**Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6**
Connolly Station, Dublin 1, D01 V6V6
T 01 703 4293 E foi@irishrail.ie W www.irishrail.ie

Iarnród Éireann
Irish Rail

07th April 2021

[redacted]

Email: [redacted]

**Re: AIE Request Acknowledgement [IE_AIE_022]**

Dear [redacted],

I refer to your request dated 21st March 2021 which was received by this office on the 22nd March 2021, which you have made under the EC (Access to Information on the Environment) Regulations 2007 to 2014.

**Request** –

- Most recent information on the spare capacity on the Drogheda-Dublin rail route ideally data broken down by time of the day showing how much spare passenger capacity there is on services between Drogheda and Dublin. I would like this information on a pre-COVID basis, i.e. before March 2020.

**Response:**

The information that you are looking for can be found in the public domain.

Please see links below:

https://www.nationaltransport.ie/wp-content/uploads/2020/08/NTA_Heavy_Rail_Census_Report_2019..pdf

https://www.nationaltransport.ie/wp-content/uploads/2020/09/NTA-Bus-and-Rail-Statistics-Final-for-Web.pdf

We do not track spare capacity but the details you require can be taken from these documents. I have attached the documents to this email for your attention.

Yours sincerely,

Lynette O'Toole

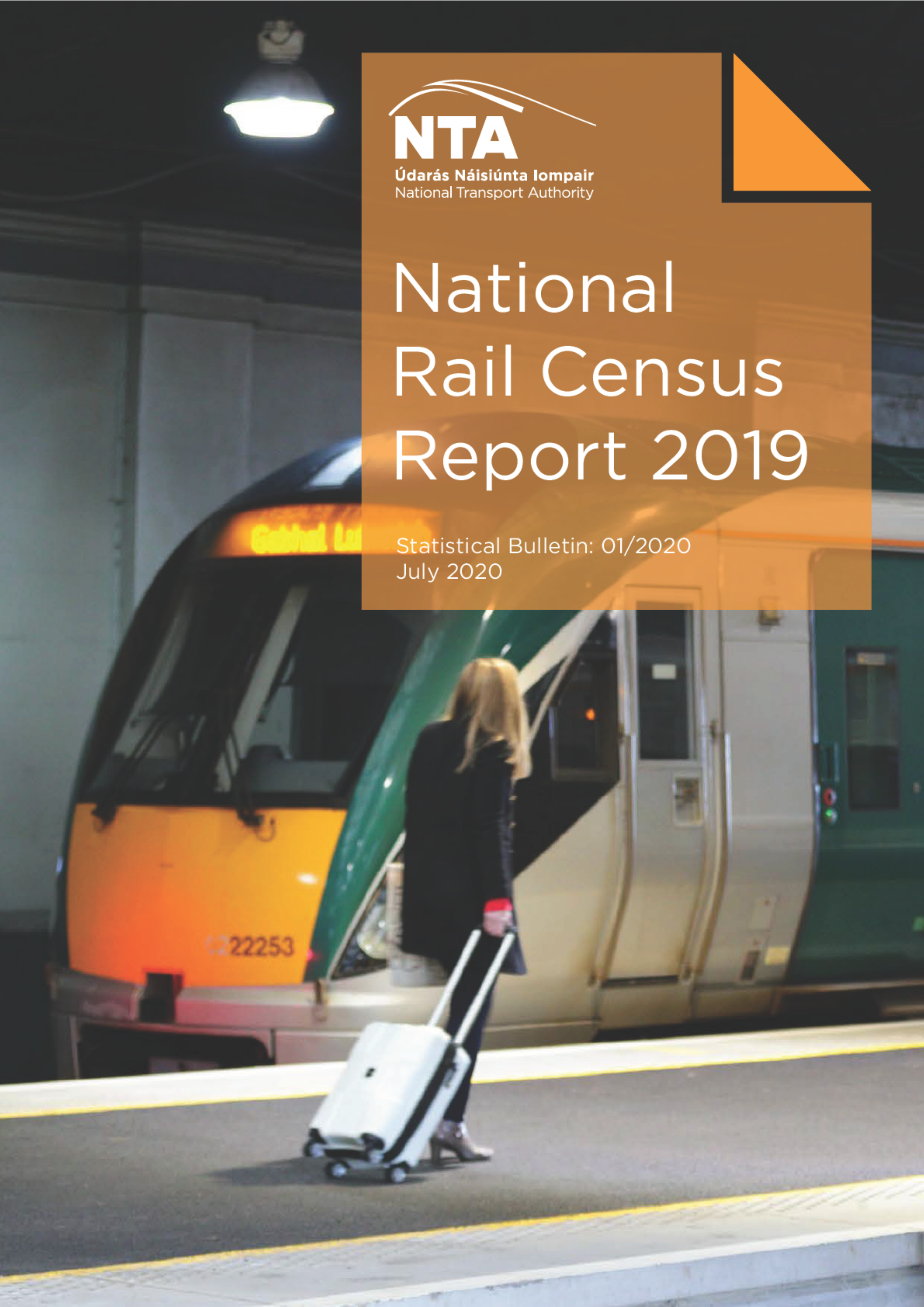
**Data Protection/Freedom of Information Executive**

Access for Information on the Environment Request:
Schedule of Records for IE_AIE_022 : 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 | 2020 | NTA-Bus-and-Rail-Statistics-Final-for-Web | 4 | Grant | | |
| 2 | 2019 | NTA_Heavy_Rail_Census_Report_2019 | 24 | Grant | | |

Signed

IE Decision Maker




Údarás Náisiúnta Iompair
National Transport Authority

# National Rail Census Report 2019

Statistical Bulletin: 01/2020
July 2020

# Contents


# 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.

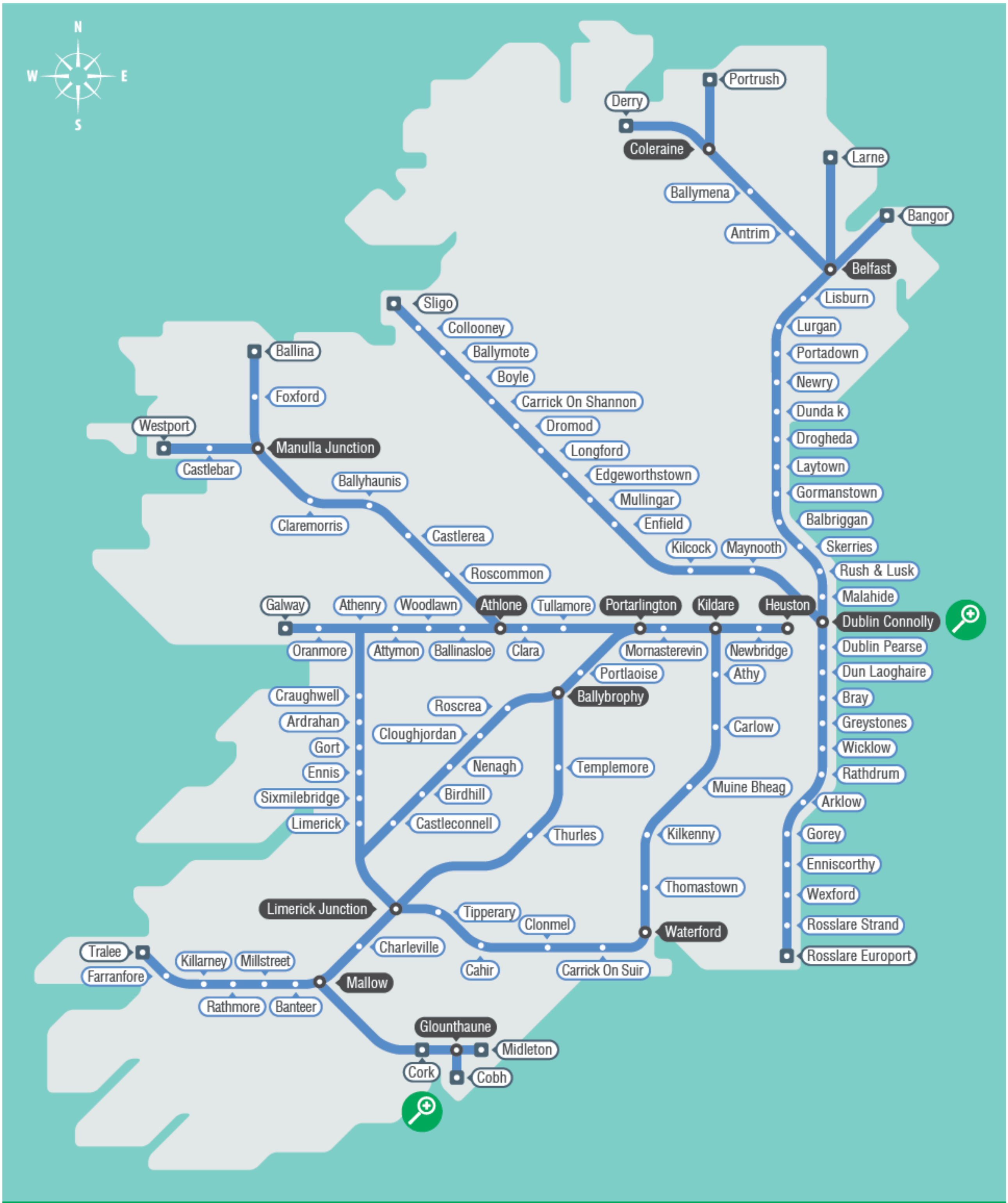
## Overview of the Rail Network

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 – Dundalk |
| | Dublin – Portlaoise |
| | Dublin – Longford |
| | Dublin – Dunboyne / M3 Parkway |
| | Dublin – Gorey |
| | Mallow – Cork – Cobh – Middleton |
| DART | Malahide / Howth – Dublin – Bray / Greystones |

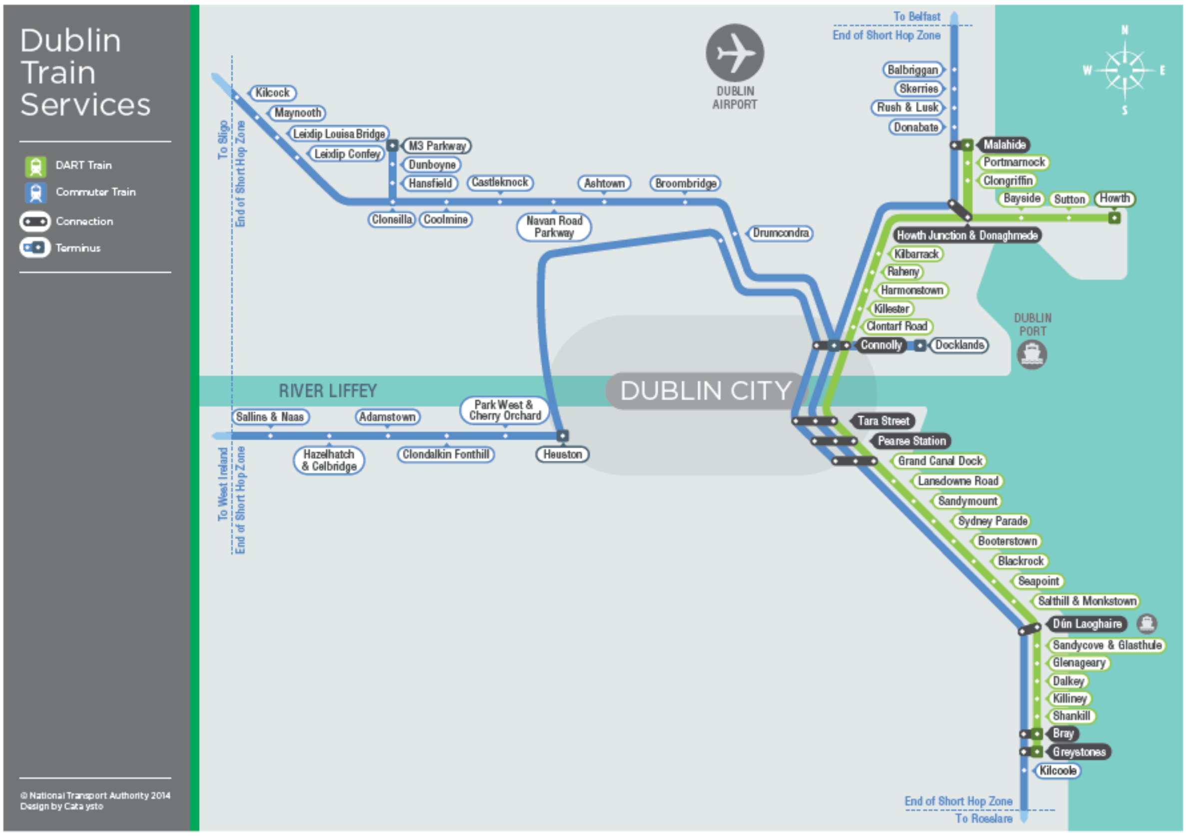
## Figure 1 Inter City Network



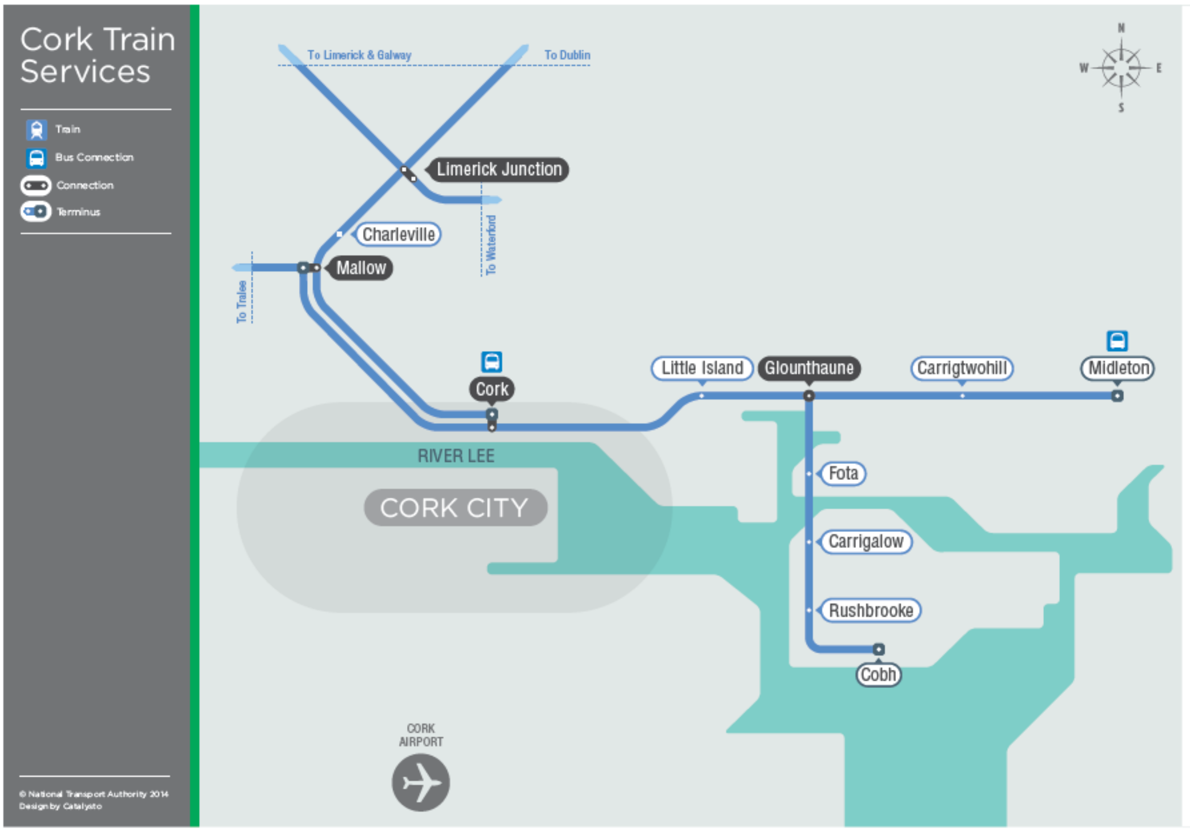

## Intercity Train Services

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 Frequency[1] 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 |

## 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

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

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, Ardrahan, 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 Dock[7].
- 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-day[8] 10 minute DART frequency in both directions between Bray and Howth Junction. This necessitated a slight reduction in peak hour DART frequency.

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

## 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.

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.

## Table 5 Daily passenger journeys by network section 2003 – 2019

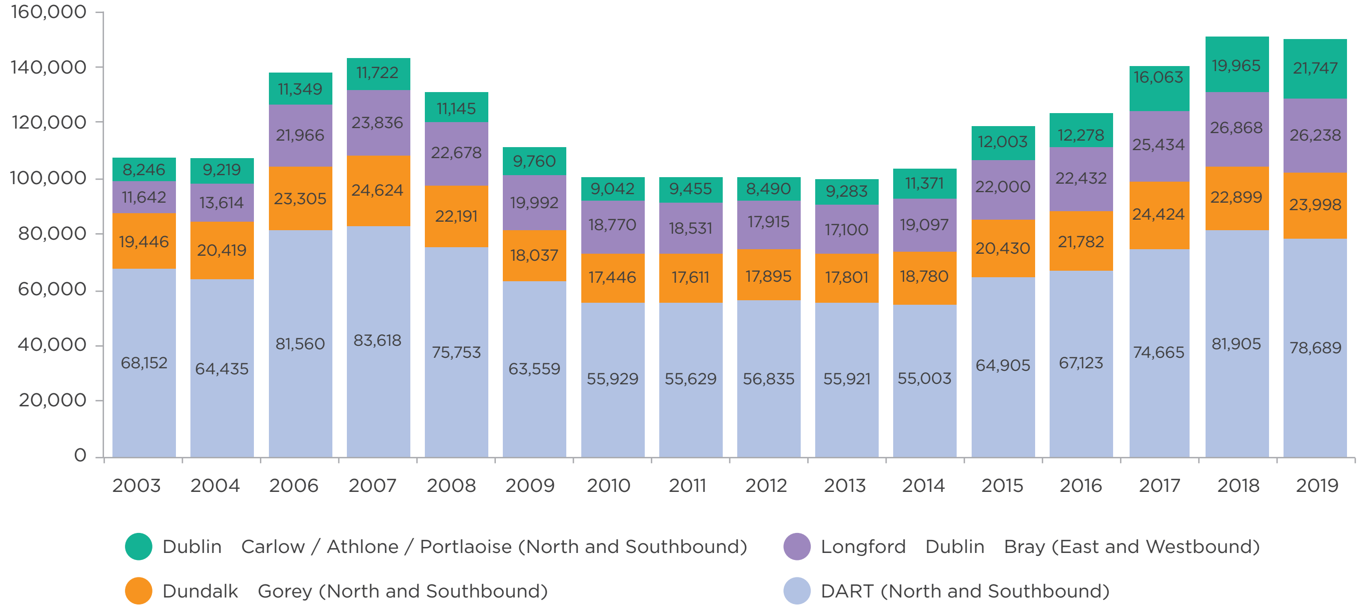
| Year | DART | Dundalk - Arklow | Longford - Dublin - Bray | Dublin - Kildare | Total |
|---|---|---|---|---|---|
| 2003 | 68,152 | 19,446 | 11,642 | 8,246 | 107,486 |
| 2004 | 64,435 | 20,419 | 13,614 | 9,219 | 107,687 |
| 2006 | 81,560 | 23,305 | 21,966 | 11,349 | 138,180 |
| 2007 | 83,618 | 24,624 | 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.

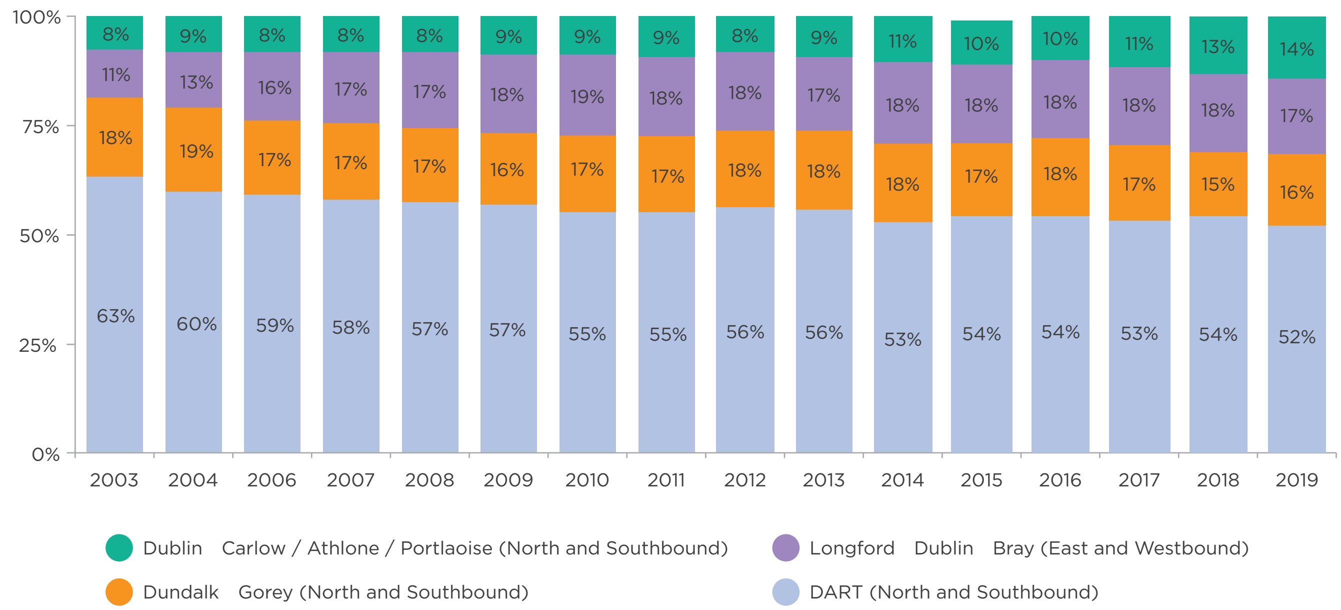
The proportional contribution of the East Coast (northern) line had remained relatively stable over the full period but experienced a decrease of 2% in 2018. That trend has reversed in 2019 with a 1% increase being recorded, in part due to the reintroduction of some services removed in 2018. This is 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.

