

National Rail Census Report 2021

October 2022



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Introduction

Iarnród Éireann commissioned Amárach Research to carry out the annual National Census of Rail patronage on behalf of the National Transport Authority. Boardings and alightings of passengers at every train station in the country are recorded on a single day of the year. The 2021 Census is the ninth 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 a single day of the year. It provides a snapshot of patronage across the country at all stations and on all services on this date. It is not intended to represent an accurate picture of overall rail service usage, which instead is recorded in Iarnród Éireann's annual patronage data. While the census can help to illustrate trends over time, 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 98,093 passenger journeys across the network. This is a reduction of 45% compared to 2019. Iarnród Éireann reported 17.4m passenger journeys in the year 2021, which is a reduction of 65 % compared to 2019 when 50.1m journeys were recorded.

This report provides an overview of the 2021 National Rail Census and discusses the changes in rail journeys throughout the country. It also sets out the changes in rail usage in the GDA in 2021 and over the previous years. Note that there was no National Rail Census survey in 2020.

The report structure is as follows:

- Section 1 provides an overview of the rail network in Ireland and the services provided;
- Section 2 provides a background to the 2021 Rail Census with key events;
- Sections 3 and 4 assess how the findings of the Rail Census compare with other indicators of rail usage;
- Section 5 analyses the trends in rail journeys and discusses in detail the findings from the 2021 Rail Census;
- Section 6 presents an analysis of journeys on individual lines; and
- Section 7 discusses patterns of passenger movement in and out of Dublin on a radial corridor basis.

1 Overview of the Rail Network

The rail network in Ireland consists of approximately 2,400 km of railway track and includes 150¹ 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
InterCity	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
	Phoenix Park Commuter
DART	Malahide / Howth – Dublin – Bray / Greystones

¹ All the station information can be viewed at:
<https://www.irishrail.ie/en-ie/travel-information/find-a-station>

