4,138	2,905	376	1,269	98	859	9,645	7,513	7,473	7,971
Connolly	3,219	3,016	435	3,818	133	4,599	15,220	12,931	13,311	14,128
Clontarf Road	1,277	436	-	-	-	-	1,713	1,405	1,337	1,346
Killester	1,400	147	-	-	-	-	1,547	1,511	1,386	1,363
Harmonstwn	912	78	-	-	-	-	990	897	823	916
Raheny	1,559	230	-	-	-	-	1,789	1,698	1,493	1,489
Kilbarrack	746	209	-	-	-	-	955	1,112	1,072	994
Howth Junction & Donaghmede	1,384	308	244	243	-	-	2,179	1,708	1,836	1,764
Bayside	1,039	74	-	-	-	-	1,113	1,091	1,048	958
Sutton	503	33	-	-	-	-	536	640	616	646
Howth	1,286	-	-	-	-	-	1,286	898	1,255	1,178
Clongriffin	707	33	124	11	-	-	875	726	567	640
Portmarnock	551	30	298	20	-	-	899	940	978	1,057
Malahide	1,346	-	757	405	-	-	2,508	1,992	2,178	2,302
Donabate	-	-	1,050	111	-	-	1,161	1,057	1,051	1,029
Rush & Lusk	-	-	681	94	-	-	775	795	828	876
Skerries	-	-	1,311	155	-	-	1,466	1,227	1,308	1,460
Balbriggan	-	-	1,318	104	-	-	1,422	1,564	1,711	1,543
Gormanston	-	-	82	-	-	-	82	71	99	85
Laytown	-	-	350	17	-	-	367	349	345	367

Route	DART North Bound	DART South Bound	Rosslare to Dundalk	Dundalk to Rosslare	Bray to Sligo	Sligo to Bray	Total 2015	Total 2014	Total 2013	Total 2012
Drogheda	-	-	1,039	82	-	-	1,121	1,041	979	1,040
Dundalk	-	-	424	51	-	-	475	453	532	515
Belfast	-	-	936	-	-	-	936	1,126	1,100	1,074
Docklands	-	-	-	-	-	1,244	1,244	1,141	966	1,048
Drumcondra	-	-	-	-	210	1,039	1,249	1,154	1,135	1,176
Broombridge	-	-	-	-	191	127	318	257	215	207
Ashtown	-	-	-	-	638	149	787	773	665	660
Navan Road Parkway	-	-	-	-	222	31	253	222	202	204
Castleknock	-	-	-	-	662	122	784	694	817	793
Coolmine	-	-	-	-	1,444	238	1,682	1,406	1,317	1,392
Clonsilla	-	-	-	-	1,070	400	1,470	1,126	1,202	1,173
Hansfield	-	-	-	-	148	-	148	101	82	
Dunboyne	-	-	-	-	201	1	202	211	138	185
M3 Parkway	-	-	-	-	283	-	283	215	231	231
Leixlip Confey	-	-	-	-	391	82	473	436	428	480
Leixlip Louisa Bridge	-	-	-	-	856	77	933	1,039	870	932
Maynooth	-	-	-	-	2,689	217	2,906	2,276	2,148	2,242
Kilcock	-	-	-	-	224	34	258	236	232	225
Enfield	-	-	-	-	128	16	144	142	148	145
Mullingar	-	-	-	-	479	79	558	564	407	507
Edge'thstown	-	-	-	-	133	16	149	122	145	169
Longford	-	-	-	-	306	68	374	269	212	194
Dromod	-	-	-	-	116	22	138	120	86	94
Carrick-on-Shannon	-	-	-	-	90	50	140	94	135	122
Boyle	-	-	-	-	56	14	70	57	69	100
Ballymote	-	-	-	-	95	31	126	64	108	90

Route	DART North Bound	DART South Bound	Rosslare to Dundalk	Dundalk to Rosslare	Bray to Sligo	Sligo to Bray	Total 2015	Total 2014	Total 2013	Total 2012
Collooney	-	-	-	-	82	10	92	74	84	58
Sligo	-	-	-	-	443	-	443	304	292	467

