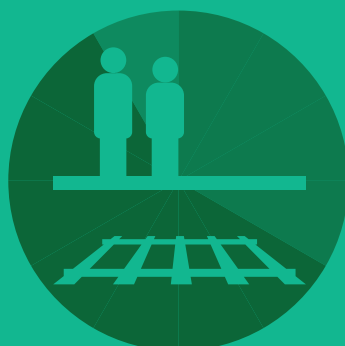




Summary of  
National Heavy  
Rail Census

Carried out in November 2013



Contents:

- The Rail Census 2013
- Highlights of the National Rail Census 2013
- The National Rail Census 2012 v 2013

# The Rail Census

## Data Qualification

The Rail Census is a snapshot of rail usage on a single day. While this survey is broadly representative of a typical weekday it is important to remember that it does not present systematic use or provide information on variations in rail usage by day of week or seasonally.

Variation in rail usage from one day in a particular year to another day in the next year may be influenced by a range of factors. Some of these factors include operational changes such as amendments to timetables and frequencies of services, while other factors are outside the control of the operator, such as the weather or the macroeconomic environment.

Annual data on rail usage gives a balanced picture over the course of an entire year and therefore provides the best representation of systematic changes. The findings in this report should be interpreted in this context and provide a snapshot only.

## The National Heavy Rail Census

- The National Heavy Rail Census, funded by the National Transport Authority, records rail patronage at every train station in the country on one day of the year.
- The 2013 Census is the second National Census. Prior to 2012, the Census was carried out in the Greater Dublin Area (GDA) only.<sup>1</sup>
- The Census was conducted by surveyors counting the number of individuals boarding and alighting each service at each station for an entire day (14th November 2013).
- The month of November is chosen as a month which is unaffected by holidays and when most places of work and education are in full session.
- On the day of the Census there were no reported service disruptions or changes to regular timetabled services. Due to these operating conditions, the Census can be said to have been undertaken on a representative day.

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1 The Greater Dublin Area includes the counties of Dublin, Kildare, Meath and Wicklow.

# Highlights from the 2013 Rail Census

- Approximately 123,500 journeys were taken on approximately 660 services.
- As in 2012, 9 stations generated in excess of 5,000 passenger journeys on Census day - Connolly, Pearse, Heuston and Tara respectively continued to be the busiest stations.
- Kent station, in Cork city, was the only station outside of the Great Dublin Area to feature in the top ten busiest stations.
- Maynooth, Co. Kildare, replaced Blackrock, Co. Dublin as the 10th busiest station in 2013.
- The 10 busiest stations on the network accounted for just over half (46%) of all passenger movements on the network.
- 28 stations in the country generated less than 100 journeys on Census day - down from 31 stations in 2012. Of the quietest stations, 12 experienced less than 30 journeys.
- Just under one-third of all stations experienced less than 200 daily journeys.
- For the second year running, the busiest train in the country on Census day was the 08:00 DART service from Greystones to Malahide, carrying a total of 1,444 passengers. The busiest section on this service occurred between Sandymount and Sydney Parade when 981 passengers were on board.
- The most heavily loaded Commuter service was the 07:10 from (Newry) Dundalk to Bray, which carried 822 passengers between Donabate and Connolly.



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Maynooth station  
entered the  
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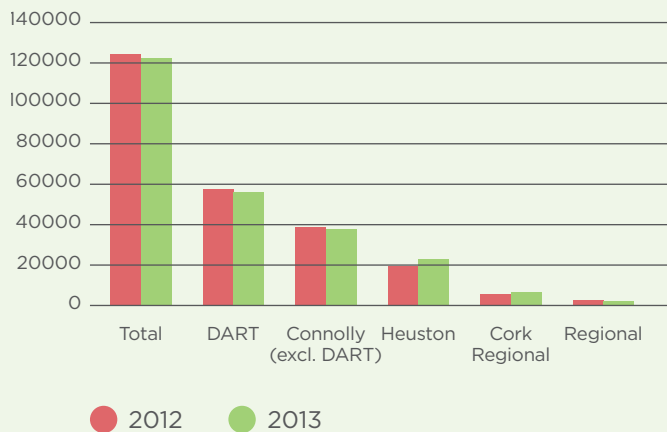