Figure 1 InterCity Network



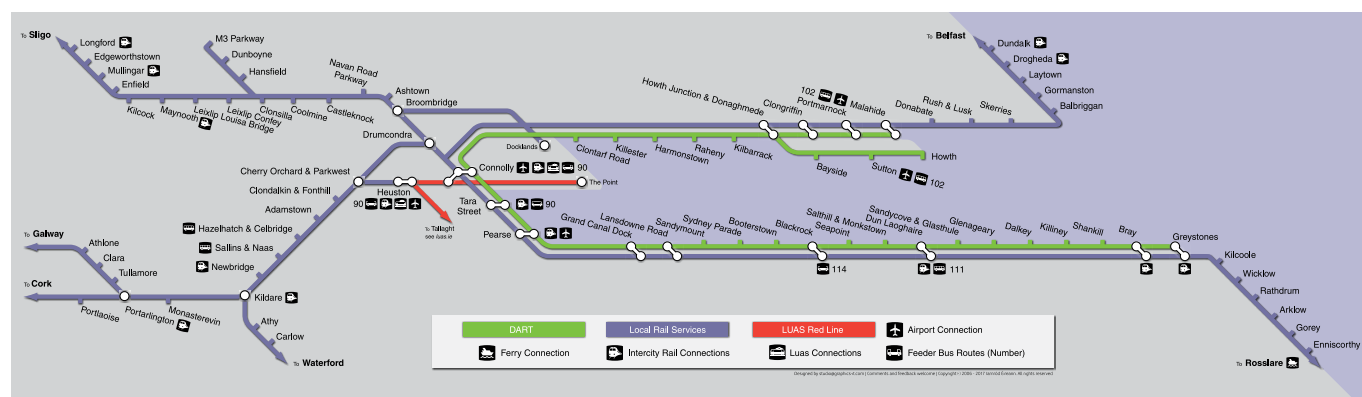
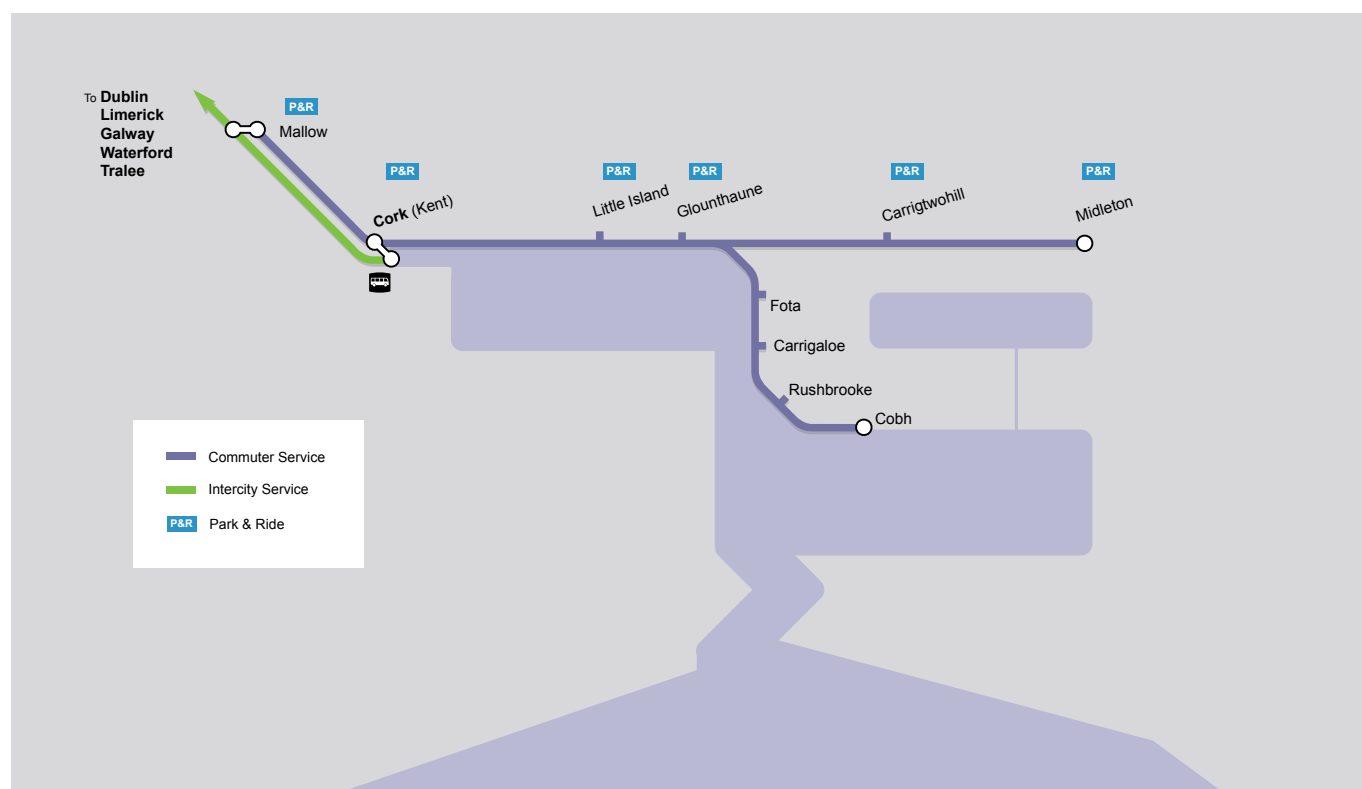
Figure 2 Dublin Network²

Figure 3 Cork Network



² The map is available at <https://www.irishrail.ie/en-ie/travel-information/station-and-route-maps>. Note that the most recently opened station, Pelletstown, is not included in this figure.

Tables 2 to 4 detail the service provision for a sample weekday for direct InterCity services and key Commuter and DART services. This includes the fastest journey time and the number of services available per weekday in 2021 for both directions.