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

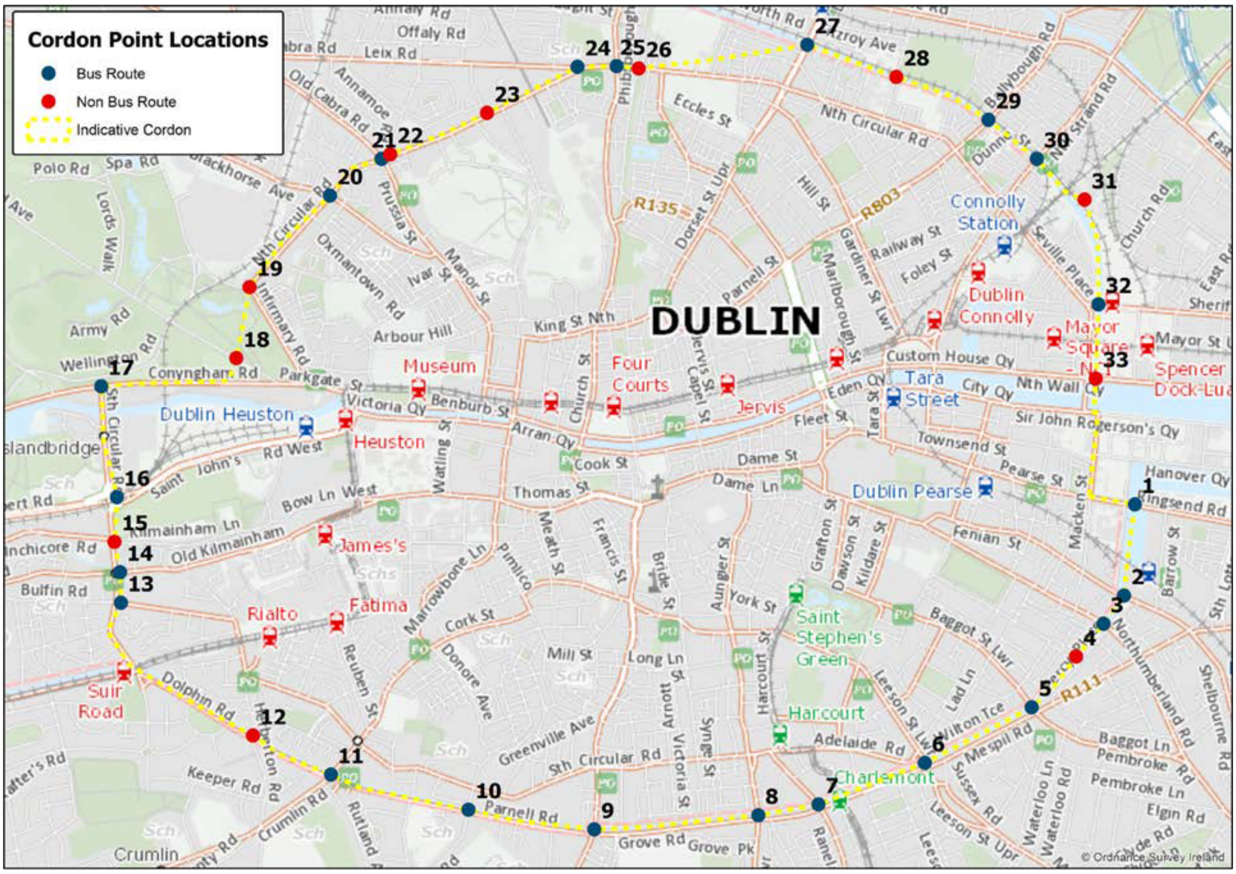
The 'Canal Cordon Count' is an annual count of people crossing the Canal Cordon (i.e. a perimeter around Dublin City Centre formed by the Royal and Grand Canals) in the morning peak between 7:00 and 10:00 averaged over two days in November each year. Figure 4 shows the location of the Canal Cordon and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

This count provides data on numbers of people entering Dublin city centre[12] 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

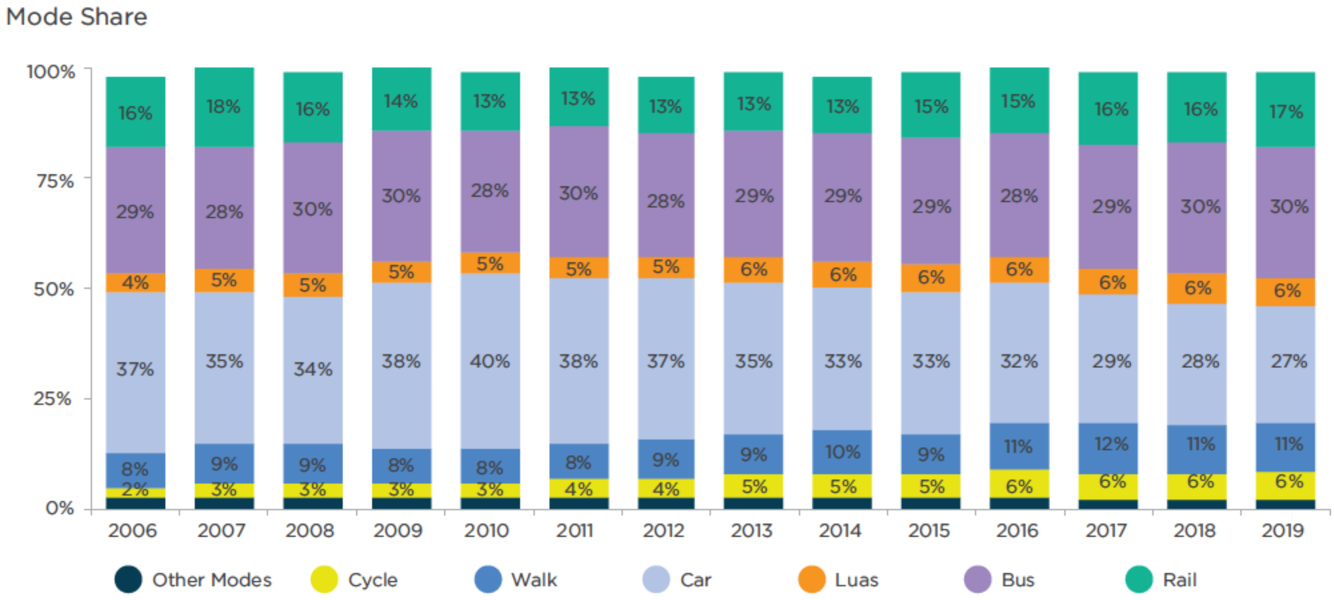
| Mode | 2018 | 2019 | Annual % Change |
|---|---|---|---|
| Bus | 64,206 | 65,048 | 1% |
| Rail | 34,471 | 37,407 | 9% |
| LUAS | 13,835 | 13,832 | 0% |
| Car | 60,537 | 57,985 | -4% |
| Taxi | 2,156 | 2,661 | 23% |
| Walk | 23,858 | 24,691 | 3% |
| Cycle | 12,227 | 13,131 | 7% |
| Commercial Vehicle | 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



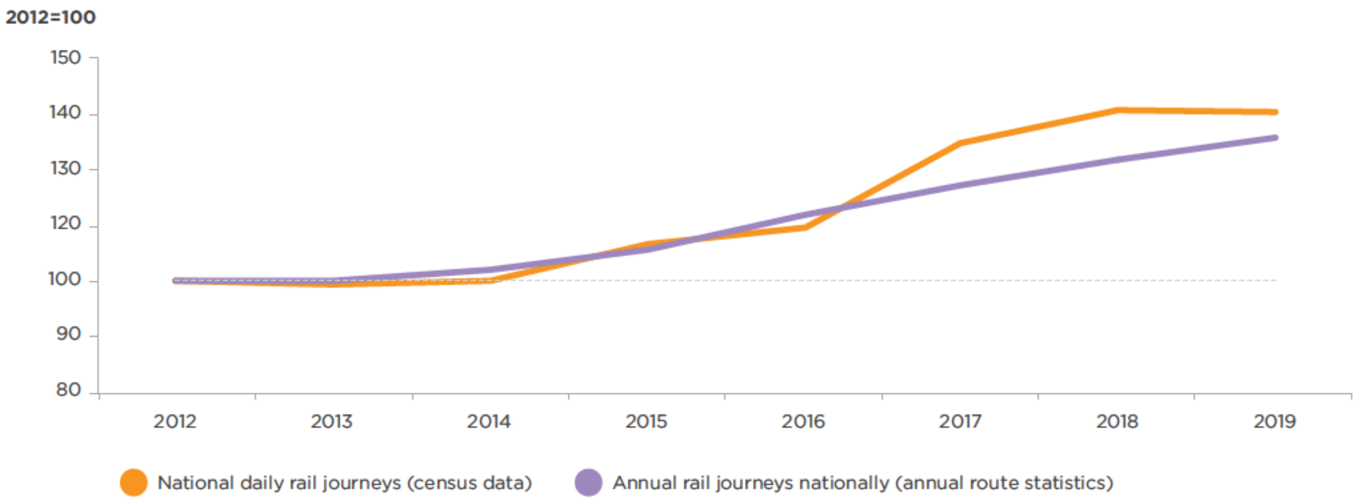

This shows a number of changes in mode share since 2006:

- 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.

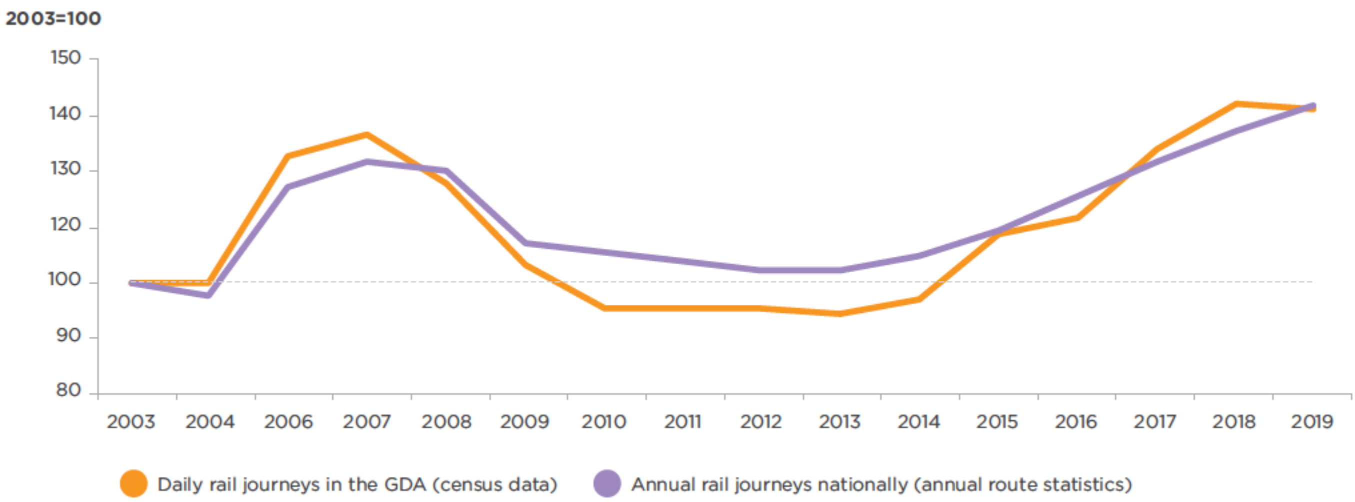
# Comparison of Census Data and Annual Rail Statistics

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.

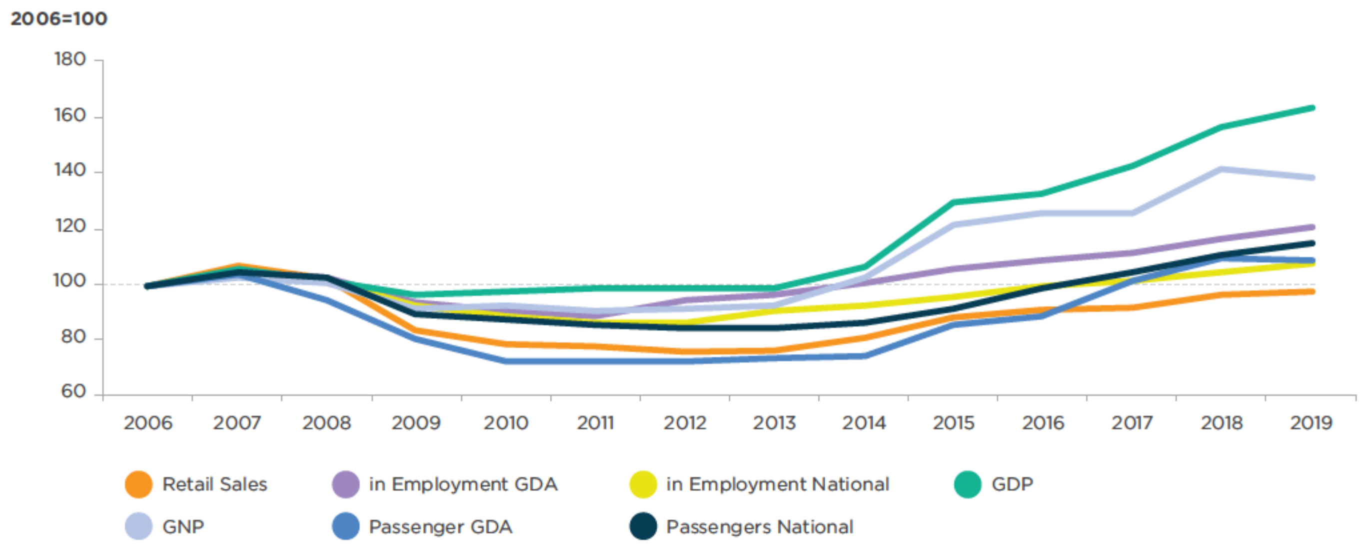
In the last year growth in patronage in the GDA has been relatively flat (compared to the growth rate observed since 2014) however nationally the trend line has continued on the same trajectory with 12.26 million additional rail journeys made in 2019 relative to 2014. Both National and GDA annual rail 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 Indicators[13] 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 recoded 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)

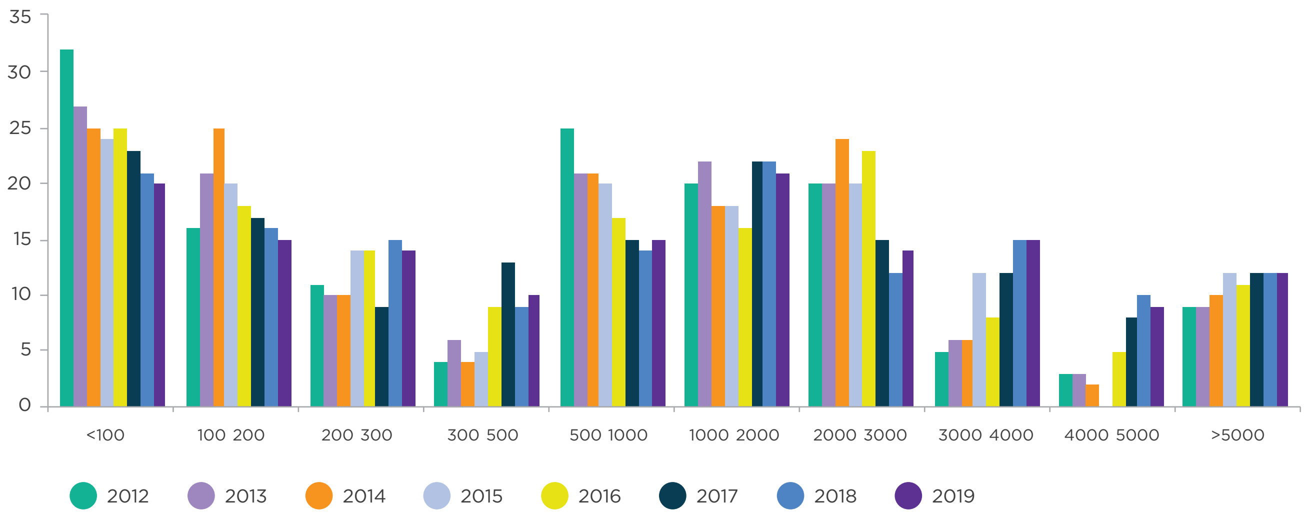
| Rank | Boardings | | Alightings | |
|---|---|---|---|---|
| 1 | Connolly ( ) | 18,594 | Connolly ( ) | 20,405 |
| 2 | Pearse ( ) | 15,749 | Pearse ( ) | 15,722 |
| 3 | Heuston ( ) | 11,365 | Heuston ( ) | 11,471 |
| 4 | Tara Street ( ) | 9,676 | Tara Street ( ) | 10,337 |
| 5 | Grand Canal Dock (9) | 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 |

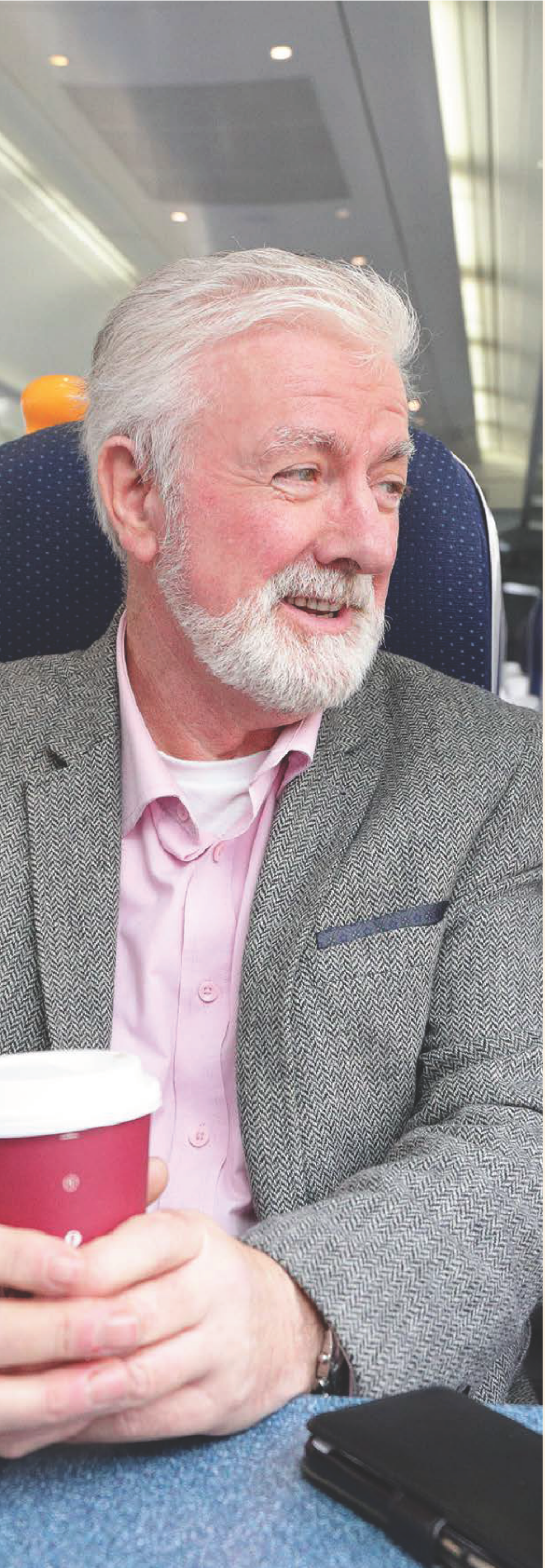
# Variation in Station Usage

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.

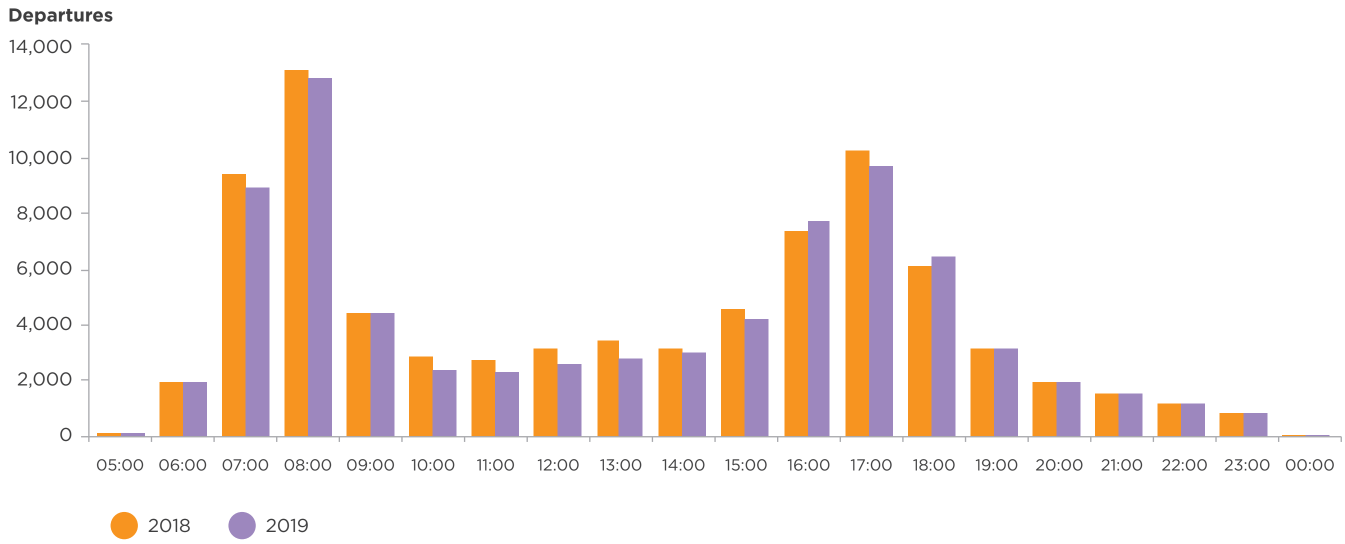
Table 11 Total daily patronage on DART lines, 2019

| 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.

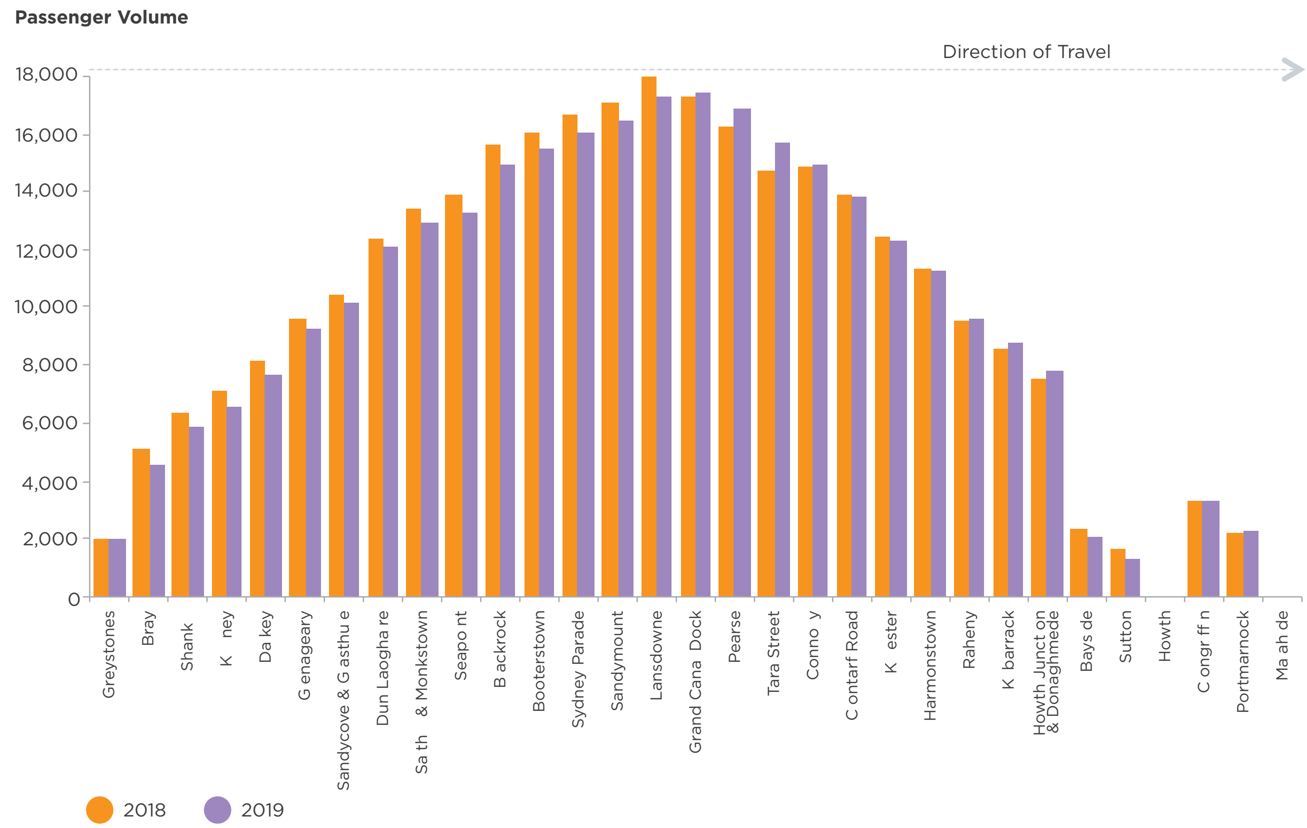
### Chart 8 Hourly profile of demand on DART 2018 and 2019



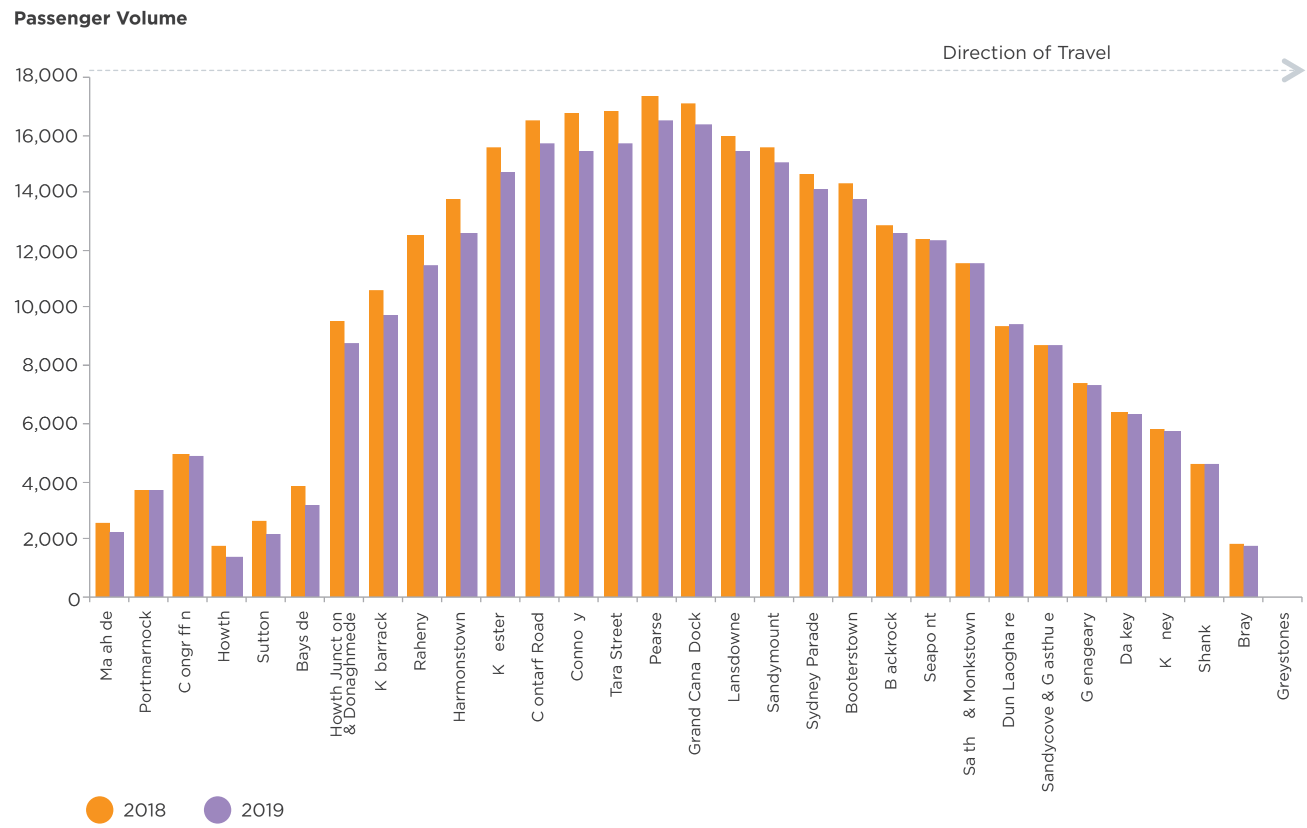

## Profile of Demand by Station

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

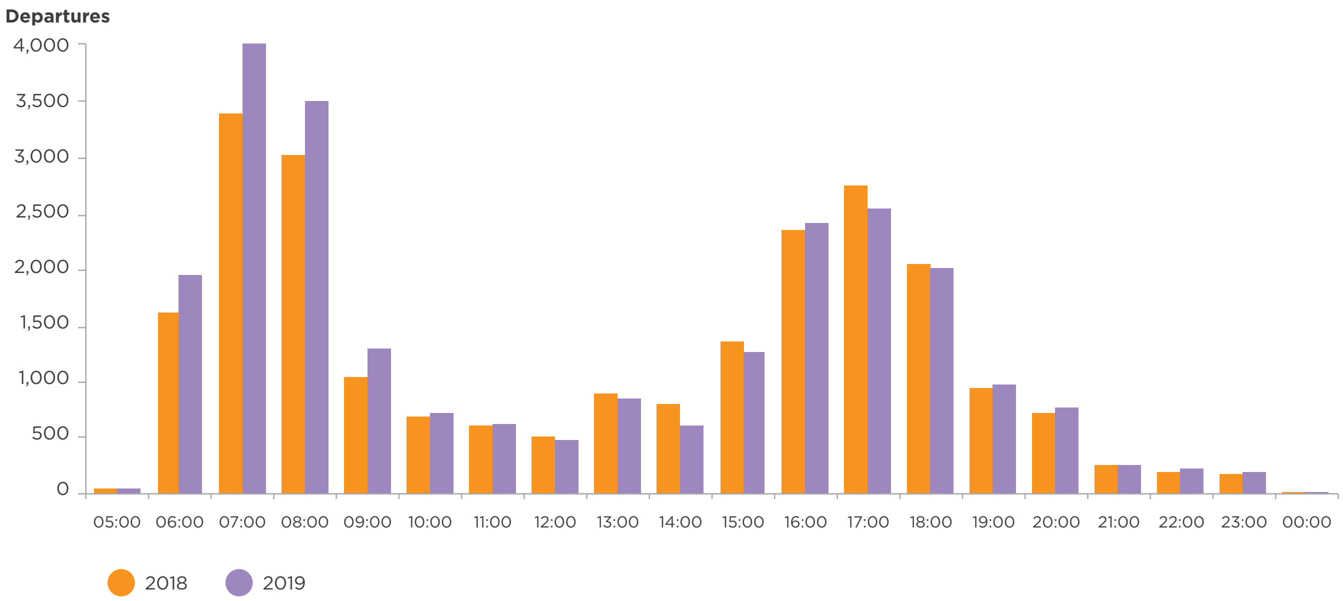
Commuter: Dublin – Dundalk / Drogheda Intercity: Dublin - Belfast