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# The National Rail Census 2012 v 2013

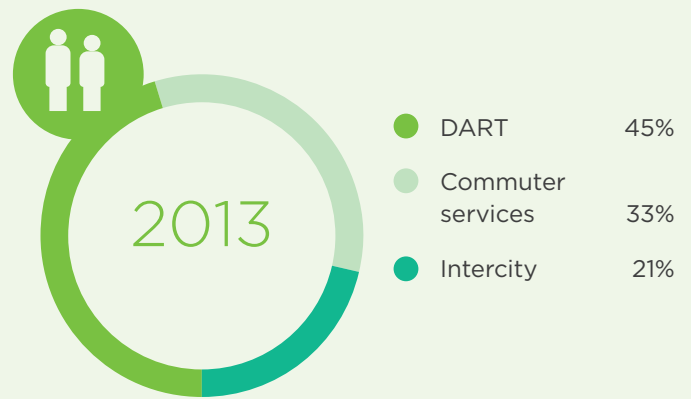
- In 2013, the total number of services operating on Census day across the network was down marginally by 7 services (1 percent of total). This was largely driven by a reduction of short journey regional services e.g. Limerick to Limerick Junction services.
- Overall the number of daily journeys on the rail network remained relatively static compared to 2012.
- Similar to 2012, DART accounted for approximately 45% of all passenger journeys, Commuter services for 33% and Intercity for 21% of all journeys made on Census day.

## Passenger Boardings



- Just under 56,000 journeys were made on the DART on Census day 2013, around 900 less than in 2012. A similar reduction in journeys was evident on other Connolly services.
- Approximately 1,300 more passengers boarded Heuston services in 2013 than in 2012 while Cork commuter services were boarded by around 430 more passengers.
- Total boardings on all Regional services amounted to around 1,900 - approximately 600 less passengers boarded regional services than in 2012.

## Passenger Journeys



Approximately **1,300** more passengers boarded Heuston services in 2013 than in 2012

There was evidence across all lines of increased peak hour patronage compared to Census day 2012

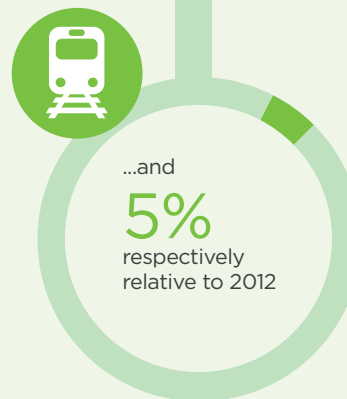
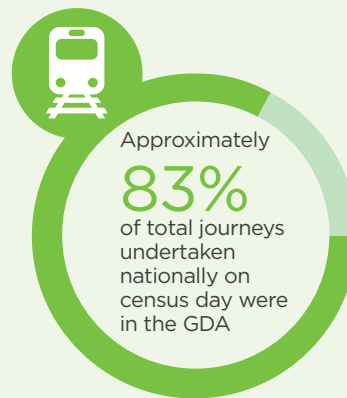
The maximum passenger flow during the morning peak hour was on Commuter services travelling towards Dublin between Broombridge and Drumcondra

- There was evidence across all lines of increased peak hour patronage compared to Census day 2012.
- Mirroring trends witnessed in 2012, the Northern line (including DART) carried just under half of total passenger flows on the network during the morning peak hour.
- The maximum passenger flow during the morning peak hour was on Commuter services travelling towards Dublin between Broombridge and Drumcondra.
- In 2012, Heuston services exhibited an earlier morning peak compared to services in other parts of the network - the highest number of boardings on Heuston services occurred between 07:00 and 08:00, rather than between 08:00 and 09:00. In 2013, the number of boardings on Heuston services between 08:00 and 09:00 increased relative to 2012 with the result that peak demand in the morning was prolonged from 07:00 to 09:00.
- Journeys in the GDA account for approximately 83% of total journeys undertaken nationally on census day - this remains unchanged from 2012.
- The numbers of boardings and alightings outside of the GDA increased by 3% and 5% respectively relative to 2012.

**Further information**

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