Table 2: InterCity Journey Times and Service Frequency³ 2021

Route	Fastest journey time 2021	Number of services per weekday
Dublin – Cork	2:19	29
Dublin – Belfast Lanyon Place	2:05	16
Dublin – Galway ⁴	2:15	23
Dublin – Westport	3:11	8
Dublin – Sligo	3:00	16
Dublin – Tralee	3:42	2
Dublin – Limerick	2:04	7
Dublin – Waterford	2:00	14
Dublin – Rosslare	2:58	7

Table 3: Key Commuter Journey Times and Service Frequency 2021

Route	Fastest journey time 2021	Number of services per weekday ⁵
Dublin – Portlaoise	0:57	37
Dublin – Newbridge	0:37	14
Dublin – Maynooth	0:31	73
Dublin – Drogheda	0:51	42
Dublin – Dundalk	1:19	13
Cork – Mallow	0:21	14
Cork – Midleton	0:23	44
Cork – Cobh	0:25	46

Table 4: DART Journey Times and Service Frequency 2021

Direction	Route	Fastest journey time 2021	Number of services
Southbound	Malahide – Greystones	1:16	99 ⁶
Northbound	Greystones – Malahide	1:26	97 ⁷

³ Both directions

⁴ Includes Intercity Service Galway – Athlone / Athlone – Dublin

⁵ Total number of daily direct commuter services in both directions, excluding InterCity Services

⁶ Six southbound DART services terminate at Connolly, two southbound DART services depart from Connolly

⁷ Three northbound DART services terminate at Connolly, one northbound DART service departs from Connolly



2 Key Events in 2021

COVID-19 Restrictions and its impact

Buses, trams and trains have returned to full capacity from 1st September 2021 whilst face coverings were still required on public transport.

The Central Statistics Office launched the 'Our Lives Online' Pulse Survey in November 2021, to measure various aspects of life online. A total of 10,797 respondents answered the survey and the result shows that just under two in three (65%) of those in employment were working remotely all or some of the time in November 2021.

Changes to infrastructure

There were a few changes to the rail infrastructure in the years 2020 and 2021.

Construction work on Pelletstown Station began in February 2020 and the station opened on 26th September 2021, serving the existing community of Ashington and the new community at Royal Canal Park.

The Authority has funded the Big Lift programme of lift enhancements since 2020. The following upgrades were completed in 2020 and 2021:

- Six hydraulic lifts installed at Balbriggan, Skerries and Dun Laoghaire in 2020;
- Two escalators installed at Tara Street in 2020;
- Eighteen hydraulic lifts installed at Laytown, Monasteravin, Tullamore, Athlone, Ballinasloe, Templemore, Thurles and Ballybrophy in 2021;
- Four traction lifts installed at Leixlip Louisa Bridge and Tullamore in 2021; and
- Two escalators installed at Connolly and Pearse in 2021.

Changes to Rail Services

A detailed list of weekday service changes implemented since the last rail census in 2019 is presented below:

- Two additional off-peak Maynooth to Connolly commuter service introduced, departing at 20:42 and 22:08;
- Five additional DART services depart from/terminate at Connolly station;
- Five additional services from Limerick Junction to Limerick at 8:38, 12:40, 14:37, 16:33 and 20:45;
- Two additional services introduced from Galway to Athenry at 8:40 and 16:03;
- An off-peak service (20:40) from Hazelhatch/Celbridge to Grand Canal Dock;
- One additional service from Dundalk to Connolly departing at 20:40; and
- One morning service from Thurles to Limerick (7:45).

Conditions on the Day of the Census

The 2021 census took place on 18th November 2021. Operating conditions on the day were normal with no service cancellations, delays or disruptions on the network.

3 Comparison of Rail Census and Annual Rail Statistics

Iarnród Éireann produces statistics on the number of journeys taken nationally on the rail network on an annual basis.

Chart 1 compares the daily rail journeys taken nationally (from the Rail Census) with the number of annual passenger journeys nationally, using 2012 as a baseline (prior to 2012, the Rail Census was carried out within the GDA only). The trends in both annual and daily rail journeys have followed similar trajectories over a long period of time. This suggests that the Rail Census can be considered representative of annual passenger journey and therefore can be considered to be a reasonable proxy for annual trends.