## 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

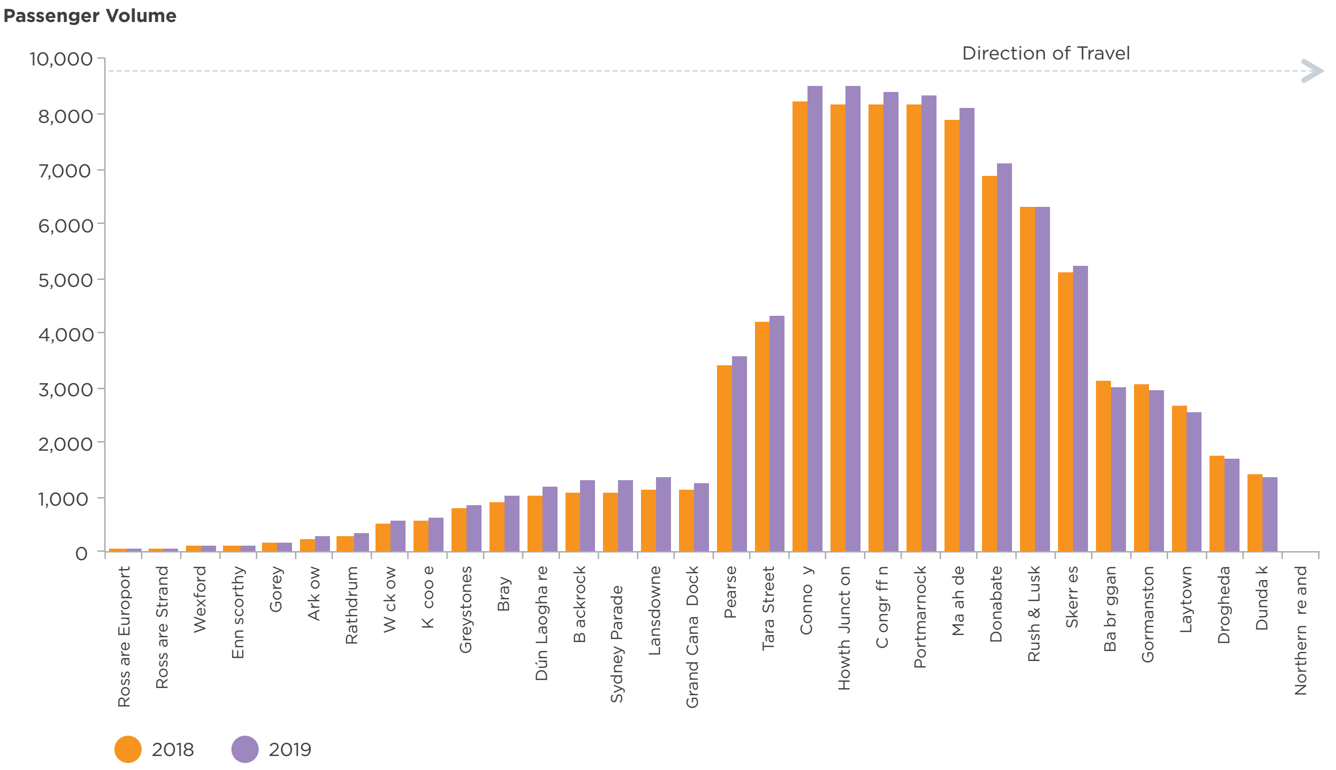
### Chart 11 Hourly profile of demand, Dundalk – Rosslare, 2018 and 2019



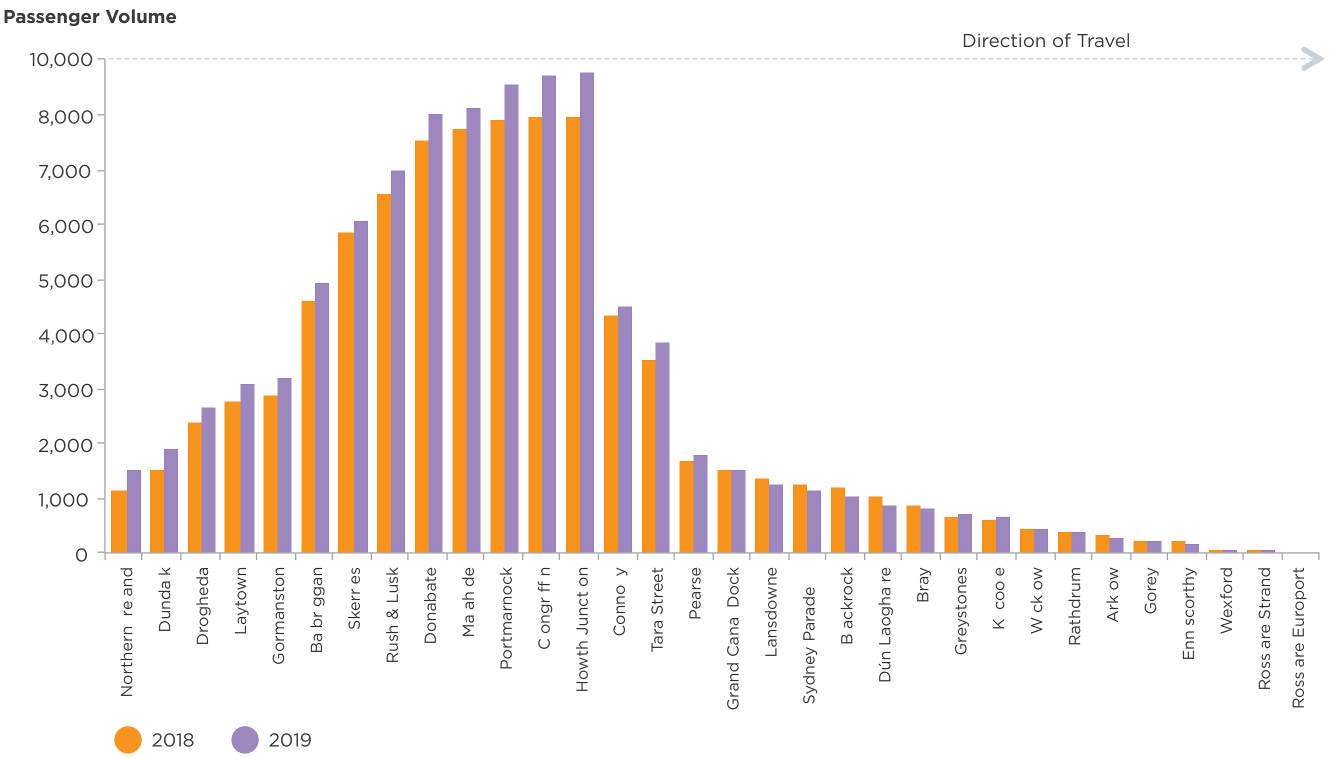
# Profile of Demand by Station

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)

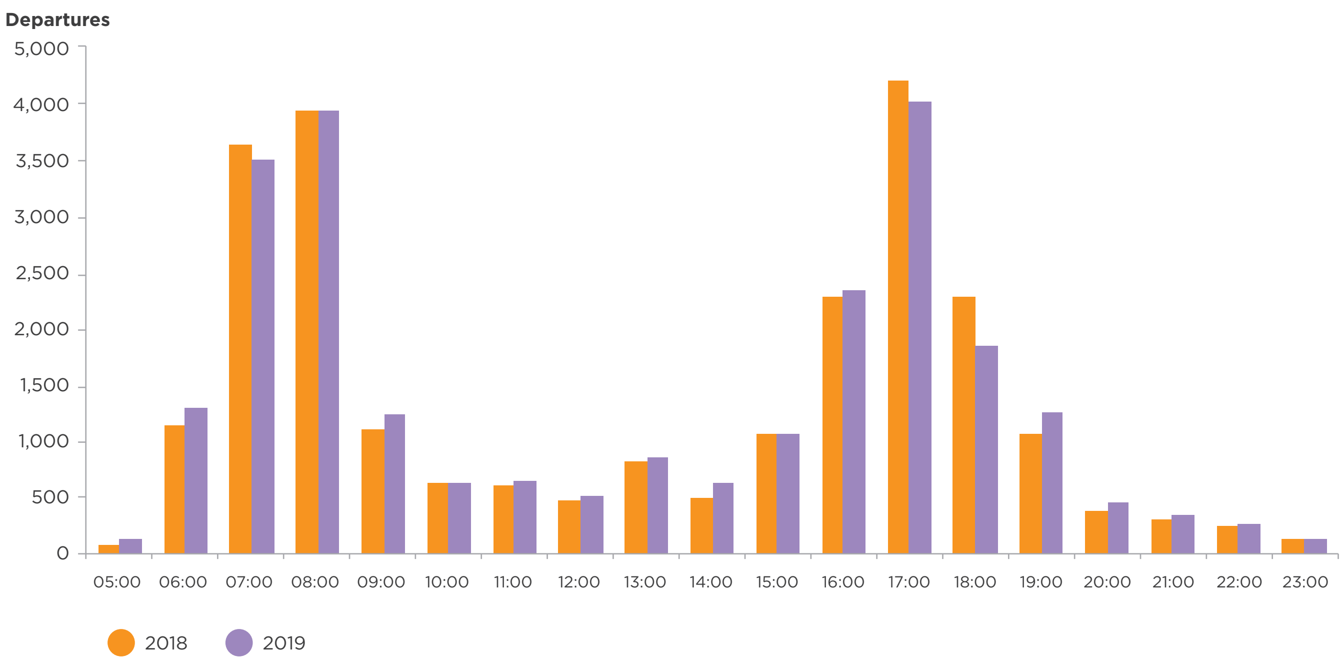
Commuter: Bray – Maynooth

## 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

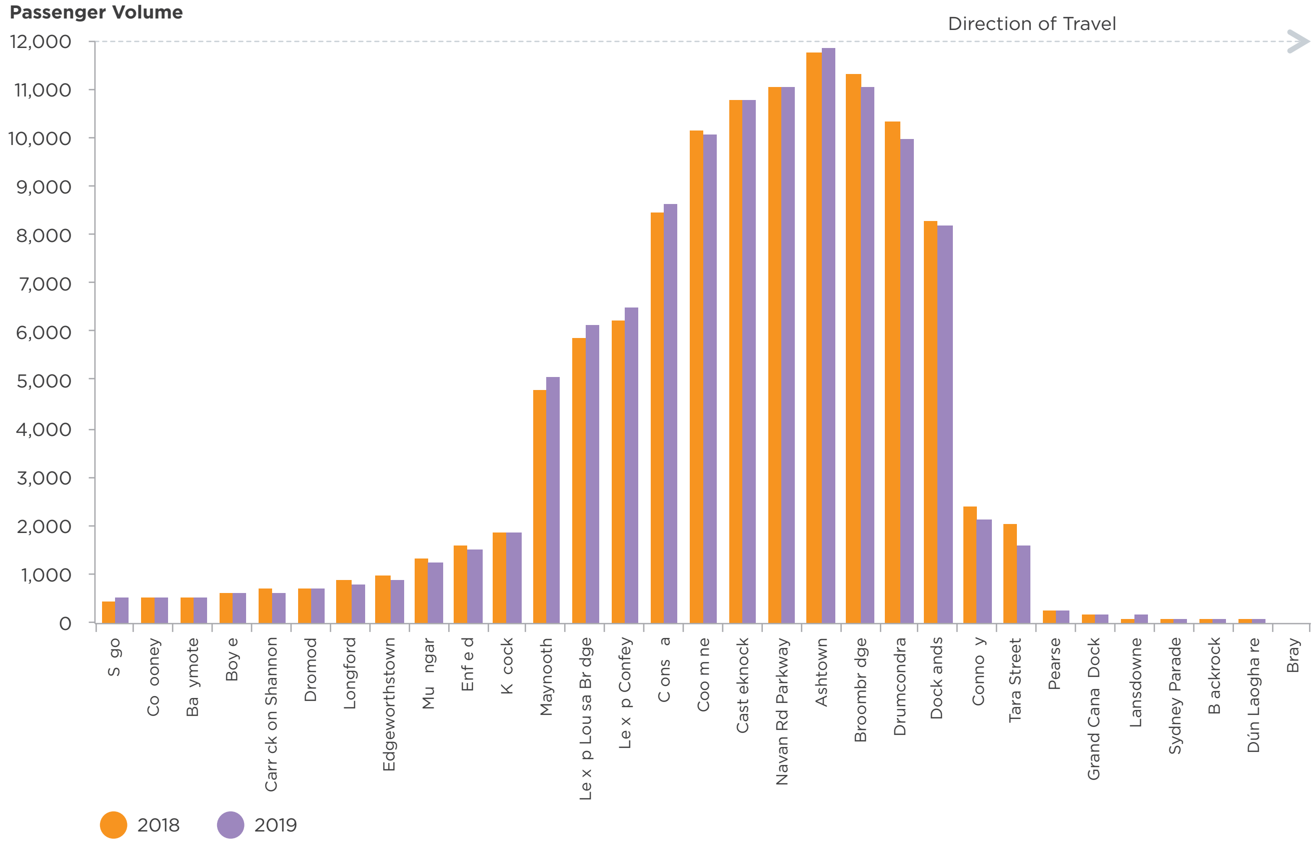
## Chart 14 Hourly Profile of Demand, Sligo – Longford – Bray, 2018 and 2019



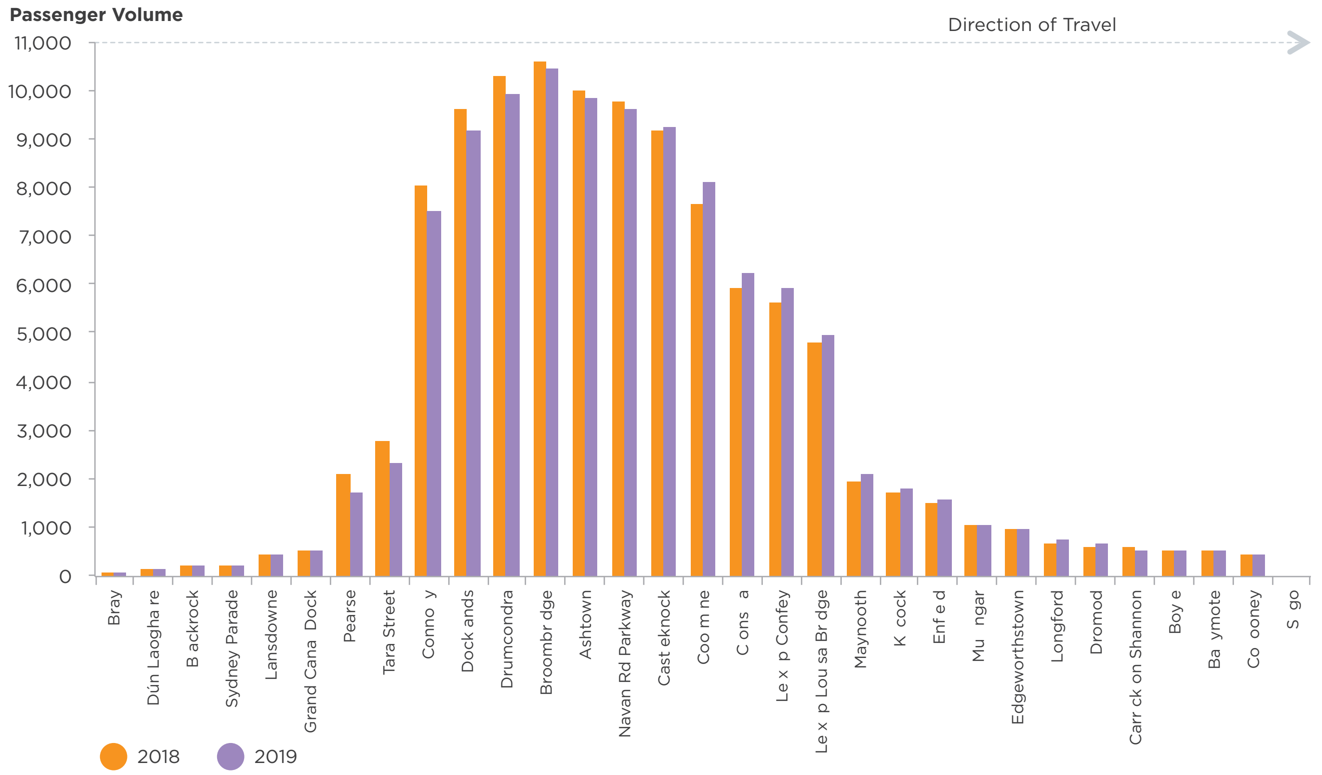
# Profile of Demand by Station

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 2019[17]




## 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

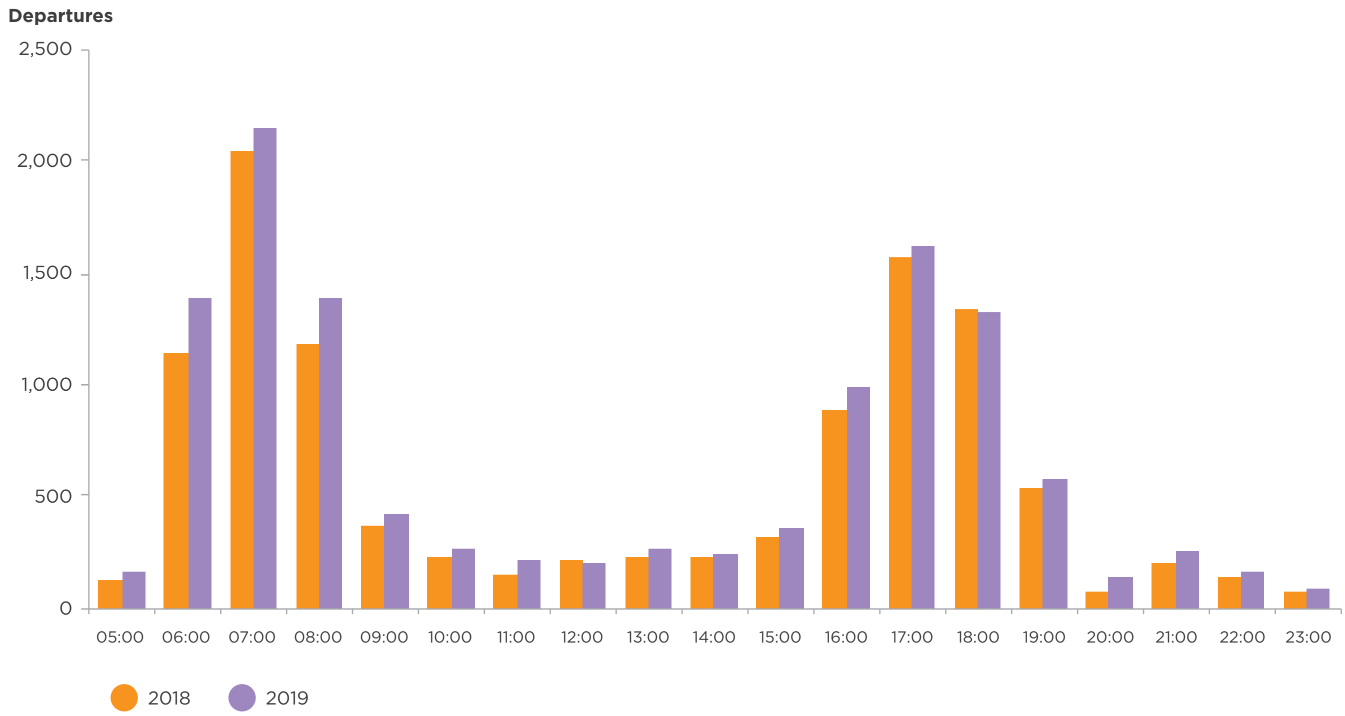
**Services included:**

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

## 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

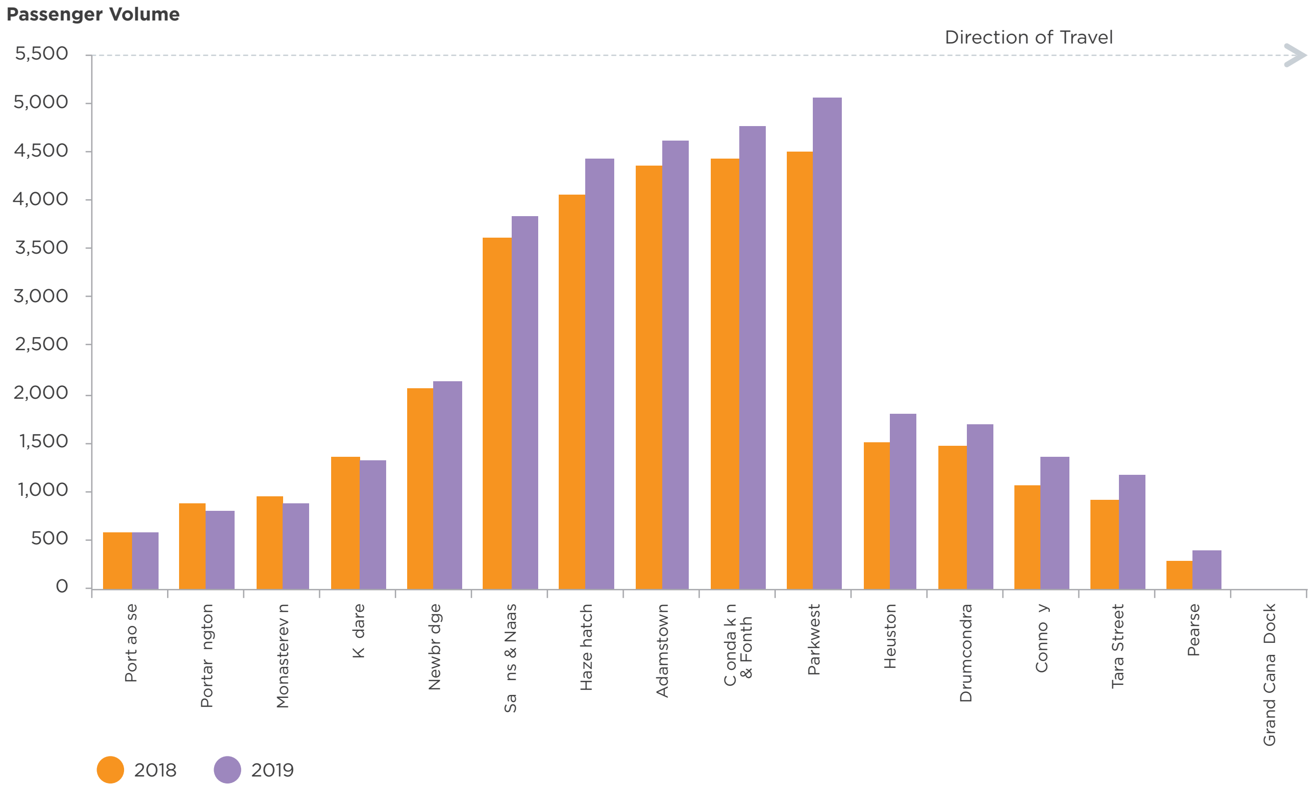
| Line | 2018 | 2019 | Annual % Change |
|---|---|---|---|
| From Grand Canal Dock | 1,847 | 2,304 | 25% |
| To Grand Canal Dock | 2,040 | 2,530 | 24% |
| Total | 3,887 | 4,834 | 24% |