Route	Heuston North Bound	Heuston South Bound	Cork West Bound	Cork East Bund	Regional North Bound	Regional South Bound	Total 2015	Total 2014	Total 2013	Total 2012
Heuston	9,753	-	-	-	-	-	9,753	9,273	8,686	8,515
Parkwest & C'y Orchard	120	145	-	-	-	-	265	171	114	140
Clondalkin / Fonthill	23	25	-	-	-	-	48	51	48	46
Adamstown	24	90	-	-	-	-	114	97	98	107
Hazelhatch & Celbridge	39	237	-	-	-	-	276	260	258	325
Sallins & Naas	112	906	-	-	-	-	1,018	1,006	908	943
Newbridge	148	957	-	-	-	-	1,105	1,034	999	973
Kildare	154	508	-	-	-	-	662	731	733	616
Athy	108	402	-	-	-	-	510	408	371	461
Carlow	100	537	-	-	-	-	637	582	617	524
M'asterevin	7	64	-	-	-	-	71	82	64	56
P'tarlington	163	542	-	-	-	-	705	754	587	528
Portlaoise	157	588	-	-	-	-	745	737	583	418
Ballybrophy	3	113	-	-	-	23	139	108	129	129
Templemore	15	65	-	-	-	-	80	90	89	81
Thurles	167	289	-	-	-	-	456	578	463	458
Limerick Junction	189	565	-	-	104	694	1,552	1,435	1,263	1,571
Limerick	-	265	-	-	577	325	1,167	1,000	849	1,192
Charleville	15	67	-	-	-	-	82	91	185	79
Mallow	349	295	398	209	-	-	1,251	1,276	1,460	1,404
Cork	-	1,452	1,902	-	-	-	3,354	2,764	3,322	3,239

Route	Heuston North Bound	Heuston South Bound	Cork West Bound	Cork East Bund	Regional North Bound	Regional South Bound	Total 2015	Total 2014	Total 2013	Total 2012
Muine Bheag	14	148	-	-	-	-	162	153	174	121
Kilkenny	80	205	-	-	-	-	285	404	346	263
T'mastown	-	48	-	-	-	-	48	41	55	36
Waterford	-	409	-	-	-	12	421	472	414	437
Tullamore	164	514	-	-	-	-	678	447	327	412
Clara	37	80	-	-	-	-	117	82	75	41
Athlone	260	377	-	-	-	-	637	604	575	427
Ballinasloe	93	89	-	-	-	-	182	148	69	119
Woodlawn	34	9	-	-	-	-	43	25	18	26
Attymon	7	-	-	-	-	-	7	8	45	11
Athenry	144	149	-	-	38	91	422	297	133	241
Galway	-	904	-	-	258	-	1,162	778	1,125	884
Roscommon	17	57	-	-	-	-	74	83	84	69
Castlerea	7	56	-	-	-	-	63	66	57	61
Ballyhaunis	16	54	-	-	-	-	70	48	45	52
Claremorris	9	80	-	-	-	-	89	63	128	82
Castlebar	-	79	-	-	-	-	79	103	110	128
Westport	-	133	-	-	-	-	133	123	124	118
Manulla Junction	54	69	-	-	-	-	123	69	15	90
Foxford	2	5	-	-	-	-	7	-	21	18
Ballina	-	59	-	-	-	-	59	-	72	80
Banteer	-	5	4	13	-	-	22	17	34	26
Millstreet	-	15	16	29	-	-	60	52	34	48
Rathmore	-	16	10	19	-	-	45	33	53	34
Killarney	-	53	10	175	-	-	238	254	328	266
Farranfore	-	7	2	27	-	-	36	24	33	25
Tralee	-	84	-	184	-	-	268	288	405	216

Route	Heuston North Bound	Heuston South Bound	Cork West Bound	Cork East Bund	Regional North Bound	Regional South Bound	Total 2015	Total 2014	Total 2013	Total 2012
Littleisland	-	-	46	332	-	-	378	215	315	288
Gl'thaune	-	-	34	212	-	-	246	136	207	196
C'twohill	-	-	15	77	-	-	92	93	100	81
Midleton	-	-	-	465	-	-	465	488	495	456
Fota	-	-	1	8	-	-	9	11	81	30
Carrigaloe	-	-	1	12	-	-	13	24	32	41
Rushbrooke	-	-	7	173	-	-	180	124	146	204
Cobh	-	-	-	455	-	-	455	396	517	492
Sixmilebrdg	-	-	-	-	23	7	30	54	28	41
Ennis	-	-	-	-	97	54	151	273	199	229
Gort	-	-	-	-	4	8	12	17	9	11
Ardrahan	-	-	-	-	4	4	8	12	6	3
Craughwell	-	-	-	-	8	6	14	28	10	15
Oranmore	29	20	-	-	8	16	73	54	22	-
Roscrea	-	-	-	-	2	1	3	5	7	1
Cl'jordan	-	-	-	-	4	5	9	5	5	4
Nenagh	-	-	-	-	11	6	17	11	5	2
Birdhill	-	-	-	-	9	1	10	8	2	2
C'leconnell	-	-	-	-	2	3	5	3	2	6
Carrick-on-Suir	-	-	-	-	-	-	-	13	4	7
Clonmel	-	-	-	-	2	15	17	29	25	46
Cahir	-	-	-	-	1	1	2	11	11	10
Tipperary	-	-	-	-	9	1	10	17	7	13
TOTAL	44,535	45,91	12,721	13,870	12,65	13,27	142,49	124,126	123,338	124,604

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