## Profile of Demand by Station

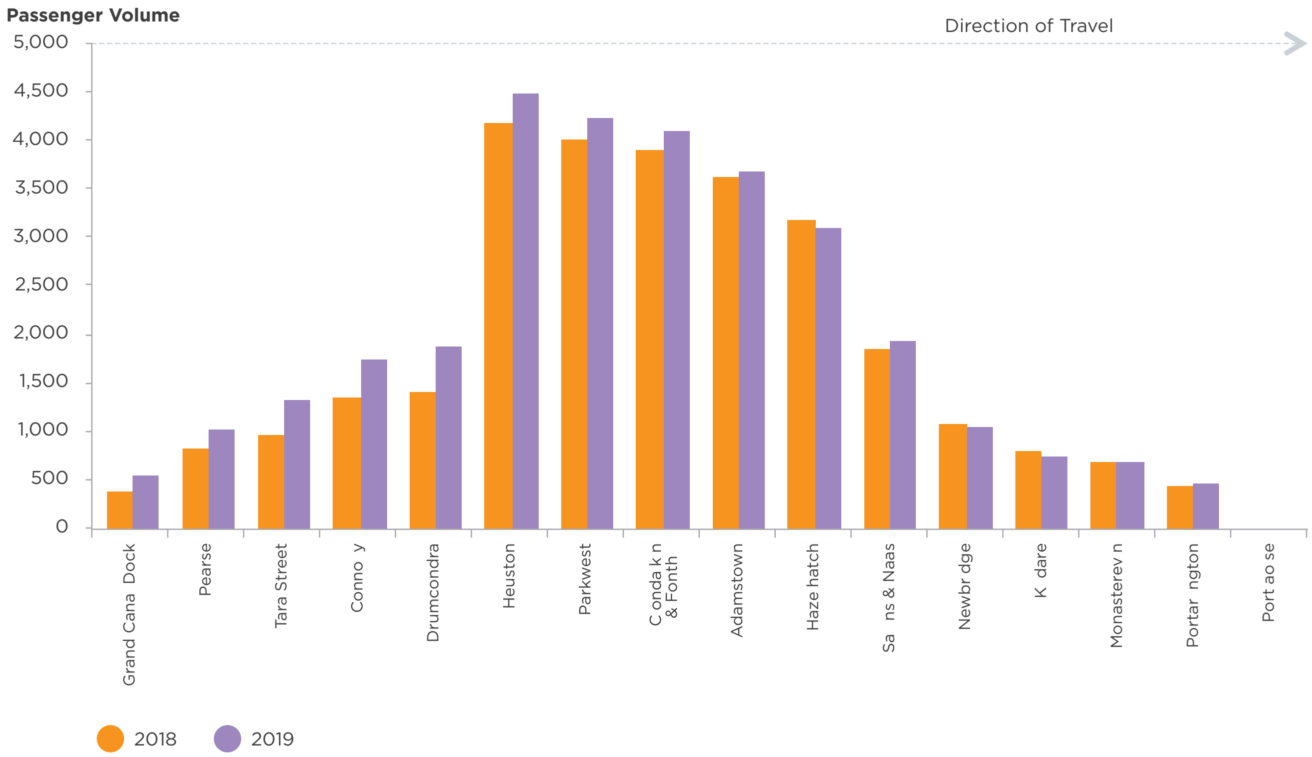
Charts 18 and 19 show the daily patronage build-up on the Heuston commuter line in 2018 and 2019.[18]

18 Patronage at Athlone, Clara and Tullamore represented at Portarlington, 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



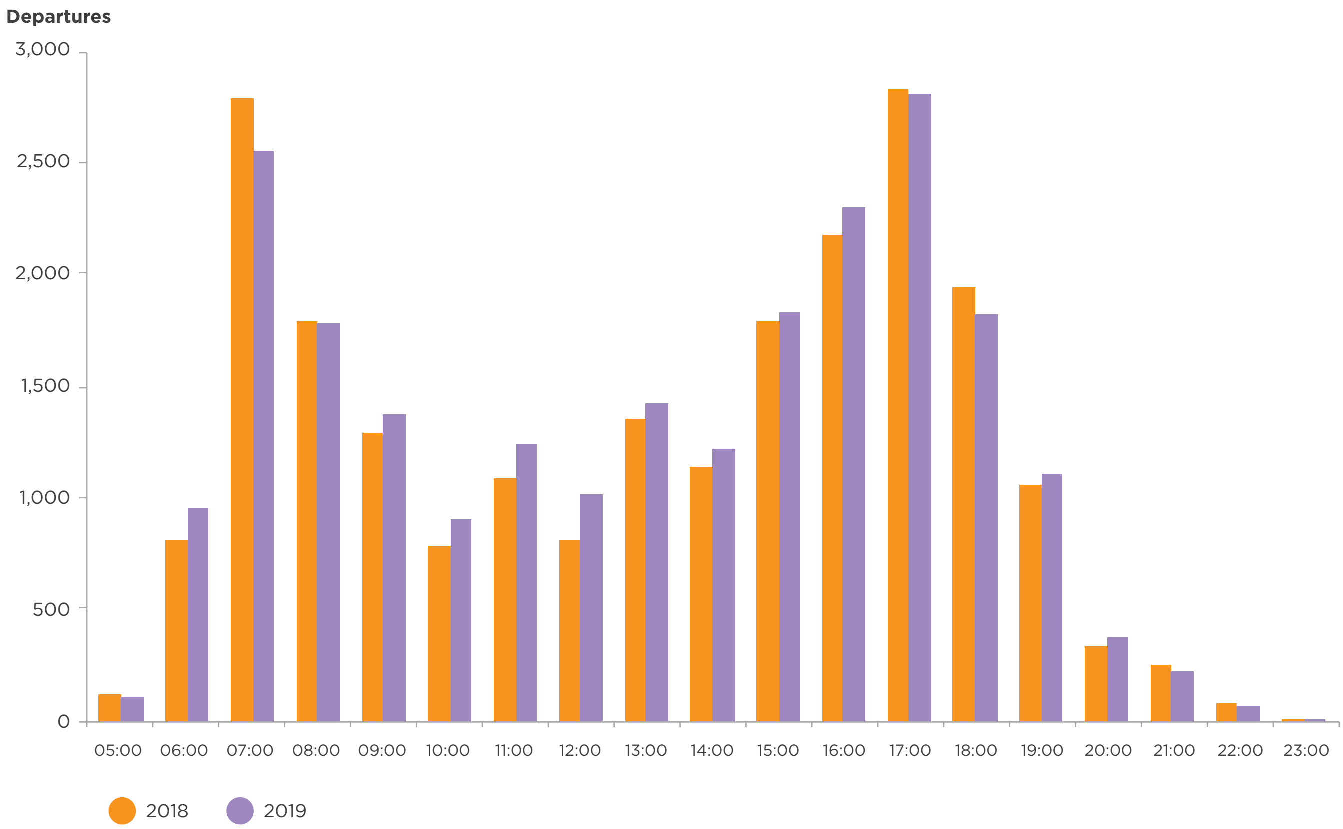
# Heuston Inter City Services

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:**

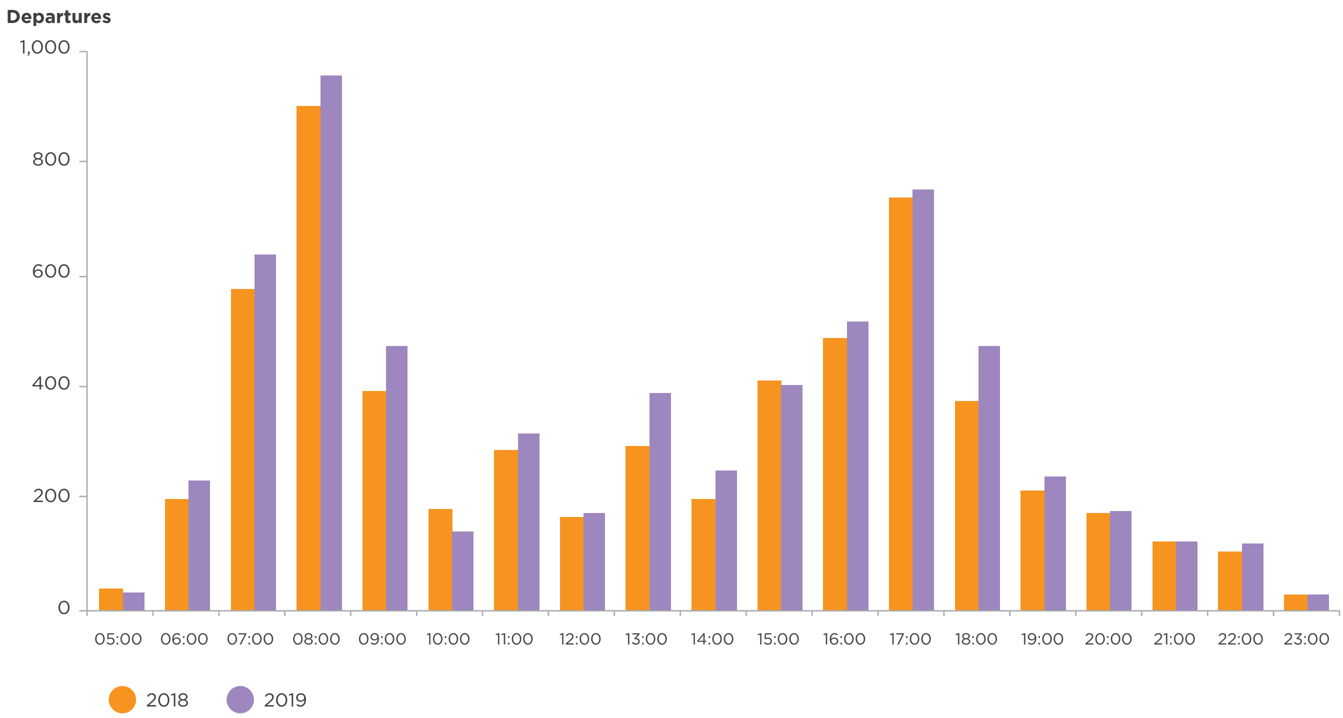
Midleton/Cobh – Cork – Mallow – Tralee

## Table 18 Total daily patronage on Cork Commuter Lines, 2019

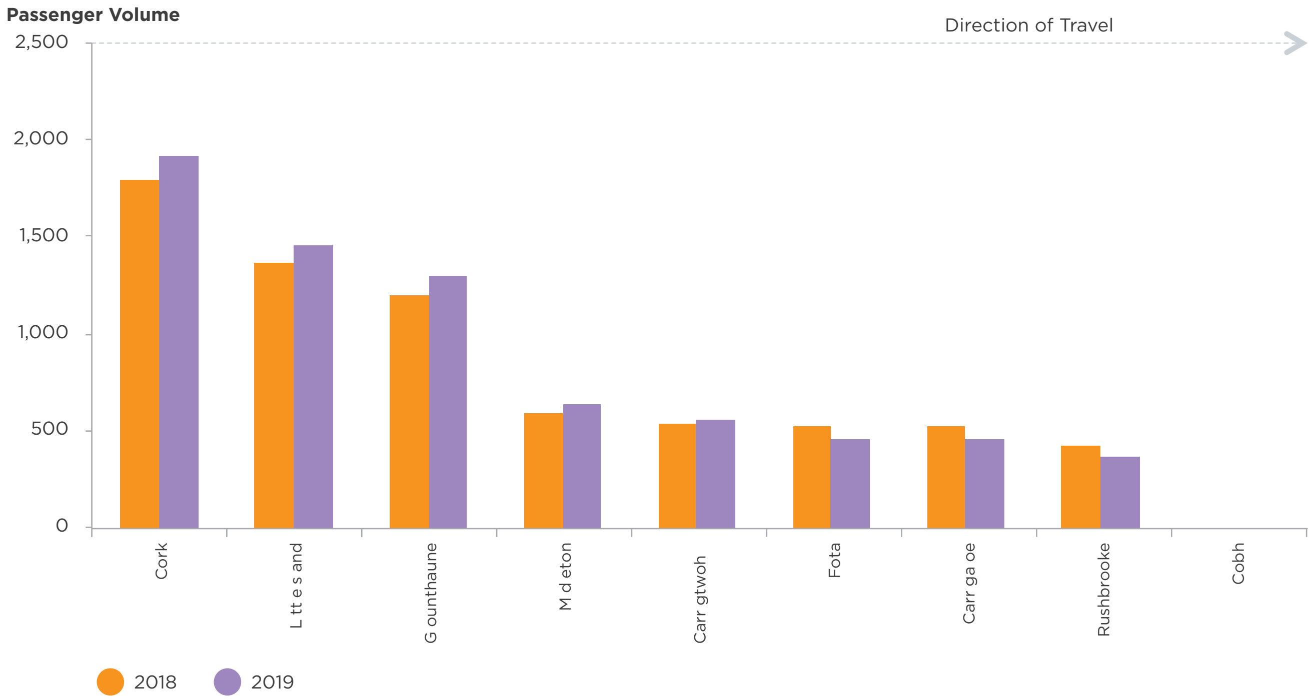
| Line | 2018 | 2019 | Annual % Change |
|---|---|---|---|
| To Cork (inbound) | 3,111 | 3,362 | 8% |
| From Cork (outbound) | 2,864 | 3,162 | 10% |
| Total | 5,975 | 6,524 | 9% |

## Hourly Profile of Demand

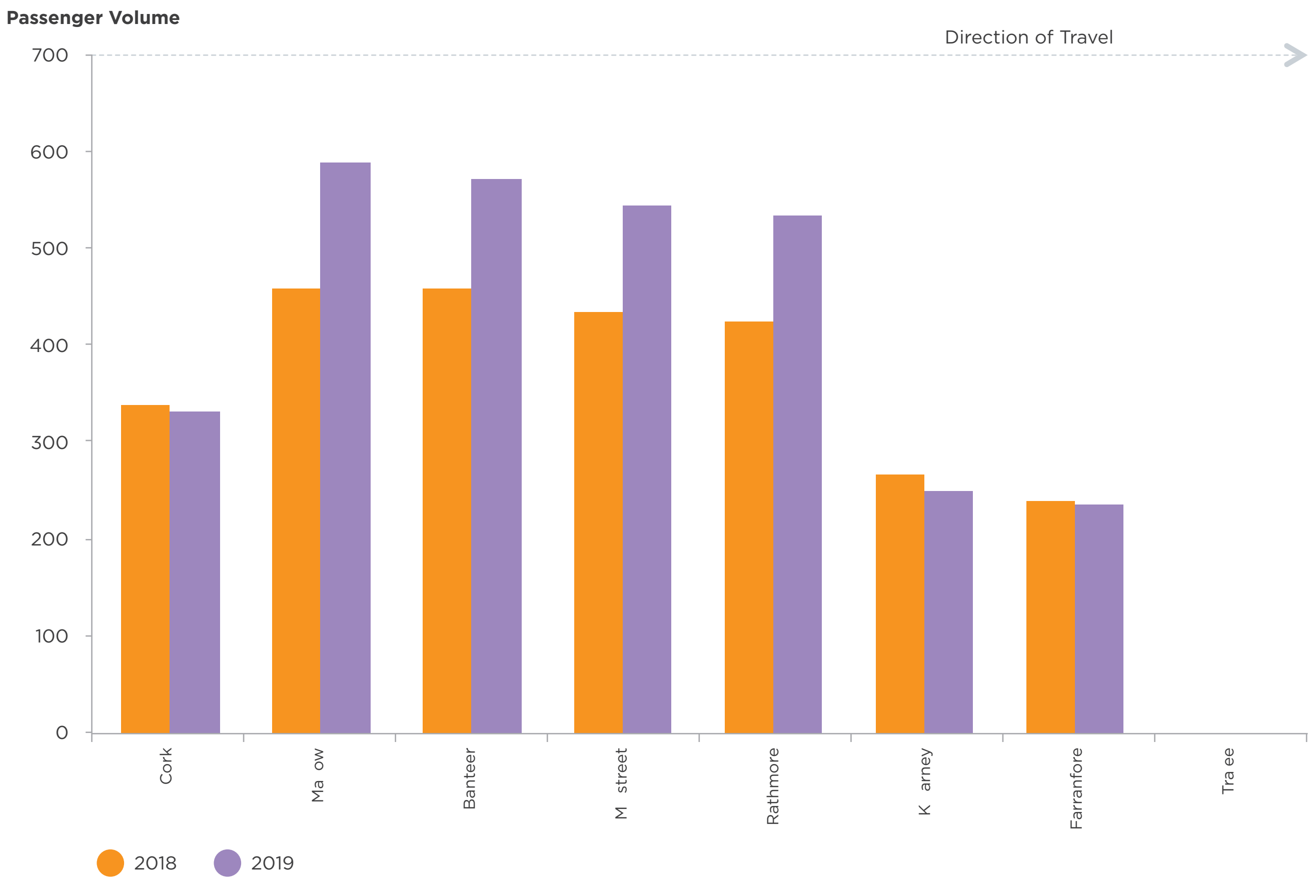
### Chart 21 Hourly Profile of Demand, Cork Commuter and Regional Lines, 2018 and 2019



## Chart 22a Profile of Demand by Station, Commuter Services from Cork 2018 and 2019[19]

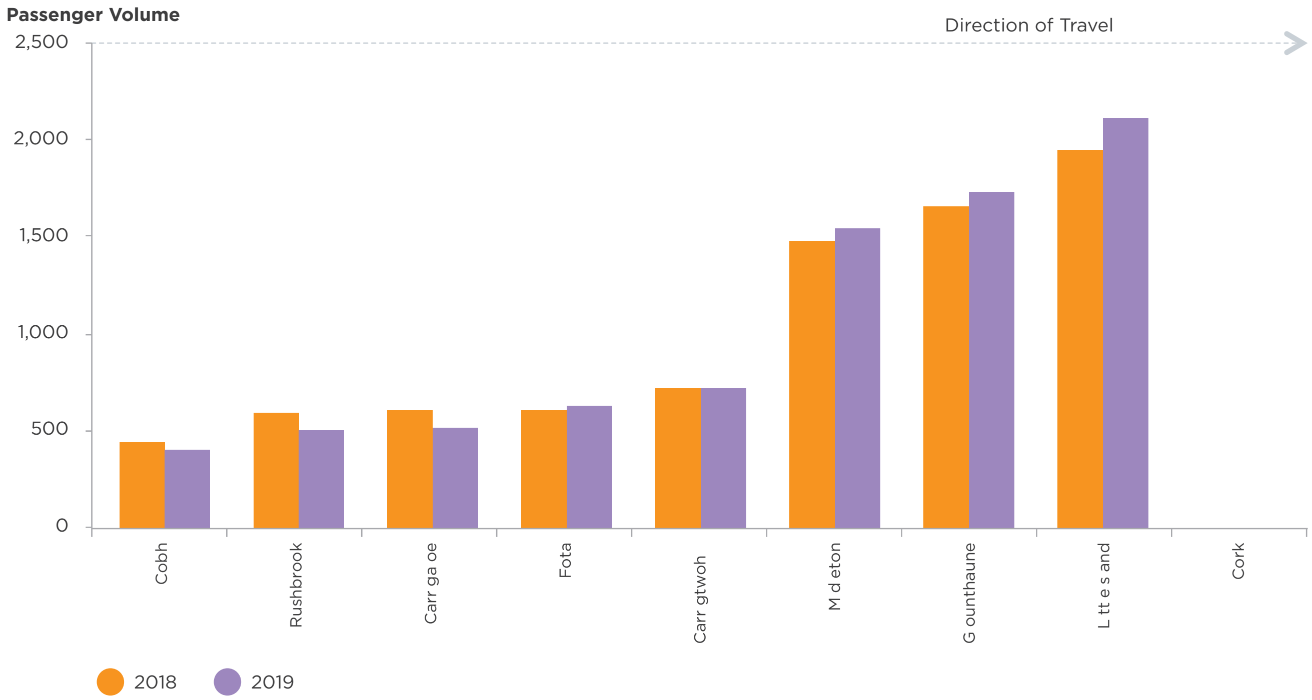



## Chart 22b Profile of Demand by Station, Services from Cork to Tralee 2018 and 2019

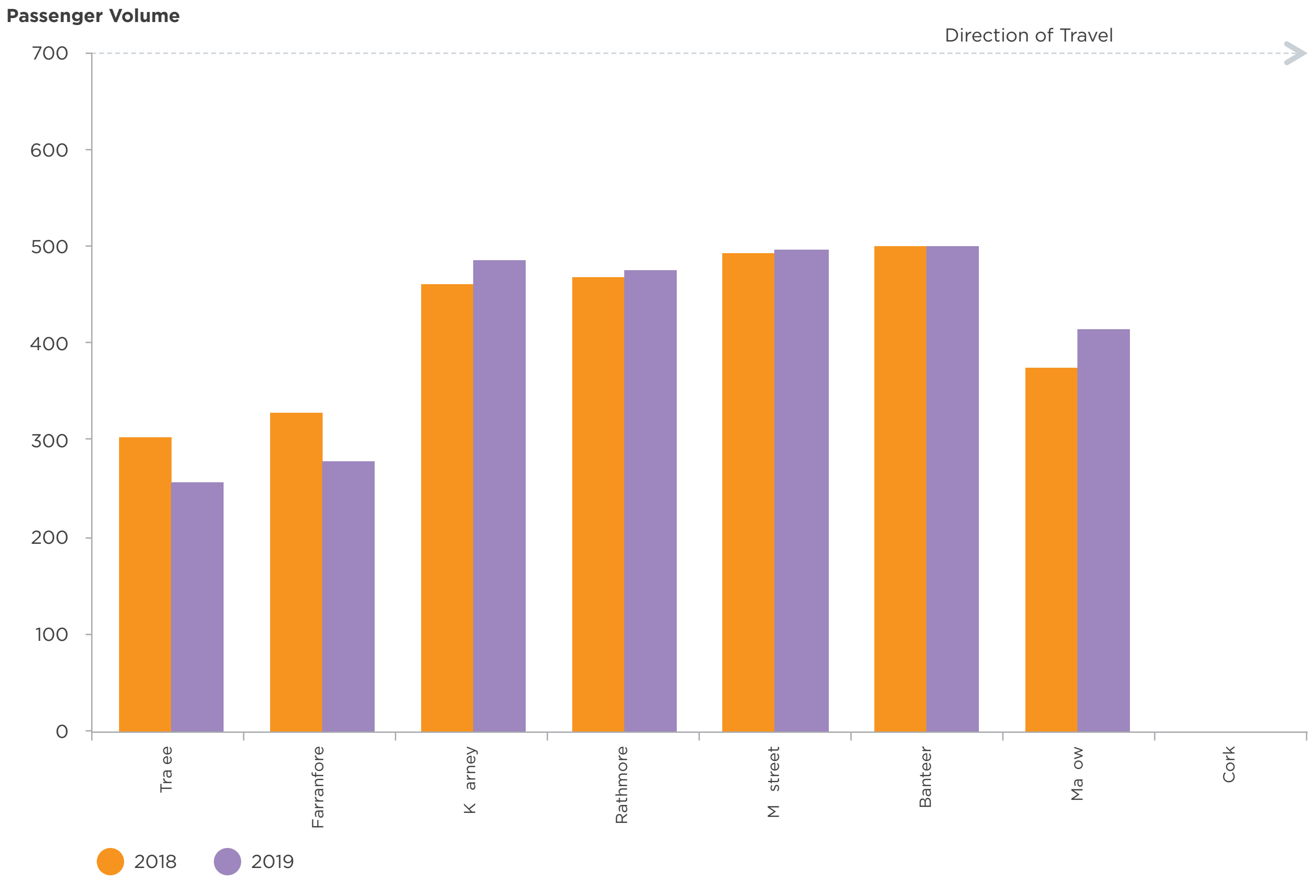



19 Line branches at Glounthaune see map in Section 1

## Chart 23a Profile of Demand by Station, Commuter Services to Cork 2018 and 2019[20]




## 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 | - |

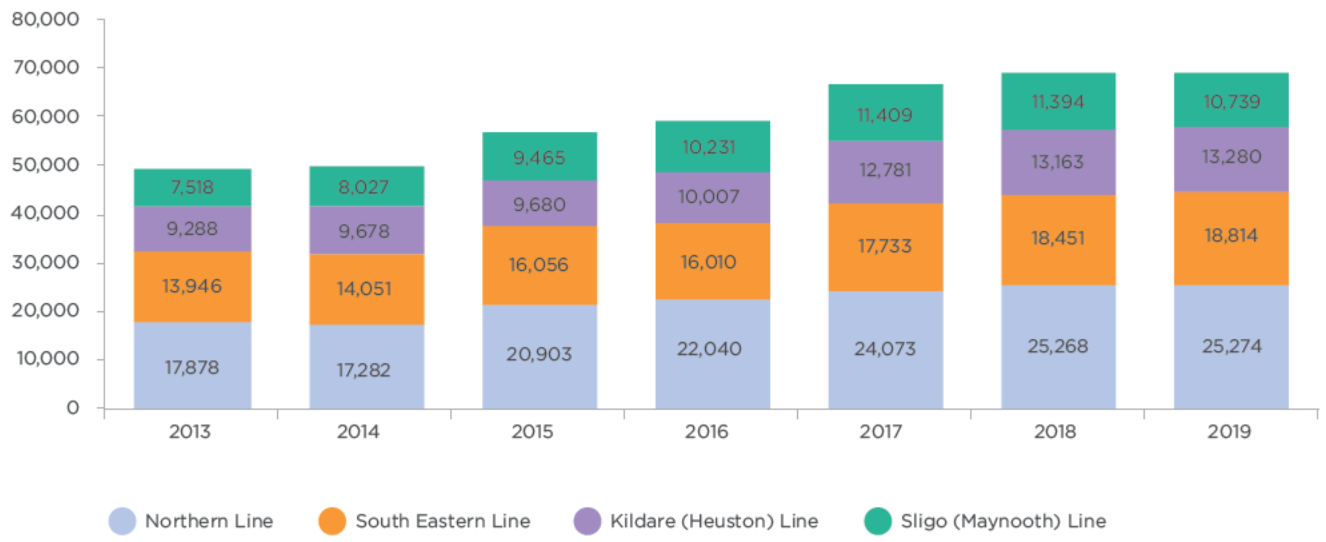

# Radial Rail Usage in Dublin

# Daily Line Flow into the City Centre by Radial Corridor

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

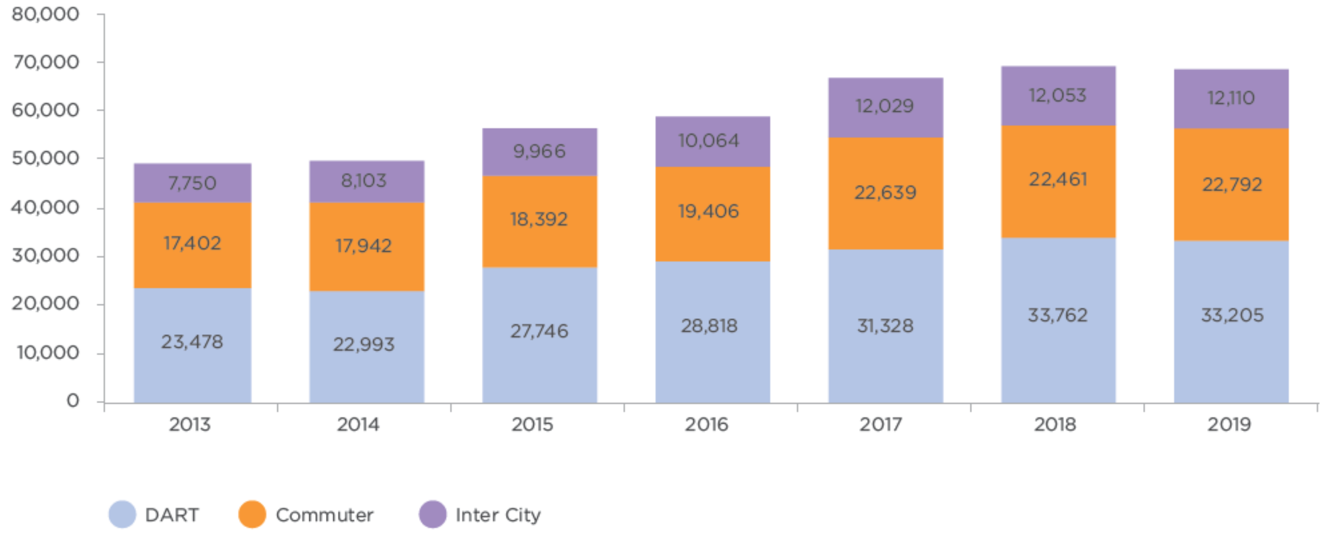
| Radial Corridor | | Total Line Flow Entering the City | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Line | Service | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Northern Line | DART | 10,397 | 10,077 | 12,848 | 14,097 | 14,956 | 16,514 | 15,752 |
| | Commuter | 6,434 | 6,103 | 6,982 | 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** |
| Booterstown | 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'yOrchard | 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'tarlington | 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** |
| Booterstown | 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'tarlington | 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 |


Bray
Jack Wolfskin

Údarás Náisiúnta Iompair
National Transport Authority

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National Transport Authority

# Bus & Rail Statistics

## for Ireland – State Funded Services

Statistical Bulletin Number: 02/2020
September 2020

**Bulletin Topics:**

- Total Number of PSO Passenger Journeys
- PSO Passenger Journeys by Region
- Total Operated Vehicle Kilometres and Vehicle Seat Kilometres
- Passenger Revenues
- Passenger Revenues by Region
- Free Travel Scheme Revenue
- Public Service Obligation (PSO) Subsidy
- Total Number of Buses
- Age of Buses
- Rail Network Changes
- Operating Fleet with Wheelchair Accessibility

# Introduction

This statistical bulletin is a publication of the National Transport Authority of Ireland ("the Authority"). It focuses on bus services provided by Dublin Bus, Bus Éireann, the Local Link rural transport programme, as well as other routes operated by private operators who have been successful in tender competitions, including recently introduced services in the Dublin city and commuter region and Waterford city. It also covers heavy rail services provided by Iarnród Éireann (Irish Rail) and Luas light rail services provided by Transdev Dublin Light Rail Limited.

On 1st December 2009 the Dublin Transport Authority Act 2008 and the Public Transport Regulation Act 2009 came into effect. Under these Acts the Authority signed directly awarded contracts with Dublin Bus, Bus Éireann and Iarnród Éireann. Subsequent direct award contracts were signed with Dublin Bus and Bus Éireann in December 2014. The contract with Iarnród Éireann was a 10 year contract, which remained in place until the end of November 2019.

## Bus Services

Contracts with bus operators are subsidised because the operators are required to deliver what are called Public Service Obligation (PSO) services. PSO services are socially necessary transport services which may not be commercially viable and as such they usually require a state subsidy to operate.

On the 1st December 2019, the Authority entered into direct award contracts with Dublin Bus and Bus Éireann for a further five-year period. The new direct award contracts provide for the transition from net cost contracts to gross cost contracts in 2021. This will bring these direct award contracts into line with the Authority's competitively tendered contracts. The new contracts include additional measures to encourage improvements to operational performance at an individual route level.

Dublin Bus and Bus Éireann currently provide the majority of PSO bus services under contract to the Authority. In April 2018, the Authority also entered into a contract with Go Ahead Ireland for the operation of a number of local and orbital bus routes in Dublin. A phased implementation of these services commenced in September 2018, with a full transfer being completed by March 2019.

The Authority continued with its commitment of both developing new and enhancing existing public transport services in 2019, and introduced a number of new or improved bus services following competitive tender competitions.

Go Ahead Ireland successfully tendered for the operation of Dublin Commuter routes along the Kildare corridor (formerly operated by Bus Éireann under direct award). Bus Éireann also successfully tendered for the continued operation of city services in Waterford. Each competitively tendered contract incorporated improved standards for punctuality, reliability and customer experience.

Go Ahead Ireland was awarded a contract for a new service (Route 197) between Swords and Ashbourne, and City Direct was awarded a contract for the operation of two new urban bus routes in Kilkenny City (Routes KK1 and KK2). The new services mentioned above commenced operation during November and December 2019 and for this reason, operational performance is provided in respect of passenger numbers, revenue, and subsidy only within this document.

Four other public service contracts are currently in place with the Authority, with M&A Coaches Ltd., Andrew Wharton Coach Hire, Bernard Kavanagh and Sons Ltd and J.J. Kavanagh & Sons.

Local Link provides PSO bus services in many areas of rural Ireland with passenger journeys tending to be local in nature but with connections to more regional and intercity services. It also provides a number of services delivering passengers door-to-door. Management of this programme was transferred to the Authority in April 2012.

## Rail Services

On the 1st December 2019, the Authority entered into a further 10-year direct award PSO contract with Iarnród Éireann. As with the directly awarded Dublin Bus and Bus Éireann contracts, this contract includes additional measures to encourage improvements to operational performance at an individual route level.

## Light Rail Services

The Authority has a statutory obligation to secure the provision of light railway passenger services in the Greater Dublin Area (GDA). In September 2014 the Authority, with the Railway Procurement Agency (RPA), now Transport Infrastructure Ireland (TII) jointly entered into a five year contract with Transdev Dublin Light Rail Limited to operate Luas light rail services. In June 2019 the Authority and TII, following a competitive tender process, awarded the Luas Operations and Maintenance (O&M) contract to Transdev Dublin Light Rail Limited.

## Statistical Qualifications

The Authority came into effect on 1 December 2009 and hence the annual statistics in this bulletin begin in 2010 and cover the period 2010 to 2019 inclusive. Some data from prior to 2010 is referenced such as passenger journeys in order to give a historical perspective to data in recent years.

The data provided in this bulletin is based on the public transport operator's periodic and annual returns. The figures used are intended to illustrate broad trends and are not meant to be read as exact calculations. There can also be approximations for a number of reasons. Reporting periods could differ slightly due to calculation methods and this would limit the precise accuracy. Other factors could affect figures e.g. severe weather conditions, amendments to routes, et cetera. Rounding has also been used and this could affect overall percentages. It should also be noted that some prior year comparative amounts have been reclassified on a basis consistent with the current year.

Individual routes and services may also change over time, which can impact on passenger and revenue reporting. For example a small number of Bus Éireann services which previously were included in their stage carriage services a few years ago are now more appropriately included in one of their city services, and likewise Dublin Commuter has now been split with some services categorised as Stage Carriage "East".

Where reference is made to Dublin Commuter bus services, these will comprise of services operated by both Bus Éireann and Go Ahead Ireland. Dublin Bus also adjust their services and with more cross city and orbital services now passengers may be able to complete their journey by taking one trip while previously it may have required two trips. As with commuter bus services, where Dublin city bus services are mentioned, these incorporate services operated by both Dublin Bus and Go Ahead Ireland.

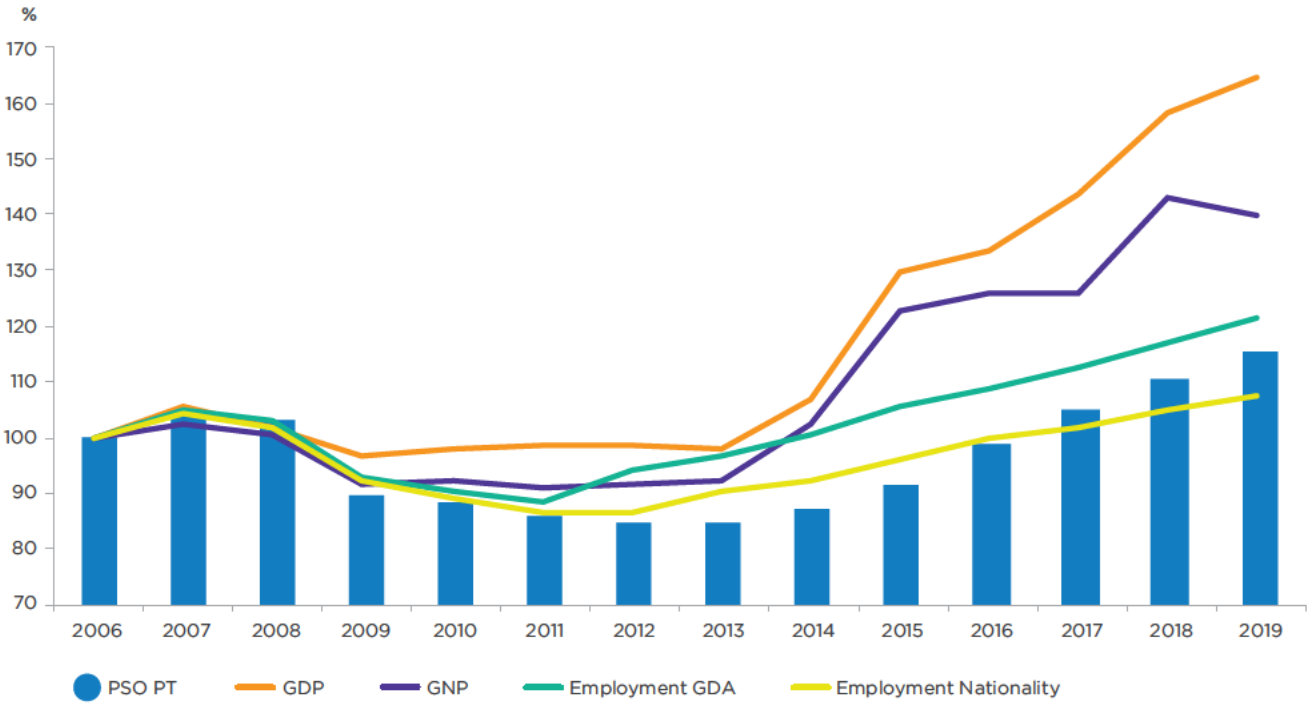
1

# Total Number of PSO Passenger Journeys

## Economic Outlook

Demand for public transport services is strongly related to economic activity. Economic growth increases employment, disposable income, and consumer spend, all of which lead to more travel. Economic decline produces the opposite effect. This was clearly demonstrated over the past decade.

### Public Transport Usage & Economic Performance (Base Year 2006)




In 2007, passengers travelling by public transport were at a peak, based on passenger journeys in the annual reports of the transport operators. As the first sign of economic decline was evident in 2008, passenger journeys on public transport began to decline. The year 2009 saw the largest decline in passenger journeys when numbers fell by more than 10% across all modes of public transport. Total passenger journeys on public transport continued to decline, but at much slower rate, over the next three years up to 2012 although some services such as Luas did see some growth as new Luas lines were opened[1].

1 Bus Éireann passenger numbers pre 2009 may include a small portion of commercial Expressway services.

By 2013, the decline in total public transport passenger journeys had halted as the economy began to stabilise. In the six years since 2013 growth in total passenger journeys has been strong across all modes of PSO funded public transport. Total PSO passenger journeys grew by 25.6 million in 2019, surpassing the previous two year's increases of just over 16 million in 2017 and 2018. This represents an increase of 9.5% in 2019 alone[2]. The strength of growth in patronage has trended upwards in line with, or in excess of growth rates in employment and overall productivity, both within the GDA and across the state.

While recovery in the economy was a significant element in the growth of passenger journeys from 2012, the on-going redesign of bus networks particularly in the cities of Dublin, Cork, Galway and Limerick have contributed to passenger journey growth. This redesign of networks is carried out by the Authority in conjunction with bus operators.

Over 294 million passenger journeys were carried on PSO services in 2019, surpassing a previous highs of 269 million in 2007 and more recently in 2018. This compares to a low of 210 million in 2012. Tables 1A and 1B along with Figure 1.1 illustrate the changes in passenger journeys on exchequer funded public transport services across the State between 2010 and 2019.

## Table 1A: Annual passenger journeys (millions)

| Year / Operator | PSO Bus Services | PSO Rail Services | Light Rail Services | Total PSO Services | Change in passenger journey numbers |
|---|---|---|---|---|---|
| 2010 | 147.6 | 38.2 | 27.5 | 213.4 | |
| 2011 | 145.3 | 37.4 | 29.1 | 211.8 | -1.6 |
| 2012 | 143.6 | 36.7 | 29.3 | 209.7 | -2.1 |
| 2013 | 142.9 | 36.7 | 30.5 | 210.1 | 0.4 |
| 2014 | 147.7 | 37.8 | 32.6 | 218.1 | 8.0 |
| 2015 | 151.8 | 39.7 | 34.6 | 226.1 | 8.0 |
| 2016 | 159.3 | 42.8 | 34.0 | 236.1 | 10.1 |
| 2017 | 169.3 | 45.5 | 37.6 | 252.5 | 16.4 |
| 2018 | 179.2 | 48.0 | 41.8 | 269.0 | 16.5 |
| 2019 | 196.2 | 50.1 | 48.3 | 294.6 | 25.6 |

## Table 1B: Annual passenger journeys (% Change)

| Year / Operator | PSO Bus Services | PSO Rail Services | Light Rail Services | Total |
|---|---|---|---|---|
| 2011 | -1.6% | -2.2% | 5.7% | -0.8% |
| 2012 | -1.1% | -1.7% | 0.8% | -1.0% |
| 2013 | -0.5% | 0.0% | 4.1% | 0.2% |
| 2014 | 3.4% | 2.9% | 6.9% | 3.8% |
| 2015 | 2.8% | 4.9% | 6.1% | 3.6% |
| 2016 | 4.9% | 7.9% | -1.6% | 4.4% |
| 2017 | 6.3% | 6.3% | 10.6% | 6.9% |
| 2018 | 5.8% | 5.4% | 11.1% | 6.5% |
| 2019 | 9.5% | 4.4% | 15.6% | 9.5% |

2 It should be noted that data reported within this bulletin covers the period to the end of calendar year 2019 and documents record growth in the use of public transport services in Ireland up to that point. The subsequent onset of the COVID 19 global pandemic in early 2020 has had a devastating impact on the world economy and has resulted in dramatic decreases in public transport patronage across all modes

The data in Table 1A shows the number of passenger journeys carried across each of the main modes of public transport over the period 2010 to 2019. In general the numbers reflect trends in the economy with a fall in passenger journey numbers in 2011. In 2012, passenger journeys on PSO bus and rail services continued to decline but the level of decline was easing off. Following a period of stabilisation across all modes, overall passenger journeys began to increase year on year with growth of between 8 and 10 million between 2014 and 2016. These increases were largely driven by significant gains in patronage on rail and light rail services. Growth across all modes further increased between 2017 and 2018 with increases of 16 million each year, with 2019 producing a further increase of over 25 million, yielding a record number of public transport journeys, in excess of 294 million across the State.

The Authority, in partnership with Dublin Bus, Bus Éireann and Go Ahead Ireland are continuing to redesign parts of the network to ensure that a better service can be provided to the travelling public, to meet evolving patterns of travel demand. Redesigning the rail and light rail network is not achieved as easily as the lines are fixed but service levels can be increased or decreased based on demand. Over time extensions can be added to the network such as Luas CrossCity or utilising the rail connection between Heuston and Connolly stations via the Phoenix Park Tunnel to provide new rail services to the south east of Dublin city centre.

Details of changes to these networks are included at Chapter 10 of this bulletin.

## Figure 1.1: Total PSO Passenger Journeys 2010 - 2019 (millions)

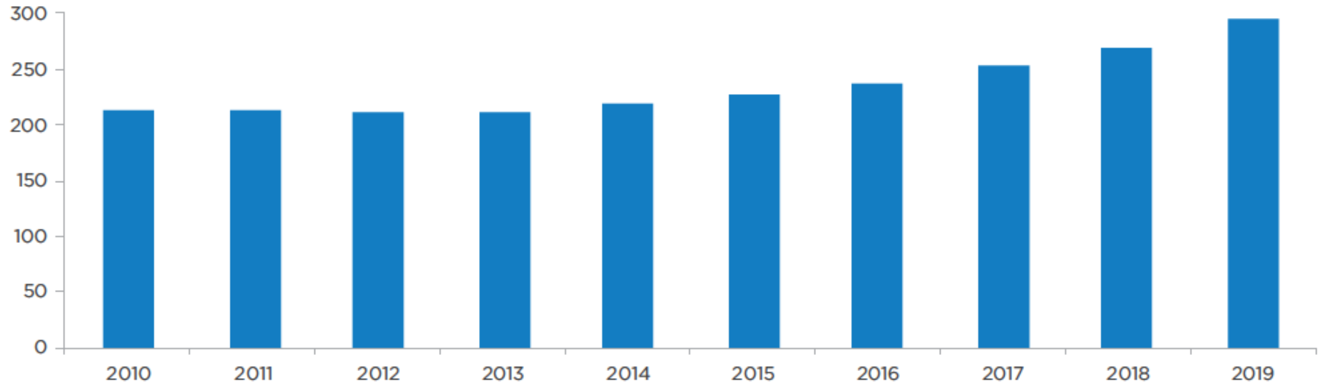



Figure 1.1 shows all PSO passenger journeys combined from 2010 to 2019. This shows that passenger journey numbers declined marginally from 2010 to 2012 and stabilised in 2013. The chart shows consistent growth between 2014 and 2016, averaging 4% annually. 2017 and 2018 seen slightly greater levels of overall growth in patronage of 6.7%, while the most significant increase can be seen in 2019 where passenger journeys on public transport increased by a record 9.5%, to over 294 million.

## Figure 1.2: PSO Public Transport Passenger Journeys by Mode, 2010 - 2019 (millions)

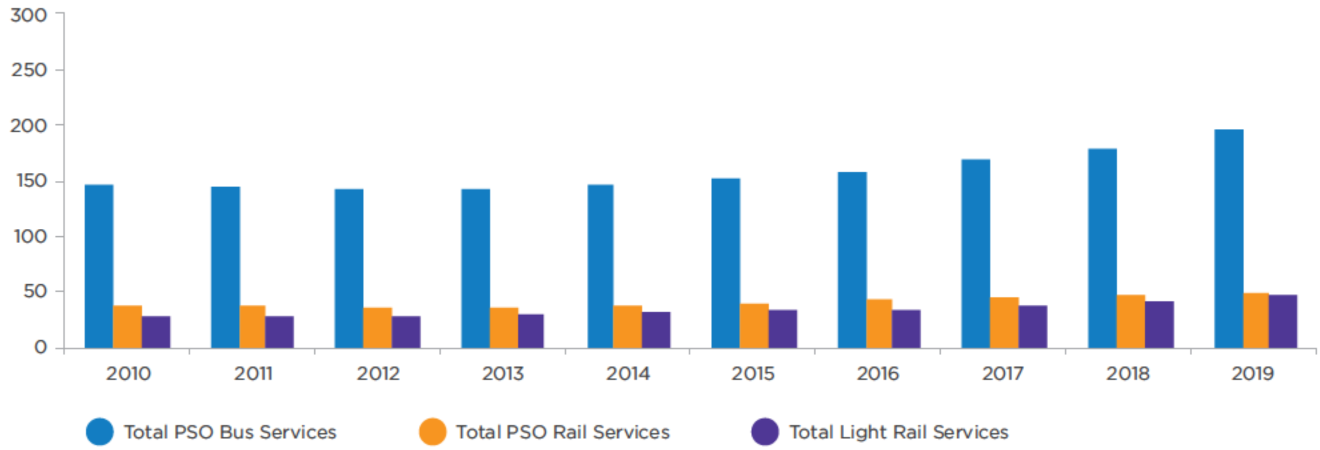


Figure 1.2 shows the total passenger journeys by mode from 2010 to 2019. It is clear from the chart that bus services carry many more passengers nationally than all of the other modes. Bus services have traditionally accounted for almost 70% of public transport journeys, up to approximately 2014. Between 2015 and 2019, bus services have accounted for approximately 67% of all public transport usage. Rail and light rail services have fluctuated in recent years with rail journeys accounting for 17% in 2019 and light rail accounting for 16% of all public transport journeys. Light rail services have seen gradual increases in modal share, rising from 14% in 2016.

# Bus Services

Overall patronage on PSO bus services has grown since 2013 for a variety of reasons including improved economic conditions, enhanced services in both recently tendered contracts and in existing direct award contracts, and new bus routes in tendered PSO bus contracts.

Dublin metropolitan bus services carry more than half of the total passenger journeys in Ireland (51.9% in 2019). Following a number of years of decreases between 2010 and 2013 as a result of the economic downturn, passenger journeys on Dublin bus services have increased by an average of 4.9% to 2018, with the highest growth reported in 2017 of 8.7%, representing some 136.3 million. Following the transfer of services to Go Ahead Ireland in the last two years along with the provision of additional services by Dublin Bus, passenger growth on bus services in Dublin has increased to an even greater extent, with total bus journeys in 2019 in excess of 152 million, a growth rate of 8% since the previous year.

PSO bus services outside Dublin, predominantly operated by Bus Éireann, have seen a significant upturn since 2017, where results were influenced by 21 days of industrial action when no Bus Éireann services operated. 35.3 million passenger journeys were recorded in 2018. This represented a year on year growth of 13.4% over 2017. 2019 saw a similar growth of 13.1% over 2018, yielding a total of 39.9 million passenger journeys following investment by the Authority in additional services and greater frequency on some services.

Rural bus services provided and managed by Local Link have seen annual passenger journeys rise gradually over the years, albeit on a much smaller scale to that of the larger operators. Increases before 2018 have partially been due to new reporting methods that saw the inclusion of passengers on additional contracted services being included. In 2018, Local Link saw strong growth of 19.6%, their best year since 2011. This was mainly as a result of the introduction of over 50 new services since 2016. 2019 has seen further improvement, with these services contributing a further 2.5 million passenger journeys, increasing by 12.6% on the previous year.

# Rail Services

Rail services operated by Iarnród Éireann carried 50.1 million passenger journeys in 2019, growing by 4.4% in the year and representing a new record level of operation, which has been supported by the introduction of a 10-minute Dart service in the latter part of 2018. In addition, a number of service enhancements on Intercity and Commuter services to and from Dublin and Galway in 2019 have also supported additional capacity and passenger journeys.

# Light Rail Services

Passenger journeys on Luas services operated by Transdev Dublin Light Rail Limited followed the pattern of the other operators with growth each year except in 2016. Growth in Luas passenger journeys in 2011 was aided by the opening of extensions to both the green line and the red line between December 2009 and July 2011. The falloff in passenger numbers in 2016 can be attributed to two events, namely a partial closure of the red line for 6 weeks to allow for Luas CrossCity works and 12 days of industrial action. Luas passenger journeys were up by over 10% to 37.6 million in 2017, a trend that has continued in the last two years with the highest rate of year on year growth for the operator of 15.6% in 2019, with 48.3 million passenger journeys. The opening of Luas CrossCity on 9th December 2017 has undoubtedly heavily influenced the growth of passenger journeys seen in recent years. Furthermore, the introduction of 4 new extended trams on the Green Line in 2019 have provided extra passenger capacity thereby supporting continued growth in patronage.

# Factors influencing Passenger Journeys

From time to time Public transport operators, with the agreement of the Authority review their reporting methodologies to provide more accurate data on their services. When this occurs the operator usually restates the data for the previous year so as it can be compared with the current year and future years. Bus Éireann restated their 2013 passenger journeys while Iarnród Éireann restated their 2012 passenger journeys. While restatements result in a slight adjustment to the comparison between one year and the next, they do not affect the overall trend in passenger journey growth over a number of years.

In any year, particular events may affect passenger numbers on one or more operators. One such event is industrial action. Bus Éireann service did not operate for two days in May in 2013 and in 2015. In 2017 Bus Éireann services did not operate for 21 days in March and April. Iarnród Éireann had two days of industrial action in August 2014 and a three hour stoppage during the morning peak in October 2015. Iarnród Éireann had two days of industrial action in November 2017 along with a number of stoppages associated with the Bus Éireann dispute. Dublin Bus had no PSO bus services for three days in August 2013 and two days in May 2015. In 2016 Luas lost 12 days due to industrial action and Dublin Bus lost six days.

Weather events can also affect passenger numbers. 2017 saw the arrival of ex-hurricane Ophelia which disrupted most public transport services for at least one day with Luas not operating for a second day due to damage caused by the largest storm to hit Ireland in almost 50 years. Extreme weather events also impacted on 2018 figures, with the onset of Storm Emma in March, resulting in heavy snow and the cancellation of services over a number of days.

# 2

# PSO Passenger Journeys by Region

Dublin metropolitan bus services are operated by Dublin Bus and Go Ahead Ireland. While they mainly operate within Dublin City & County some services also operate in North Kildare and North Wicklow. In addition to metropolitan bus services, Commuter bus services operate into Dublin from surrounding counties. These services are operated by Bus Éireann and Go Ahead Ireland. Light rail (Luas) services in Dublin are operated by Transdev Dublin Light Rail Limited and DART and Commuter rail services are operated by Iarnród Éireann.

Bus services operated by Bus Éireann provide services to all 26 counties, and similar to that of Iarnród Éireann, offer services to Northern Ireland. Rural bus services operated under the Local Link programme operate in all 26 counties with a small number of services extending into Northern Ireland. Rail services operated by Iarnrod Éireann provide services to 23 of 26 counties and services to Northern Ireland.

The tables below present passenger journeys in the Dublin region, the Greater Cork City region, Galway, Limerick and Waterford cities, and the rest of the country, including stage carriage bus services (serving areas outside larger towns and cities) operated by Bus Éireann and Intercity rail services operated by Iarnród Éireann.

## Dublin Region

### Table 2A: Dublin Region Annual Passenger Journeys (millions)

| Year/ Operator | Dublin City Bus Services | Dublin Commuter Bus Services | Dublin Commuter & Dart Rail Services | Light Rail (Luas) Services | Total Passenger Journeys |
|---|---|---|---|---|---|
| 2013 | 112.5 | 4.9 | 25.9 | 30.5 | 173.8 |
| 2014 | 116.3 | 5.0 | 26.5 | 32.6 | 180.4 |
| 2015 | 119.8 | 5.1 | 28.1 | 34.6 | 187.6 |
| 2016 | 125.4 | 5.5 | 30.9 | 34.0 | 195.8 |
| 2017 | 136.3 | 5.1 | 32.8 | 37.6 | 211.7 |
| 2018 | 141.5 | 5.9 | 34.2 | 41.8 | 223.4 |
| 2019 | 152.7 | 6.6 | 35.6 | 48.3 | 243.2 |

Table 2A shows trends in passenger journeys for the Dublin region. Since 2013 total passenger journeys have grown each year with total passenger journey growth since 2013 at just under 40%.

There are some exceptions to the continuous growth, namely Luas in 2016 where passenger numbers declined due to a six week closure of a city centre section of the Red Line to facilitate Luas CrossCity construction and due to 12 days of industrial action. Dublin commuter bus passenger numbers also declined in 2017, as Bus Éireann operated no services for 21 days due to industrial action.

## Table 2B: Dublin Region Annual Passenger Journeys (% Growth)

| Year/ Operator | Dublin City Bus Services | Dublin Commuter Bus Services | Dublin Commuter & Dart Rail Services | Light Rail Services | Total Passenger Journeys |
|---|---|---|---|---|---|
| 2013 to 2019 | 35.8% | 34.4% | 37.1% | 58.5% | 39.9% |

Table 2B shows that the strongest growth in the Dublin region was on light rail services; 58.5% between 2013 and 2019. Bus and rail services have also performed very well in this period, averaging 35.8% growth across the modes.

Figure 2.1 highlights the very high modal share for bus services in the Dublin region. In numerical terms the increase in bus patronage far outweighs that seen on other modes since 2013.

## Figure 2.1: Dublin Region Annual PSO Passenger Journeys (millions)

# Cork City Region

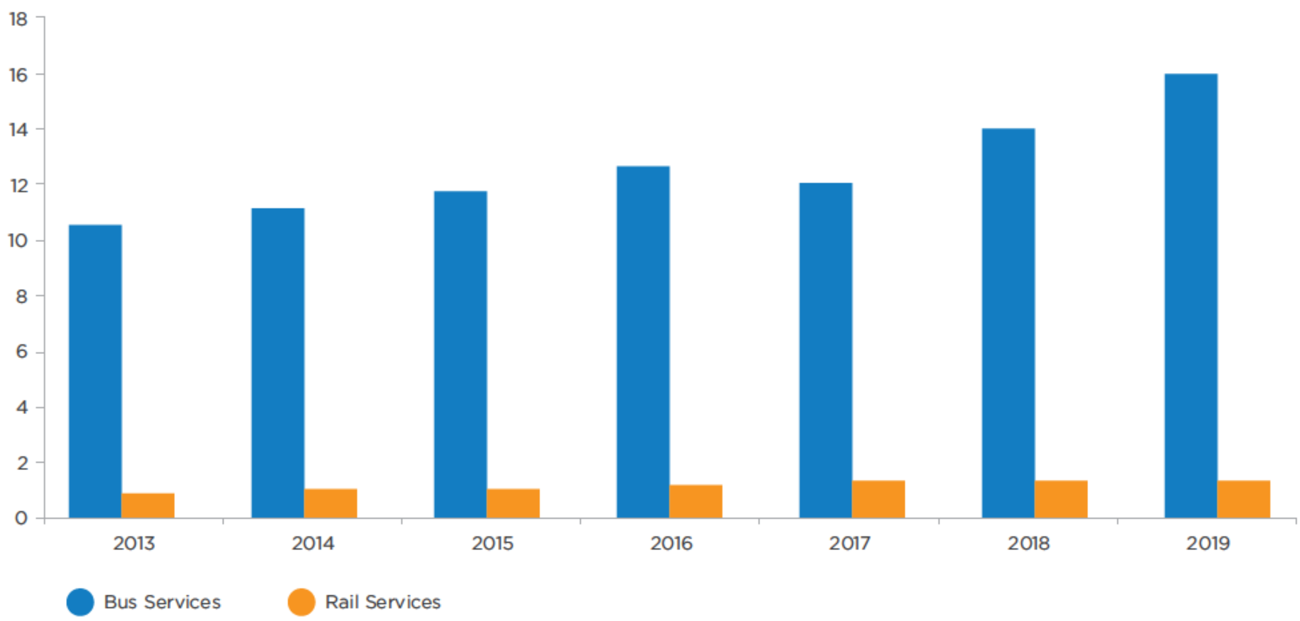
Table 2C and Figure 2.2 show the passenger journeys using PSO subsidised public transport in Cork commuter areas. Both Bus Éireann and Iarnród Éireann provide services in the Cork commuter area. The difference in passenger journeys in Cork commuter area compared to the Dublin region is significant.

The Dublin region has about 14 passenger journeys on public transport for every one passenger journey in Cork. There were 17.3 million passenger journeys in the Cork commuter area in 2019 compared to 243.2 million in the Dublin region. Bus users accounted for 91.6% of public transport journeys in Cork in 2019.

## Table 2C: Cork Commuter Annual Passenger Journeys (millions)

| Year/ Operator | Bus Services | Rail Services | Total Passenger Journeys |
|---|---|---|---|
| 2013 | 10.5 | 0.9 | 11.5 |
| 2014 | 11.0 | 1.1 | 12.1 |
| 2015 | 11.7 | 1.1 | 12.9 |
| 2016 | 12.6 | 1.2 | 13.8 |
| 2017 | 12.1 | 1.3 | 13.4 |
| 2018 | 13.9 | 1.3 | 15.3 |
| 2019 | 15.9 | 1.5 | 17.3 |

## Figure 2.2: Cork Commuter Annual PSO Passenger Journeys (millions)




## Table 2D: Cork Annual Passenger Journeys (% Change)

| Year/ Operator | Bus Services | Rail Services | Total Passenger Journeys |
|---|---|---|---|
| 2013 to 2019 | 50.6% | 55.6% | 51.0% |

Table 2D shows the passenger journey growth between 2013 and 2019. Overall public transport patronage has grown by at least 13% each year since 2017 and by 51% since 2013. The growth in Cork City bus passengers has been greatly helped by the reconfiguration of the city network over the past few years. Following a fall in passenger journeys in 2017 owing to industrial action (-4.2%), bus services returned to growth in 2018 with a 15.3% increase in 2017 and a further 14.1% increase in 2019.

# Other cities and rural services

Table 2E and Figure 2.3 show trends in passenger numbers on services outside the Dublin and Cork commuter regions.

## Table 2E: Annual Passenger Journeys outside Dublin and Cork regions (millions)

| Year/ Operator | Bus Services Galway city | Bus Services Limerick city | Bus Services Waterford city | National Bus Services | Intercity Rail Services | Rural Bus Services (Local Link) | Total |
|---|---|---|---|---|---|---|---|
| 2013 | 3.8 | 2.8 | 0.8 | 4.2 | 9.9 | 1.7 | 23.3 |
| 2014 | 4.1 | 2.8 | 0.8 | 4.1 | 10.2 | 1.8 | 23.9 |
| 2015 | 4.0 | 2.8 | 0.8 | 4.1 | 10.4 | 1.8 | 23.9 |
| 2016 | 4.2 | 2.9 | 0.8 | 4.2 | 10.7 | 1.8 | 24.7 |
| 2017 | 4.2 | 3.2 | 0.8 | 4.2 | 11.4 | 1.9 | 25.6 |
| 2018 | 4.7 | 3.5 | 0.8 | 5.2 | 12.4 | 2.0 | 28.6 |
| 2019 | 5.7 | 3.9 | 1.2 | 5.8 | 13.1 | 2.5 | 32.3 |

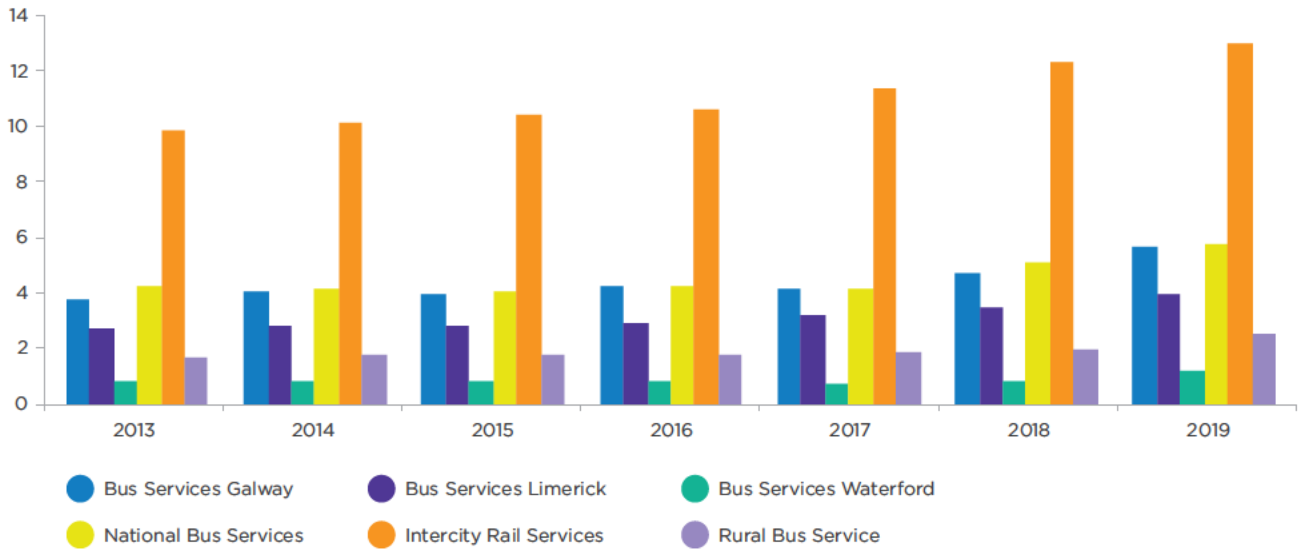
Total passenger journeys on these services were 32.3 million in 2019, again only a small fraction of the numbers using public transport in the Dublin region. Intercity rail services carried approximately 40% of these passengers while bus services within the other regional cities accounted for just over a third (33.5%). Rural bus services operated under the Local Link brand carried the balance of passenger journeys.

## Table 2F: Annual Passenger Journeys Outside Dublin and Cork regions (% Change)

| Year/ Operator | Bus Services Galway city | Bus Services Limerick city | Bus Services Waterford city | National Bus Services | Intercity Rail Services | Rural Bus Services (Local Link) | Total |
|---|---|---|---|---|---|---|---|
| 2013 to 2019 | 48.1% | 42.9% | 49.2% | 37.5% | 32.1% | 46.2% | 38.6% |

Intercity rail services grew steadily between 2013 and 2016 (2.6% on average) but have since seen more than proportionate increases of 6.9% in 2017 and 8.5% in 2018. Despite growth in 2019 easing to 4.4%, overall growth from 2013 to 2019 sits at 32.1%. Bus services in Galway and Limerick have had very strong growth in 2019 following the introduction of enhanced timetables and improved service provision, with patronage increasing by an average of 15.8% in both cities in 2019 and by an average of 45.5% since 2013. Waterford city services have however shown the largest growth in the period to 2019 with patronage having increased by 50%. Services in Waterford had been competitively tendered and commenced operation in early 2019 with significant improvements being seen in the second half of the year, resulting in further increases in patronage. Targeted campaigns to promote the use of leap in Galway, Limerick and Waterford may also have fed into further growth in recent years.

## Figure 2.3: Annual PSO Passenger Journeys outside Dublin Region and Cork Commuter (millions)

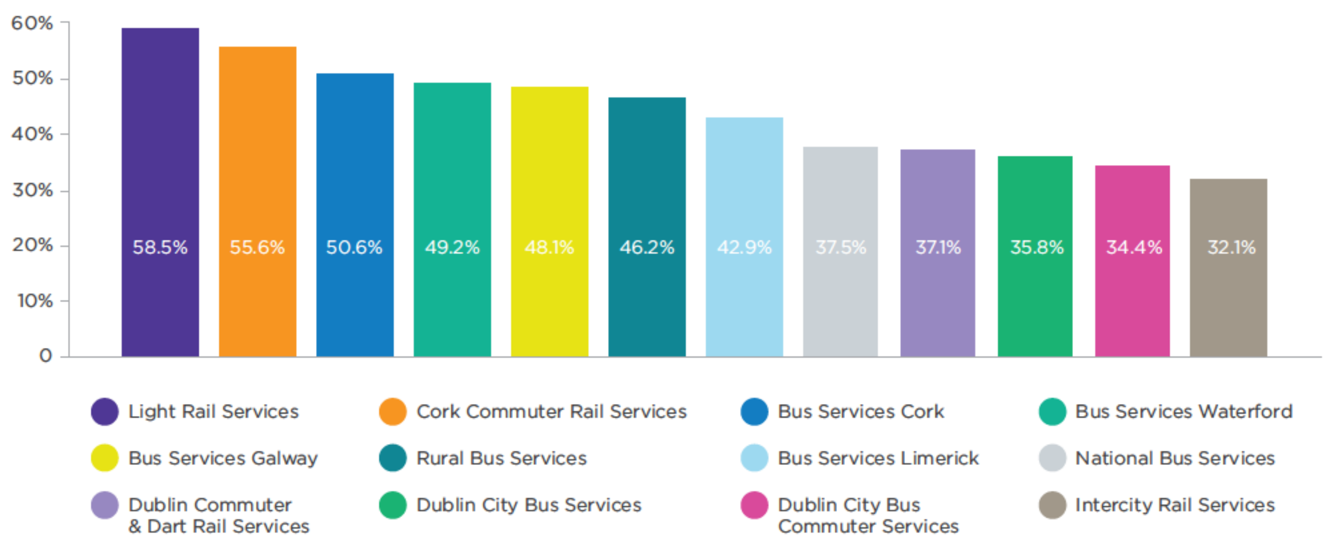



When looking at the growth in passenger journeys between 2013 and 2019 the following observations can be made:

- Growth over the period is strong, increasing by an average of 38.6% across all market segments.
- Intercity rail services carry the largest share of patronage outside of the Dublin and Cork areas, with 13.1 million passenger journeys in 2019, up from 9.9 million in 2013.
- Bus services in Galway account for 5.7 million passenger journeys in 2019, having added 1.8 million passenger journeys since 2013 and 0.94 million in 2019 alone.
- National bus services (stage carriage) accounted for 5.8 million passenger journeys in 2019, up from 3.8 million passenger journeys in 2013. Most of this growth has taken place in 2018 and 2019.

Figure 2.4 illustrates the growth rates across all sectors. Light rail services operated by Luas have shown the strongest growth since 2013, with patronage increases of 58.5%. Public transport services in Cork also feature as 2nd and 3rd best performers since 2013, however it is worth noting that these services along with that of city bus services have significantly lower patronage levels in real terms.

## Figure 2.4: PSO Passenger Journeys by Sector 2013 to 2019 (% Change)



## Figure 2.5: PSO Passenger Journeys by Region 2019

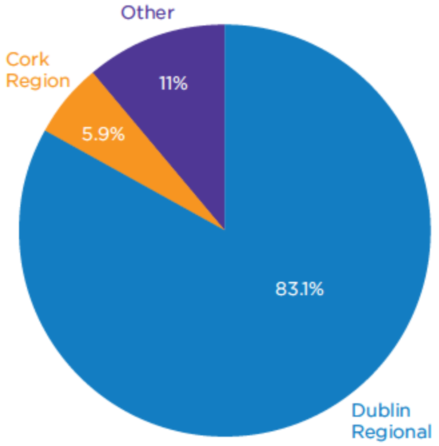



Figure 2.5 shows all passenger journeys in 2019 broken down into 3 regions: the Dublin region, the Cork region and the rest of Ireland. The chart shows that the Dublin region dominates, accounting for 83.1% of all PSO public transport journeys. The Cork region accounts for 5.9% of all passenger journeys while the rest of Ireland accounts for 11% of all passenger journeys.

# 3

# Total Operated Vehicle Kilometres and Vehicle Seat Kilometres

The changes in both operated vehicle kilometres and vehicle seat kilometres operated across the three main public transport modes in the State are shown in Tables 3A to 3D along with Figure 3.1.

*'Operated vehicle kilometres'* refers to the actual amount of vehicle kilometres that a bus or rail operator has operated in a given period, as opposed to *'scheduled vehicle kilometres'* which indicates the number of vehicle kilometres planned to operate according to operator timetables.

*'Vehicle seat-kilometres'* is a unit of passenger transport capacity measuring the average number of seats available on each vehicle multiplied by the total kilometres travelled by all vehicles operating PSO services.

Given that transport operators operate a variety of vehicles with differing numbers of seats, vehicle seat-kilometres can be instructive in illustrating transport capacity. However on city or commuter services passengers can stand for a short journey and that will increase the capacity available over the seated capacity. Commuter and Dart rail services in particular offer significant standing capacity on their vehicles and this standing capacity is not included in the vehicle seat kilometres outlined here. Light rail trams have an average of 70 seats per tram with total capacity including standing of 310. As most light rail passengers travel relatively short journeys many of them are required to stand for their journey. Therefore for light rail services the vehicle seat-kilometres includes both seating and standing capacity on their trams.

## Bus Services

In general terms, both vehicle kilometres and vehicle seat kilometres trended downwards between 2010 and 2014 as passenger journeys fell following economic decline, before stablishing thereafter. The two main bus operators have increased vehicle kilometres in recent years, as demand for services has increased and additional services are provided. The number of vehicle seat kilometres has increased by a larger percentage compared to operated kilometres, particularly on Bus Éireann services, as a result of bus capacities increasing, allowing them to carry more passengers with the same number of services operated. In 2018, Dublin Bus figures have receded somewhat owing to a small portion of services being transferred to Go Ahead Ireland, and also extreme weather events earlier in the year. The tendering of bus services in conjunction with the introduction of other new services nationally has led to sustained growth in overall vehicle kilometres operated and seat kilometres in both 2018 and in 2019. Bus Éireann have also seen gains in both metrics owing to enhanced service delivery outside the Dublin region, with supporting marketing campaigns towards the use of leap.

## Light Rail Services

Vehicle kilometres operated on light rail services increased significantly in 2011 following the opening of Luas extensions in late 2010. In 2013 the vehicle kilometres reduced as the interval between some services was extended but this was reversed partially the following year. The reduction in vehicle kilometres in 2016 is due to a combination of closing the red Luas line between Jervis and the Point for six weeks to allow for Luas CrossCity works and 12 days of industrial action when no services were operated. In 2017 Luas recovered the lost kilometres from 2016 and increased the number of services as passenger journeys also increased.

The opening of the Luas CrossCity extension to the Green line in December 2017 has also resulted in both increased kilometres operated, and seat kilometres in 2018, bolstered by increased capacity. 2019 saw the introduction of 4 extended trams on the Green Line, providing extra passenger capacity. This has seen seat kilometres increase by a further 8.2% from the previous year.

## Rail Services

Operated vehicle kilometres on rail services have remained relatively constant over the years between 2010 and 2016 but the operated seat kilometres dropped each year between 2011 and 2014. This is because Iarnród Éireann implemented a fleet strategy which allowed them to maintain the number of services provided but reduce costs by matching more closely the number of carriages required to the number of passengers travelling. In 2015 and 2016 in line with passenger journey numbers growing they adjusted upwards the number of carriages used on various services thereby increasing the number of vehicle seat kilometres. The introduction of a 10 minute Dart service in late 2018 and enhancements on Intercity and Commuter services to and from Dublin and Galway in 2019 resulted in operated kilometre increases of 9.2% and 6.6% in seat kilometres in 2019.

## Factors affecting operated vehicle and seat kilometres

In 2017 both vehicle kilometres and seat kilometres on rail services decreased by -5.7% and -4.0% respectively as a result of industrial action by Iarnród Éireann staff, as well as train cancellations due to knock on effects of Bus Éireann industrial action. Services were also impacted due to ex- hurricane Ophelia.

Bus Éireann changed their method used to calculate kilometres operated in 2013 and 2014 and these figures have been restated. As a result, 2013 and 2014 vehicle kilometres operated are not directly comparable with previous years. Seat kilometres operated have also been restated from 2010 to 2019 to reflect average seat numbers on PSO services.

Operated vehicle kilometres provided by Dublin Bus have also been restated from 2010 to 2019 to reflect revenue generating PSO kilometres as opposed to company operated kilometres, with figures between 2010 and 2013 being approximations based on average seat numbers using the revised methodology.

### Table 3A: Annual operated vehicle kilometres (millions)

| Year / Operator | Total PSO Bus Services | Total PSO Rail Services | Total Light Rail Service | Total | Total Change |
|---|---|---|---|---|---|
| 2010 | 87.0 | 15.950 | 2.9 | 105.8 | |
| 2011 | 84.2 | 15.960 | 3.7 | 103.8 | -2.0 |
| 2012 | 82.4 | 15.960 | 3.8 | 102.2 | -1.6 |
| 2013 | 76.8 | 15.967 | 3.5 | 96.3 | -5.9 |
| 2014 | 80.3 | 15.965 | 3.7 | 100.0 | 3.7 |
| 2015 | 81.2 | 15.965 | 3.7 | 100.8 | 0.9 |
| 2016 | 82.9 | 16.0 | 3.5 | 102.3 | 1.5 |
| 2017 | 84.2 | 15.0 | 3.7 | 102.9 | 0.5 |
| 2018 | 91.0 | 16.2 | 4.1 | 111.3 | 8.4 |
| 2019 | 98.7 | 17.7 | 4.4 | 120.8 | 9.5 |

### Table 3B: Annual operated vehicle kilometres (% Change)

| Year/Operator | Total PSO Bus Services | Total PSO Rail Services | Total Light Rail Services | Total Change |
|---|---|---|---|---|
| 2011 | -3.2% | 0.1% | 27.3% | -1.9% |
| 2012 | -2.1% | 0.0% | 4.0% | -1.6% |
| 2013 | -6.8% | 0.0% | -7.6% | -5.8% |
| 2014 | 4.6% | 0.0% | 3.5% | 3.8% |
| 2015 | 1.1% | 0.0% | -0.1% | 0.9% |
| 2016 | 2.1% | -0.1% | -4.7% | 1.5% |
| 2017 | 1.5% | -5.7% | 4.9% | 0.5% |
| 2018 | 8.1% | 7.7% | 11.0% | 8.2% |
| 2019 | 8.5% | 9.2% | 8.0% | 8.6% |
| 2010 to 2019 | 13.5% | 10.9% | 51.5% | 14.1% |

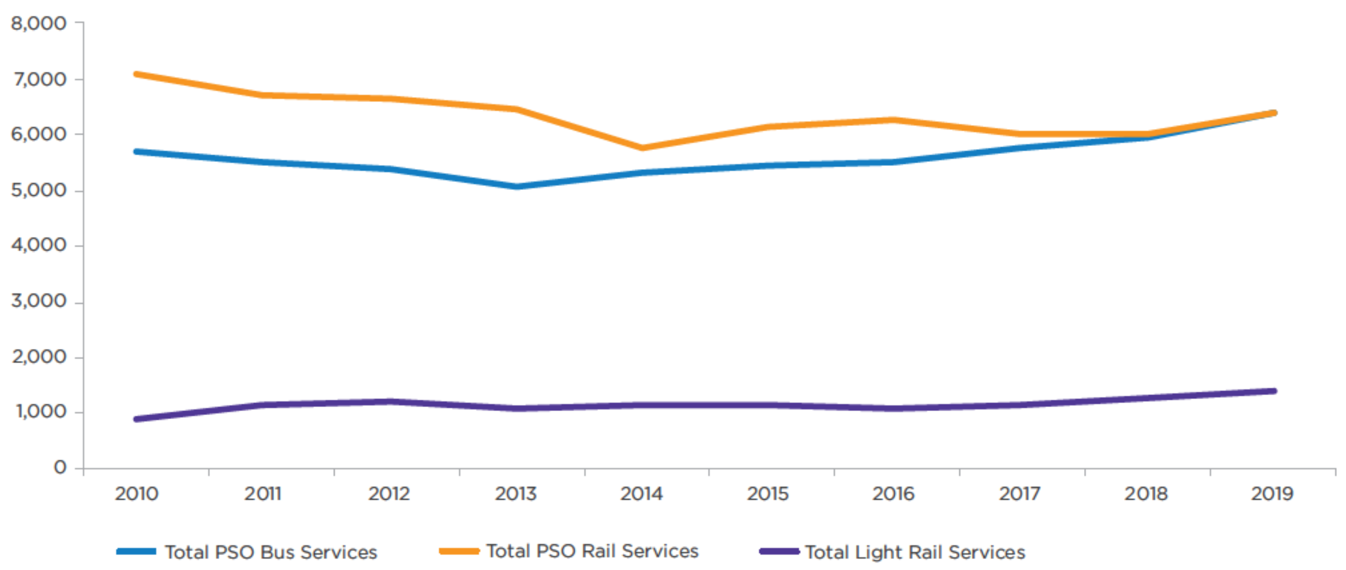
## Table 3C: Annual operated vehicle seat kilometres (millions)

| Year / Operator | Total PSO Bus Services (seats only) | Total PSO Rail Services (seats only) | Total Light Rail Services (Seated and standing) | Total | Total Change |
|---|---|---|---|---|---|
| 2010 | 5,633.8 | 7,063.1 | 898.4 | 13,595.3 | |
| 2011 | 5,450.7 | 6,677.6 | 1,143.1 | 13,271.3 | -323.9 |
| 2012 | 5,349.9 | 6,623.0 | 1,188.9 | 13,161.9 | -109.5 |
| 2013 | 5,021.5 | 6,398.0 | 1,098.8 | 12,518.3 | -643.6 |
| 2014 | 5,294.0 | 5,707.0 | 1,137.0 | 12,138.0 | -380.3 |
| 2015 | 5,410.5 | 6,123.2 | 1,135.8 | 12,669.5 | 531.5 |
| 2016 | 5,499.7 | 6,208.3 | 1,081.9 | 12,789.9 | 120.4 |
| 2017 | 5,709.7 | 5,961.4 | 1,134.9 | 12,806.0 | 16.1 |
| 2018 | 5,944.2 | 5,986.6 | 1,260.3 | 13,191.1 | 385.1 |
| 2019 | 6,322.3 | 6,379.1 | 1,363.4 | 14,064.8 | 873.6 |

## Table 3D: Annual operated vehicle seat kilometres (% Change)

| Year/Operator | Total PSO Bus Services | Total PSO Rail Services | Total Light Rail Services | Total Change |
|---|---|---|---|---|
| 2011 | -3.3% | -5.5% | 27.2% | -2.4% |
| 2012 | -1.8% | -0.8% | 4.0% | -0.8% |
| 2013 | -6.1% | 3.7% | -7.6% | -4.9% |
| 2014 | -2.8% | -10.8% | 3.5% | -3.0% |
| 2015 | 2.2% | 7.3% | -0.1% | 4.4% |
| 2016 | 1.6% | 1.4% | -4.7% | 0.9% |
| 2017 | 3.8% | -4.0% | 4.9% | 0.1% |
| 2018 | 4.1% | 0.4% | 11.0% | 3.0% |
| 2019 | 6.4% | 6.6% | 8.2% | 6.6% |
| 2010 to 2019 | 12.2% | -9.7% | 51.8% | 3.5% |

## Figure 3.1: Annual Vehicle Seat Kilometres Operated 2010 - 2019



4

# Passenger Revenues

Passenger revenues across each of the modes of public transport are shown in Table 4A. Passenger revenues for bus, rail and light rail services are made up of cash fare revenue, Leap revenue, and prepaid ticket sales (including Taxsaver tickets), as well as the free travel grant from the Department of Employment Affairs and Social Protection (DEASP). Revenues for rural bus services operated by Local Link also includes revenue which is paid to Local Link from agencies such as the Health Service Executive (HSE) or from community groups for the provision of specific bus services.

Passenger revenues reported in this chapter do not include the annual Public Service Obligation subsidy, which is outlined in Chapter 7. Passenger revenue only relates to contracted PSO services and does not include commercial sources (e.g. the Dublin Bus Airlink airport service or Bus Éireann Expressway services).

Passenger revenue growth is as a result of increased passenger journeys or increased average fares or both.

Significant fares increases were approved by the Authority for 2012 and 2013 to compensate for loss in PSO subsidy and these fare increases enabled the growth in passenger revenues despite passenger journeys falling slightly during this period. Between 2014 and 2019 average fare increases have been moderate and it has been the growth in passenger journeys which was the main contributor to passenger revenue growth.

Passenger revenues increased by 6.8% across all modes in 2019. This was primarily due to record growth in patronage across the state and to a lesser extent, adjustments in fares necessitated by the transition towards a simplified fares structure as envisaged within the Bus Connects programme for Dublin.

Increases in revenue do not always reflect increases in passengers for a number of reasons. As the use of Leap e-purse to pay for single journeys on the bus and rail network grows it has the effect of moderating passenger revenue growth due to the significant fare discount available. The Free Travel Grant from DEASP has increased very little since 2010 despite significant increases in free travel passengers, which also has a moderating effect on the growth in passenger revenues.

## Bus Services

Passenger revenues on bus services nationally rose by the second highest annual amount in 2019 since 2010. An increase of 6.7% has largely been driven by significant increases in passenger journeys, contributing over €345 million to total passenger revenues of €660 million in the last year across all modes.

The majority of passenger revenues from bus services were generated by bus services in Dublin city, with €247million generated in 2019. Significant revenue growth occurred in 2018 and 2019 associated with the tendering of bus services and the transfer of a portion of services to Go Ahead and the introduction of enhanced timetables on many routes. Passenger revenues have also been assisted by fare adjustments within the Greater Dublin Area, as we move towards a simplified fares structure as part of Bus Connects.

Passenger revenues for bus services outside Dublin surpassed previous highs in 2019, with an annual increase of 9.8% resulting in a revenue total of €65.6 million for the year. This is despite the full roll out of Leap-enabled machines across the network where lower leap fares are now available, and reflects strong passenger growth, particularly in the regional cities and on national stage carriage services.

Figures for rural bus services operated and managed by Local Link include contracted revenue which has resulted in increased passenger revenues each year since 2011. Contracted revenue is revenue paid to Local Link from agencies such as the HSE or from community groups for the provision of specific bus services. It is this contracted revenue which supported the strong growth in Local Link passenger revenue from 2012 onwards. The introduction of a number of high frequency services across the Local Link network from 2017 has now shown to have resulted in a significant upturn in passenger revenues, increasing from €0.4m in 2017 to €1.8m in 2019, as demand for these services continues to grow.

## Light Rail Services

Luas light rail services have seen slightly higher fare increases in recent years compared to other services. Passenger revenues remained flat in 2016, but this was due the closure of the red Luas line from Jervis to the Point for six weeks to facilitate Luas CrossCity works and to 12 days of industrial action when no services operated. However, a combination of growth in passenger journeys and moderate fare increases resulted in strong revenue growth in 2017. This upward trend has continued in the last two years with passenger revenue of €81 million in 2019, which has to a large degree been supported by the opening of Luas CrossCity and improved capacity from extended trams.

## Rail Services

Passenger revenue on rail services operated by Iarnród Éireann typically account for approximately 35% of total fare revenue on PSO services nationally. 2019 was no exception, with rail services contributing just over €233 million to the overall total across the modes. Following a period of relative decline as a result of the economic downturn, passenger fare revenue has grown at a rate of 5.8% on average between 2013 and 2018. 2019 has followed in a similar vein with an additional €12.9 million generated compared to the previous year's total.

### Table 4A: Annual passenger revenue (millions)

| Year / Operator | PSO Bus Services | PSO Rail Services | Light Rail Services | Total |
|---|---|---|---|---|
| 2010 | €223.4 | €162.6 | €40.4 | €426.4 |
| 2011 | €221.5 | €156.7 | €43.7 | €421.8 |
| 2012 | €239.2 | €157.9 | €46.4 | €443.6 |
| 2013 | €255.0 | €166.9 | €47.9 | €469.8 |
| 2014 | €268.8 | €174.5 | €51.2 | €494.5 |
| 2015 | €283.0 | €184.2 | €54.4 | €521.5 |
| 2016 | €296.8 | €193.7 | €54.8 | €545.3 |
| 2017 | €305.7 | €204.9 | €62.0 | €572.6 |
| 2018 | €323.9 | €220.9 | €73.4 | €618.1 |
| 2019 | €345.5 | €233.8 | €81.0 | €660.3 |

*Figures include cash fares, plus contracted revenue collected.

### Table 4B: Annual passenger revenue (% Change)

| Year / Operator | PSO Bus Services | PSO Rail Services | Light Rail Services | Total |
|---|---|---|---|---|
| 2011 | -0.8% | -3.7% | 8.0% | -1.1% |
| 2012 | 8.0% | 0.8% | 6.4% | 5.1% |
| 2013 | 6.6% | 5.7% | 3.1% | 5.9% |
| 2014 | 5.4% | 4.6% | 6.8% | 5.3% |
| 2015 | 5.3% | 5.5% | 6.3% | 5.5% |
| 2016 | 4.9% | 5.2% | 0.8% | 4.6% |
| 2017 | 3.0% | 5.8% | 13.1% | 5.0% |
| 2018 | 5.9% | 7.8% | 18.4% | 7.9% |
| 2019 | 6.7% | 5.8% | 10.4% | 6.8% |

## Figure 4.1: Annual Passenger Revenues 2010 - 2019 (millions)

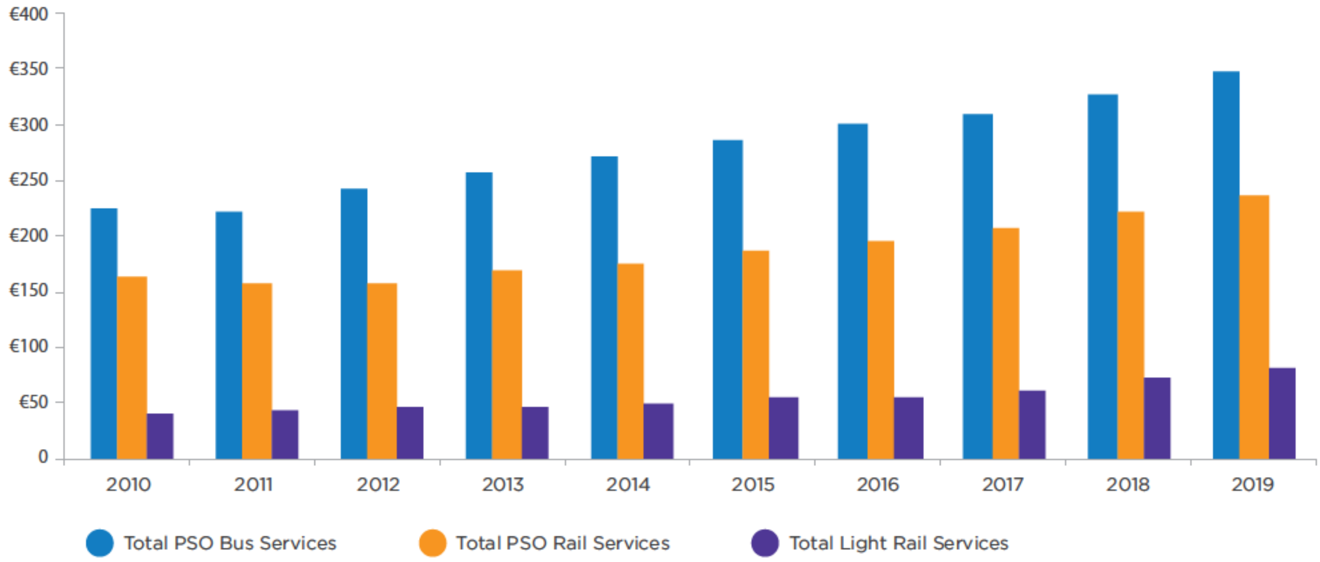



Figure 4.1 shows the annual passenger revenues for each of the public transport modes between 2010 and 2019. In overall terms, there has been growth in revenue of 4.2% on average up to 2016 across all modes. In the most recent three years however, this has accelerated to 6.6%, which has coincided with record growth in patronage. If this chart is compared with Figure 1.1 which showed passenger journeys by mode, it can be noted that while bus services nationally carry almost three times the number of passenger journeys compared to rail services, their passenger revenues are more closely aligned. This is because passenger journeys on rail are often over longer distances and the fare charged is greater than the fare charged on bus where in general terms, passengers are carried a much shorter distance. Similarly with light rail services, while Luas carried over 48 million passengers in 2019, their revenues are comparatively lower than the other modes as journeys are a lot shorter and therefore have lower fares.

# 5

# Passenger Revenues by Region

Table 5A, 5B and Figure 5.1 shows the passenger revenue from 2013 to 2019 for the Dublin region and growth over the past seven years. Dublin city bus services (incorporating services operated by Dublin Bus and Go Ahead Ireland) operate within Dublin City & County, while Dublin Commuter bus services (operated by Bus Éireann and Go Ahead Ireland) also serving Dublin, are included. Also included are rail services operated on Dublin Commuter routes, Dart services, as well as light rail services operated within Dublin City only. Passenger revenues on rail services are not broken down by Iarnród Éireann for the Dublin region and therefore the figures used in tables 5A and 5B are estimates only.

Total passenger revenues in this region have been growing steadily over the past seven years by an average of 5.7% across all modes. In overall terms, additional passenger revenues in excess of €25 million were rerecorded in the Dublin region in 2019, on the back of record growth in patronage. €247.5 million of the total revenue (54.8%) is attributable to bus services. Light rail services have grown substantially over the last two years, and represent the highest revenue growth in 2019 at 10.4%. This was followed by Dublin Commuter bus services at 7.9%, supported by service enhancements and tendered services.

## Table 5A: Dublin Region Annual Passenger Revenues (millions)

| Year | Dublin City Bus Services | Dublin Commuter Bus Services | Dublin Commuter & Dart Rail Services* | Light Rail (Luas) Services | Total Passenger Revenue |
|---|---|---|---|---|---|
| 2013 | €184.9 | €26.9 | €64.2 | €47.9 | €323.8 |
| 2014 | €194.4 | €28.1 | €68.8 | €51.2 | €342.5 |
| 2015 | €204.4 | €29.6 | €73.6 | €54.4 | €362.0 |
| 2016 | €211.7 | €31.5 | €80.9 | €54.8 | €379.0 |
| 2017 | €224.7 | €29.2 | €85.2 | €62.0 | €401.1 |
| 2018 | €234.5 | €27.6 | €90.7 | €73.4 | €426.2 |
| 2019 | €247.5 | €29.8 | €93.3 | €81.0 | €451.7 |

*Estimated

## Table 5B: Dublin Region Annual Passenger 2013 to 2019 (% Change)

| Year/ Operator | Dublin City Bus Services | Dublin Commuter Bus Services | Dublin Commuter & Dart Rail Services* | Light Rail (Luas) Services | Total Revenue Change |
|---|---|---|---|---|---|
| 2013 to 2019 | 33.9% | 10.9% | 45.3% | 69.2% | 39.5% |

*Estimated

Total growth in passenger revenues shown in table 5B of 39.5% is on a par with the growth in passenger journeys of just under 40%, in table 2B, during the same period. This reflects the strong relationship between passenger revenues and passenger journeys. It also reflects the expansion of services across all modes in the Dublin region supported by the tendering of additional services and enhancements to existing services, as well as low fare increases over the past few years and the movement from cash fares to cheaper Leap fares.

Figure 5.1 shows the dominance of bus services in the Dublin region with revenues greater than the other modes combined.

## Figure 5.1: Dublin Region Annual Passenger Revenues (millions)

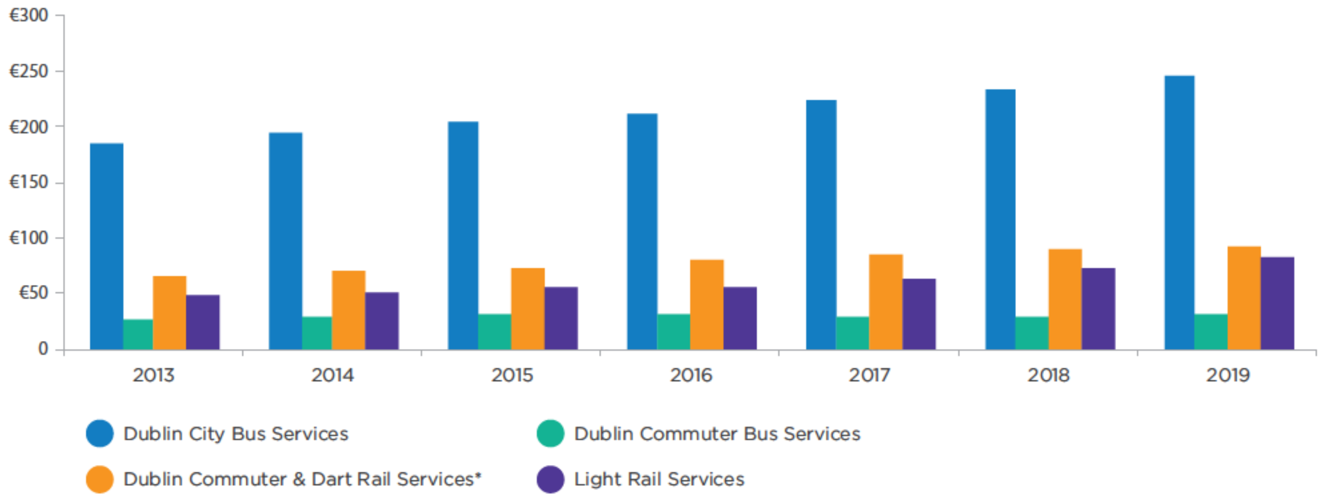



Table 5C and 5D show the breakdown of passenger revenues for areas outside the Dublin region. Most bus services are operated by Bus Éireann. All rural bus services operated and managed by Local Link are included here even though a small number of their services operate in the Dublin region. Intercity rail services operated by Iarnród Éireann are also included.

Passenger revenues from outside the Dublin region in 2019 totalled €201.8 million, approximately 44% of Dublin region passenger revenues. The largest contributor to overall passenger revenue is Intercity rail, with 67% of revenue outside of Dublin (€136.1m) arising from this sector.

Total passenger revenue outside of Dublin grew by 8.2% or €15 million in 2019 compared to the previous year.

Bus services in the regional cities grew strongly in 2019 compared to the previous year. Cork, Galway and Limerick saw average growth in revenue of over 10%. Services in Waterford performed particularly well, showing a 32% increase in revenue in 2019. This followed the introduction of enhanced timetables after a competitive tender process. Revenue growth in 2019 was further driven by increasingly strong passenger journey growth throughout the network and some fare adjustments as outlined in tables 2D and 2F.

## Table 5C: Annual Passenger Revenues Outside Dublin region (millions)

| Year/ Operator | Bus Services Cork city | Bus Services Galway city | Bus Services Limerick city | Bus Services Waterford city* | National Bus Services | Intercity Rail Services | Rural Bus Services (Local Link) | Total |
|---|---|---|---|---|---|---|---|---|
| 2013 | €16.1 | €5.1 | €3.6 | €1.0 | €16.9 | €100.6 | €0.7 | €143.8 |
| 2014 | €18.2 | €5.8 | €3.9 | €1.0 | €16.9 | €103.2 | €0.5 | €149.5 |
| 2015 | €20.4 | €5.9 | €4.0 | €1.0 | €16.8 | €107.8 | €0.8 | €156.8 |
| 2016 | €22.7 | €6.6 | €4.3 | €1.0 | €18.0 | €109.7 | €0.9 | €163.3 |
| 2017 | €21.7 | €6.7 | €4.8 | €1.0 | €17.0 | €116.4 | €0.4 | €168.0 |
| 2018 | €22.6 | €7.5 | €5.4 | €1.1 | €21.2 | €126.7 | €1.9 | €186.4 |
| 2019 | €25.6 | €8.5 | €5.7 | €1.4 | €22.6 | €136.1 | €1.8 | €201.8 |

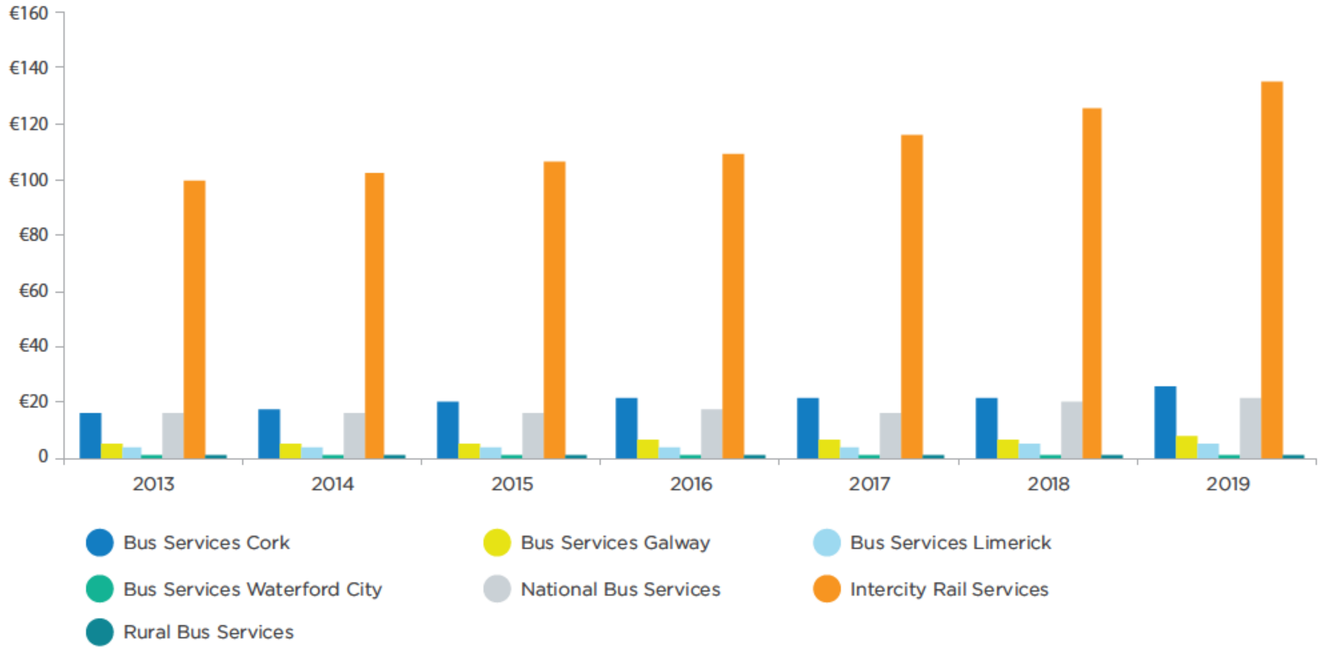
## Table 5D: Annual Passenger Revenues Outside Dublin region (% Change)

| Year/ Operator | Bus Services Cork city | Bus Services Galway city | Bus Services Limerick city | Bus Services Waterford city* | National Bus Services | Intercity Rail Services | Rural Bus Services (Local Link) | Total |
|---|---|---|---|---|---|---|---|---|
| 2013 to 2019 | 59.7% | 68.1% | 59.2% | 49.3% | 33.3% | 35.3% | 171.2% | 40.3% |

Passenger revenue growth outside Dublin rose by just over 40% between 2013 and 2019, which is on a par with that seen in Dublin itself. This reflects improved revenue results on regional city bus services, reflecting work done by the Authority in association with Bus Éireann in the reconfiguration of bus services, as well as the positive impact of tendering of services. Future revenue growth may however be mitigated somewhat as passengers on city and stage carriage services migrate to Leap in greater numbers. Revenue outturns on rural bus (Local Link) services have improved dramatically, albeit from a small base, also reflecting the improved nature of this form of service provision and the positive introduction of greater number of contracted routes.

Passenger revenues on Intercity rail services have grown by 35.3%, which is similar to passenger journey growth over the same period. This indicates that most of the growth in revenues came from additional passengers rather than an increase in fares. Fare increases on Intercity rail services have been considerably less than on other public transport services over the past number of years. The low fare increases combined with cheaper web fares has kept revenue growth in line with passenger journey growth.

## Figure 5.2: Annual Passenger Revenues outside Dublin Region (millions)




Figures 5.1 and 5.2 show that Dublin City bus services account for the largest portion of passenger revenues in the Dublin region, while revenues on Intercity rail services account for the highest revenues outside the Dublin region, approximately 55% of Dublin City bus revenue. Meanwhile Dublin City bus services carried 152.7 million passenger journeys, dwarfing the numbers using Intercity rail services (13.1 million passengers). This is reflective of passengers on bus services in Dublin City taking short journeys and paying a relatively small fare, while passengers on Intercity rail services are taking much longer journeys on average and therefore paying a much higher fare.

## Figure 5.3: Passenger Revenue Change by Market Segment 2013 to 2019

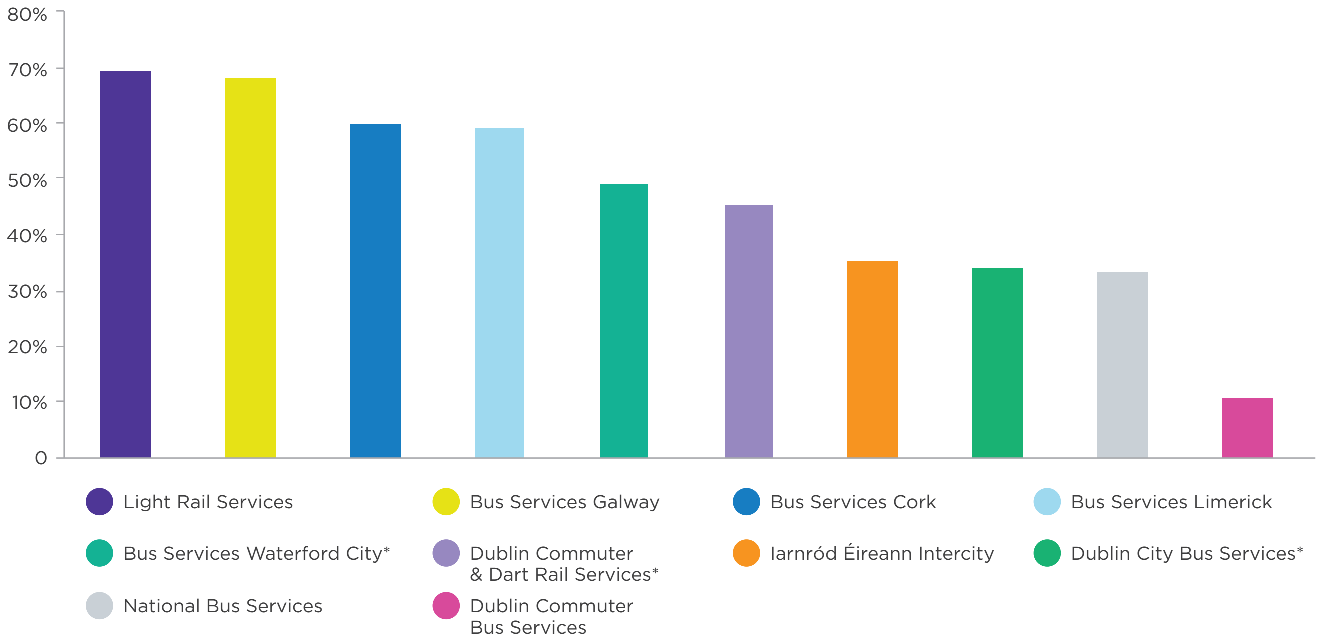



Figure 5.3 shows the passenger revenue change by market segment between 2013 and 2019. The percentage growth in passenger revenue is slightly stronger than passenger journeys (shown in Figure 2.4) and this is accounted for by increases in fares over this period.

Similar to that of passenger journeys, light rail services are shown as having experienced the greatest upturn in revenues, for reasons given previously.

Also, as stated in this chapter, regional city bus services have also benefitted from significant increases in patronage following improved frequency of services and network redesign. As expected, Dublin City bus services and Intercity rail services are shown as having seen slightly lower levels of revenue increases over the period, however when the share of passenger journeys are taken into account, both continue to perform well.

# 6

# Free Travel Scheme Revenue

The Department of Employment Affairs and Social Protection (DEASP) Free Travel Scheme is available to all persons aged 66 and over living permanently in the State. Some people under 66 may also qualify such as carers in receipt of a Carer's Allowance, certain other persons in receipt of a Disability Allowance or Invalidity Pension, and spouses/partners of those 66 and over.

Free travel under the Free Travel Scheme is available on most public transport services including PSO bus, rail and light rail services and some ferry services. It is also available on a large number of commercial services. The DEASP spends in the region of €76m on the scheme each year. Funding for the scheme for PSO operators has remained relatively stable since 2010 and has not responded to the significant increase in passenger journeys undertaken by Free Travel Scheme passengers and the significant growth in the population of those over 66 years of age. The Free Travel Scheme funding for PSO operators has increased by €6.4m or by 12.6% since 2010 with the largest increase of €3.8m in 2019.

Table 6A shows annual DEASP payments for the Free Travel Scheme. The CIÉ group, which includes Dublin Bus, Bus Éireann and Iarnród Éireann, receives a block grant each year and divides the grant among the operating companies. The differences in revenue in Table 6A from 2010 to 2018 largely reflects timing differences, although in some cases deductions have been made from the payments when services did not operate due to industrial action. Payments to the scheme in 2019 include that paid for operators of competitively tendered services, with the final calculation methodology yet to be confirmed with DEASP.

The funding shown in table 6A is included in the passenger revenues in Chapter 4 and 5.

## Table 6A: Annual DSP Free Travel Scheme Funding (millions)

| Year / Operator | Total PSO Bus Services | Total PSO Rail Services | Total Light Rail Services | Total PSO Services |
|---|---|---|---|---|
| 2010 | €33.1 | €14.6 | €3.0 | €50.6 |
| 2011 | €32.9 | €14.6 | €4.1 | €51.6 |
| 2012 | €34.2 | €14.6 | €3.8 | €52.6 |
| 2013 | €34.0 | €14.6 | €3.4 | €52.0 |
| 2014 | €34.1 | €14.5 | €3.9 | €52.5 |
| 2015 | €34.1 | €14.6 | €3.9 | €52.7 |
| 2016 | €34.9 | €14.6 | €3.9 | €53.4 |
| 2017 | €34.7 | €14.6 | €3.9 | €53.2 |
| 2018 | €34.7 | €14.6 | €3.9 | €53.2 |
| 2019 | €38.7 | €14.4 | €3.9 | €57.0 |

## Table 6B: Annual DSP Free Travel Scheme Passenger Journeys (millions)

| | Total PSO Bus Services | Total PSO Rail Services | Total Light Rail Services | Total |
|---|---|---|---|---|
| 2010 | 31.58 | 3.94 | 2.22 | 37.74 |
| 2011 | 31.68 | 4.18 | 3.14 | 39.01 |
| 2012 | 32.78 | 4.53 | 3.09 | 40.41 |
| 2013 | 32.74 | 4.53 | 3.47 | 40.74 |
| 2014 | 33.90 | 4.64 | 3.60 | 42.14 |
| 2015 | 33.96 | 4.62 | 3.86 | 42.44 |
| 2016 | 36.28 | 4.76 | 3.53 | 44.57 |
| 2017 | 39.05 | 4.87 | 3.67 | 47.58 |
| 2018 | 40.41 | 4.95 | 4.01 | 49.37 |
| 2019 | 43.40 | 5.08 | 4.85 | 53.33 |

## Table 6C: DSP Free Travel Scheme Passenger Journeys (% Change)

| | Total PSO Bus Services | Total PSO Rail Services | Total Light Rail Services | Total Change |
|---|---|---|---|---|
| 2010 to 2019 | 37.4% | 29.0% | 118.7% | 41.3% |

Over the past eight years the number of people aged 66 years and over has increased by about 3% to 3.5% each year. The increase is reflected in the numbers availing of the Free Travel Scheme and table 6B highlights this. Since 2010 the number of passenger journeys taken under the Free Travel Scheme has increased by 41.3% across all modes, as shown in table 6c. The most pronounced increase has been seen on light rail services operated by Luas, with free travel journeys having more than doubled since 2010.

## Table 6D: Average FTS payment per passenger journey (€)

| | Total PSO Bus Services | Total PSO Rail Services | Total Light Rail Services |
|---|---|---|---|
| 2010 | 1.05 | 3.71 | 1.33 |
| 2011 | 1.04 | 3.49 | 1.31 |
| 2012 | 1.04 | 3.22 | 1.22 |
| 2013 | 1.04 | 3.22 | 0.98 |
| 2014 | 1.00 | 3.13 | 1.09 |
| 2015 | 1.00 | 3.16 | 1.01 |
| 2016 | 0.96 | 3.07 | 1.11 |
| 2017 | 0.89 | 3.00 | 1.07 |
| 2018 | 0.86 | 2.95 | 0.97 |
| 2019 | 0.89 | 2.83 | 0.81 |

Table 6D shows the average payment per journey taken under the Free Travel Scheme.

What we can see is that across all modes, as journeys on the scheme have increased since 2010, the level of payment has decreased.

7

# Public Service Obligation (PSO) Subsidy

Public Service Obligation (PSO) funding is provided for socially necessary but commercially unviable bus and rail services. The payments in respect of bus and rail transport contracts since 2010 are set out in Table 7B. Payment for PSO services is governed by public service contracts between the Authority and the relevant operator. The requirements for entering into contracts for provision of PSO services is set out in both EU and Irish legislation. Regulation EC 1370/2007 is the EU wide legal framework governing the regulation of public bus and rail passenger services including the approach for awarding contracts for service delivery and providing PSO compensation for the provision of such services.

The majority of PSO funding goes to Dublin Bus, Bus Éireann and Iarnród Éireann. Contracts with the two bus companies were renewed in December 2014 and again in December 2019 for a further 5 years. The Authority has also entered into another 10 year direct award contract with Iarnród Éireann in 2019, as it is statutorily required to do. These direct award contracts are operated on a net cost basis, whereby the operators retain passenger revenues and also receive PSO subsidy payments to cover the full cost of the operation of the services. Under EU regulation 1370/2007 operators directly awarded public transport contracts are allowed to earn reasonable profit but any higher level of profit is deducted from their annual subsidy payments.

A number of additional public transport services, which also receive PSO funding, are provided by other operators procured following public tender competitions. These contracts operate under a gross cost contract model. The cost of providing the service is fixed based on the tender price and all fare revenue is transferred to the Authority. Details of these services are outlined in the table below.

## Table 7A: Other tendered PSO bus services

| Operator | Routes operated |
|---|---|
| Andrew Wharton Coach Hire | Route 975 between Cavan and Longford |
| Bernard Kavanagh & Sons Limited | Route 817 between Kilkenny and Dublin |
| Bus Éireann | Routes W1, W2, W3, W4 & W5 in Waterford City |
| City Direct | Routes KK1 / KK2 in Kilkenny City |
| Go Ahead Ireland | 24 urban in Dublin |
| Go Ahead Ireland | 3 regional routes in Kildare |
| Go Ahead Ireland | Route 197 between Swords and Ashbourne |
| JJ Kavanagh & Sons | Route 139 between Naas and Blanchardstown |
| M&A Coaches Limited | Route 828 between Portlaoise and Cashel |

Rural transport services provided by operators under the Local Link brand are also funded by the Authority. Significant change in the delivery structure for these services took place in recent years, and additional funding has been provided for new or improved rural transport services. There are now 15 Transport Coordination Units (TCUs) with the role of managing the programme at local level.

## Table 7B: PSO Subsidy Payments (millions)

| Year / Operator | Dublin Bus PSO | Bus Éireann PSO | Iarnród Éireann | Rural Bus (Local Link) Services | Other Operators | Total |
|---|---|---|---|---|---|---|
| 2010 | €75.8 | €45.2 | €155.1 | €11.0 | €0.0 | €287.2 |
| 2011 | €73.0 | €43.4 | €148.7 | €10.6 | €0.0 | €275.8 |
| 2012 | €74.8 | €36.9 | €166.4 | €9.8 | €0.0 | €287.8 |
| 2013 | €64.5 | €34.4 | €127.0 | €9.6 | €0.0 | €235.6 |
| 2014 | €60.0 | €34.4 | €117.4 | €10.1 | €0.4 | €222.3 |
| 2015 | €57.7 | €33.7 | €98.1* | €10.7 | €1.0 | €201.2 |
| 2016 | €59.6 | €40.8 | €133.1 | €11.9 | €0.4 | €245.7 |
| 2017 | €54.0 | €52.2 | €147.0 | €13.7 | €7.0** | €273.9 |
| 2018 | €47.5 | €54.3 | €141.3 | €18.6 | €6.9*** | €268.5*** |
| 2019 | €53.5 | €66.4 | €128.4 | €22.0 | €37.6*** | €307.9*** |

*Iarnród Éireann received additional exchequer funds for their Infrastructure Management business which partly compensated them for a reduction in PSO subsidy payments to their Railway Undertaking business which receives the PSO subsidy payments.

** The payment in 2017 includes a once off payment €6.68m to TII for Luas CrossCity mobilisation costs.

*** Payments shown above for "Other operators" are for tendered services, including those operated by Go Ahead Ireland. They are gross payments and do not take into account fare revenue retained by the Authority. The net cost to the Authority of PSO subsidy payments made in 2018 and 2019 was therefore lower than the payments shown.

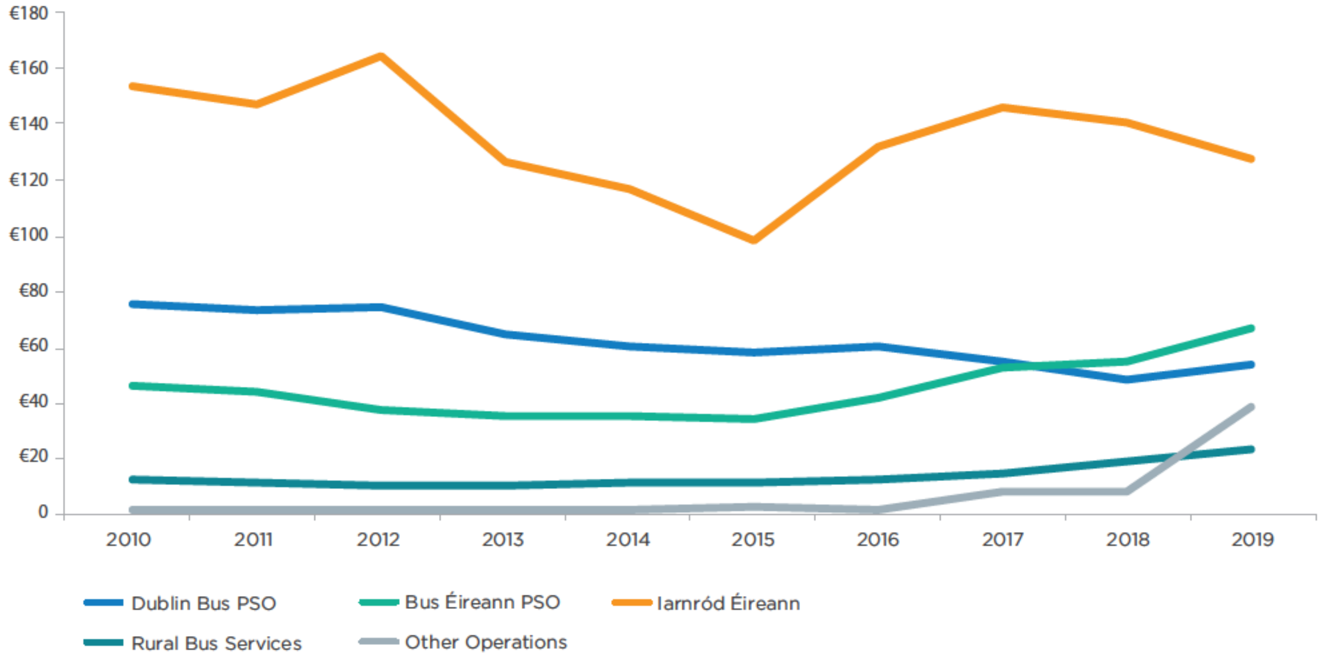
## Table 7C: PSO Subsidy Payments (% Change)

| Year | Dublin Bus PSO | Bus Éireann PSO | Iarnród Éireann | Rural Bus (Local Link) Services | Other Operators* | Total |
|---|---|---|---|---|---|---|
| 2011 | -3.6% | -4.0% | -4.2% | -3.5% | | -4.0% |
| 2012 | 2.4% | -15.1% | 11.9% | -8.0% | | 4.4% |
| 2013 | -13.7% | -6.8% | -23.7% | -1.4% | | -18.1% |
| 2014 | -7.0% | 0.1% | -7.6% | 4.9% | | -5.6% |
| 2015 | -3.9% | -2.0% | -16.4% | 5.9% | 139.8% | -9.5% |
| 2016 | 3.2% | 21.1% | 35.6% | 10.8% | -65.1% | 22.1% |
| 2017 | -9.4% | 27.8% | 10.5% | 15.9% | 1867.1% | 11.5% |
| 2018 | -12.0% | 4.0% | -3.9% | 35.3% | -1.6% | -2.0% |
| 2019 | 12.8% | 22.3% | -9.1% | 18.2% | 443.7% | 14.6% |

* See Table 7A: Other tendered PSO Bus services for details

In overall terms, total PSO funding in 2019 reached its highest level, eclipsing that of 2010 and 2012. Table 7C shows that PSO payments increased by almost 15% in 2019, following a minor decline the previous year. PSO bus service operators received increased payments in 2019, the most noteworthy of which being amongst operators providing services under gross cost contracts (€37.6m in total). This reflects the significant investment in enhanced service provision undertaken by the Authority in 2019, through the introduction of new services as well as tendering of existing services. As was the case in 2018, the PSO payment to Iarnród Éireann fell slightly in 2019 to €128.4 million. This is partly a result of continued growth in passenger journeys and associated growth in passenger revenues in both years reducing the level of their PSO subsidy.

## Figure 7.1: PSO Payments 2010 to 2019 (millions)

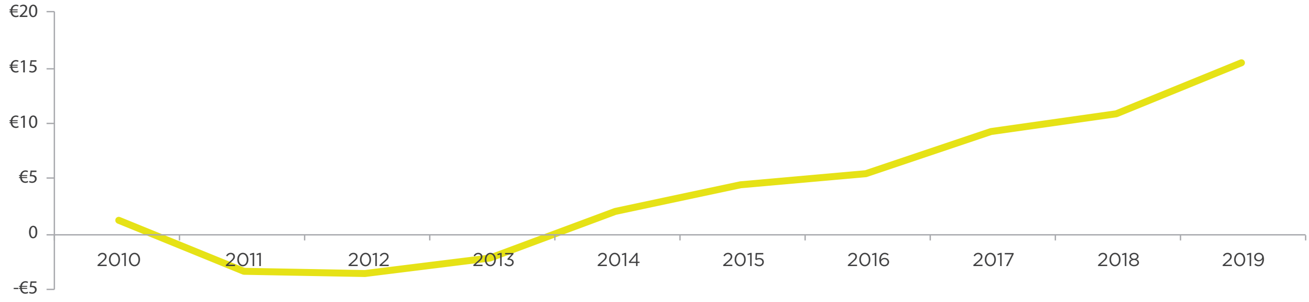



Light rail (Luas) services operated by Transdev Dublin Light Rail Limited experienced deficits between revenue and operating costs between 2011 and 2013. In 2014 Luas operations returned a surplus of €1.94 million and this has increased each of the last five years to €15.31 million in 2019 as shown in Table 7D and Figure 7.2. Although in 2019, Luas did not receive PSO funding from the Authority, the Authority has agreed to the balancing of any shortfalls from accumulated cash reserves (which have been used to fund the maintenance of the Luas network along with the Authority's capital grant funds). In 2017 Luas received a once-off PSO grant of €6.68m towards Luas CrossCity mobilisation costs.

## Table 7D: Surplus/Deficit on Luas Infrastructure activities before interest, tax and depreciation

| Year | € million |
|---|---|
| 2010 | €1.13 |
| 2011 | -€3.30 |
| 2012 | -€3.44 |
| 2013 | -€2.21 |
| 2014 | €1.94 |
| 2015 | €4.28 |
| 2016 | €5.40 |
| 2017 | €9.15 |
| 2018 | €10.60 |
| 2019 | €15.31 |

## Figure 7.2: Surplus/Deficit on Luas Infrastructure Activities, 2010 -2019 (millions)



8

# Total Number of Buses

The total number of buses that are owned and/or maintained by operators of all PSO bus services are outlined in Table 8A. Bus numbers shown are for Quarter 4 of the respective years. Bus numbers required by Dublin Bus and Bus Éireann have increased in recent years as passenger journey numbers have recovered and as a result of the establishment of steady state funding of replacement buses in the fleet. Both the Dublin Bus and Bus Éireann fleets have reduced marginally as a result of buses being allocated to some services which have recently transferred to Go Ahead Ireland as a result of the tendering of services. Both Dublin Bus and Bus Éireann hire in additional buses to complement services on some routes but those buses are not included in the table. Also included are all buses owned or maintained in the operation of all other competitively tendered contracted bus services, as outlined at the beginning of this bulletin.

## Table 8A: Total Number of Buses

| Year | Dublin Bus PSO | Bus Éireann PSO | Other tendered PSO Services |
|---|---|---|---|
| Quarter 4 2010 | 1023 | 400 | 0 |
| Quarter 4 2011 | 940 | 460 | 0 |
| Quarter 4 2012 | 914 | 443 | 0 |
| Quarter 4 2013 | 907 | 453 | 2 |
| Quarter 4 2014 | 919 | 453 | 3 |
| Quarter 4 2015 | 943 | 475 | 4 |
| Quarter 4 2016 | 967 | 517 | 5 |
| Quarter 4 2017 | 993 | 542 | 5 |
| Quarter 4 2018 | 987 | 588 | 128 |
| Quarter 4 2019 | 985 | 574 | 211 |

# 9

# Age of Buses

Table 9A shows trends in the average age of fleets for PSO bus services. It should be noted that Dublin Bus figures may include a very small element of vehicles used for commercial purposes from 2010 to 2015. From 2016 onwards the average age refers to Dublin Bus buses providing services included in the PSO Direct Award Contract only.

For Bus Éireann, figures for 2010 and from 2017 onwards refer to their entire PSO fleet. Figures for “other services” between 2011 and 2016 includes stage carriage and Dublin Commuter fleet, however on occasion a commercial (Expressway) vehicle could have been used for these services. Also shown are the combined age profile for buses across all other competitively tendered contracted bus services, where depending on the contract, operators provide the buses themselves to the Authority’s specification or they are provided by the Authority for the duration of the contract.

## Table 9A: Average Age of Operator’s Fleet

| Year | Dublin Bus PSO | Bus Éireann PSO (city services) | Bus Éireann PSO (other services) | Other tendered PSO Services |
|---|---|---|---|---|
| Quarter 4 2010 | 6.8 years | 4.8 years | | - |
| Quarter 4 2011 | 7.7 years | 6.4 years | 5.5 years | - |
| Quarter 4 2012 | 7.5 years | 5.6 years | 5.4 years | - |
| Quarter 4 2013 | 7.5 years | 5.4 years | 6.1 years | 6.5 years |
| Quarter 4 2014 | 7.6 years | 6.4 years | 7.4 years | 7.8 years |
| Quarter 4 2015 | 7.5 years | 6.3 years | 6.7 years | 8.8 years |
| Quarter 4 2016 | 7.5 years | 6.3 years | 7.4 years | 9.8 years |
| Quarter 4 2017 | 7.2 years | 7.3 years | | 6.7 years |
| Quarter 4 2018 | 6.9 years | 6.4 years | | 5.3 years |
| Quarter 4 2019 | 6.6 years | 7.9 years | | 3.5 years |

# 10

# Rail Network Changes

The major changes to both the Iarnród Éireann and Luas network over the last number of years are outlined in Tables 10A and 10B.

## Table 10A: Iarnród Éireann Network Changes

| Line extensions / re-openings/suspensions | Date |
|---|---|
| Cork Suburban Rail: Cork to Midleton – Opened | Jul-09 |
| Western Railway Corridor: Ennis to Athenry – Re-opened | Mar-10 |
| Rosslare to Waterford - Passenger Services Suspended | Sep-10 |
| Dublin Suburban Rail (Western Commuter): Clonsilla to M3 Parkway - Opened | Sep-10 |
| Kildare line services commence using the Phoenix Park Tunnel (peak only, Mon – Fri) | Nov-16 |
| Introduction of the new 10-minute DART timetable | Sep-18 |

## Table 10B: Luas Network Changes

| Line extensions | Date |
|---|---|
| Red Line: Connolly to Docklands – Opened | Dec-09 |
| Green Line: Sandyford to Brides Glen - Opened | Oct-10 |
| Red Line: Belgard to Saggart - Opened | Jul-11 |
| Green Line: St Stephen’s Green to Broombridge - Opened | Dec-17 |

11

# Operating Fleet with Wheelchair Accessibility

With low-floor wheelchair accessible buses, access to part or all of the passenger area is direct from the bus stop apron. This enables easier access for wheelchair users and those with limited mobility. Accessing low floor buses also requires that appropriate bus stop infrastructure, for instance kerbs of a specific height, are in place.

Dublin Bus and Bus Éireann's urban bus fleets are fully wheelchair accessible, as can be seen in Table 11A. These fleets comprise single and double decker low floor buses appropriate for short commuter journeys and are fitted with ramps to facilitate wheelchair users.

Bus Éireann's rural, regional and commuter bus services primarily use coaches because those services involve much longer journeys for customers. As coaches are designed to have storage facilities close to ground level with seating above that, the only way of facilitating wheelchair users is by the use of a lift. The wheelchair lifts, which raise the passenger above the steps and into the coach corridor area, are not as readily suitable for wheelchair access as low-floor buses, but they still contribute towards the overall accessibility of the fleet.

All new replacement buses purchased are accessible, although in a small number of cases, a non-accessible bus may be cascaded from their commercial fleet. It is planned that over the next number of years all Bus Éireann buses which are not accessible will be removed from the fleet.

Double-deck coach fleet provided to Bus Éireann and Go Ahead Ireland for commuter services have a low-floor ramp access to the wheelchair space. The Authority has also procured a number of specially designed single deck buses to operate on commuter services that are low-floor and ramp access and these will be provided over the next few years as funding is available to replace the high-floor coach fleet.

While the Iarnród Éireann fleet of trains are fully wheelchair accessible internally, they require a ramp to enable access between the train and the platform. A portable ramp is used for this purpose and these are currently available at staffed stations and on board some trains or by calling Iarnród Éireann in advance of travel. Trams used on Luas light rail services are all wheelchair accessible.

## Table 11A: PSO Operating Fleet that are Wheelchair Accessible

| Year | Dublin Bus PSO | Bus Éireann PSO (City fleet) | Bus Éireann PSO (Coach fleet) | All Other tendered Bus Services | Rail Services | Light Rail (Luas) Services |
|---|---|---|---|---|---|---|
| 2013 | 100% | 100% | 56% | 50% | 100% | 100% |
| 2014 | 100% | 100% | 65% | 75% | 100% | 100% |
| 2015 | 100% | 100% | 80% | 83% | 100% | 100% |
| 2016 | 100% | 100% | 80% | 83% | 100% | 100% |
| 2017 | 100% | 100% | 78% | 78% | 100% | 100% |
| 2018 | 100% | 100% | 79% | 88% | 100% | 100% |
| 2019 | 100% | 100% | 79% | 94% | 100% | 100% |

Údarás Náisiúnta Iompair
National Transport Authority

For Further Information:

Media enquiries:
Dermot O'Gara
T: +353 0 1 8798346
National Transport Authority
Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20