Chart 1 Daily Rail Journeys Nationally compared to Annual Rail Journeys 2012 - 2021 (Index: 2012= 100)

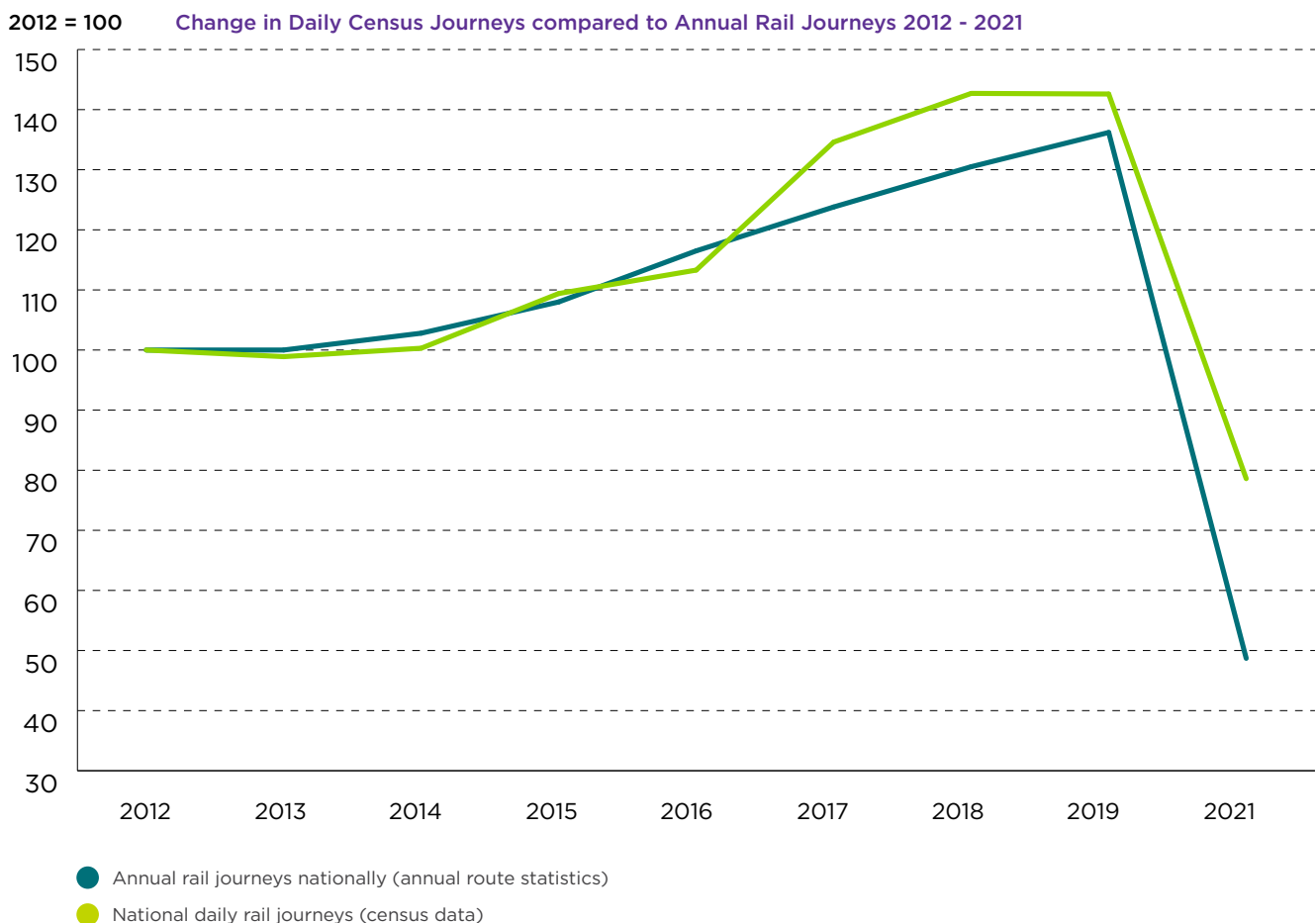
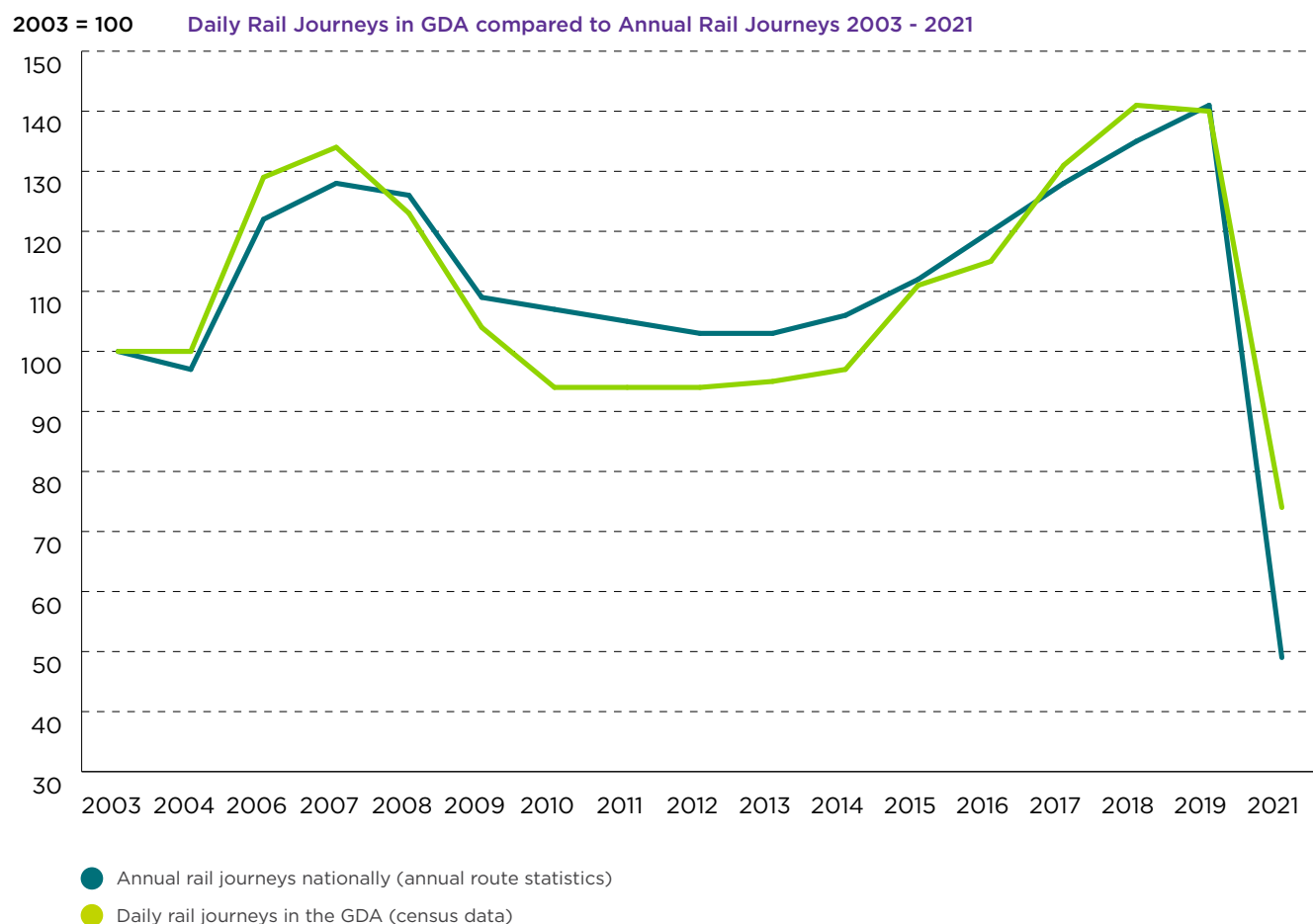


Chart 2 compares the daily rail journeys within the GDA (from the Rail Census) with the number of annual passenger journeys nationally, using 2003 as a baseline. Between 2010 and 2013 both the daily rail journeys in the GDA region and annual passenger journey trends were relatively flat. The period 2014-2019 showed significant growth in both daily and annual passenger journeys. In 2019 growth in patronage in the GDA peaked whereas the national trend continued to grow with 12.3 million additional rail journeys made in 2019 compared to 2014. In 2021, both patronage in GDA and annual passenger journeys decreased and the annual passenger journey showed a larger reduction.

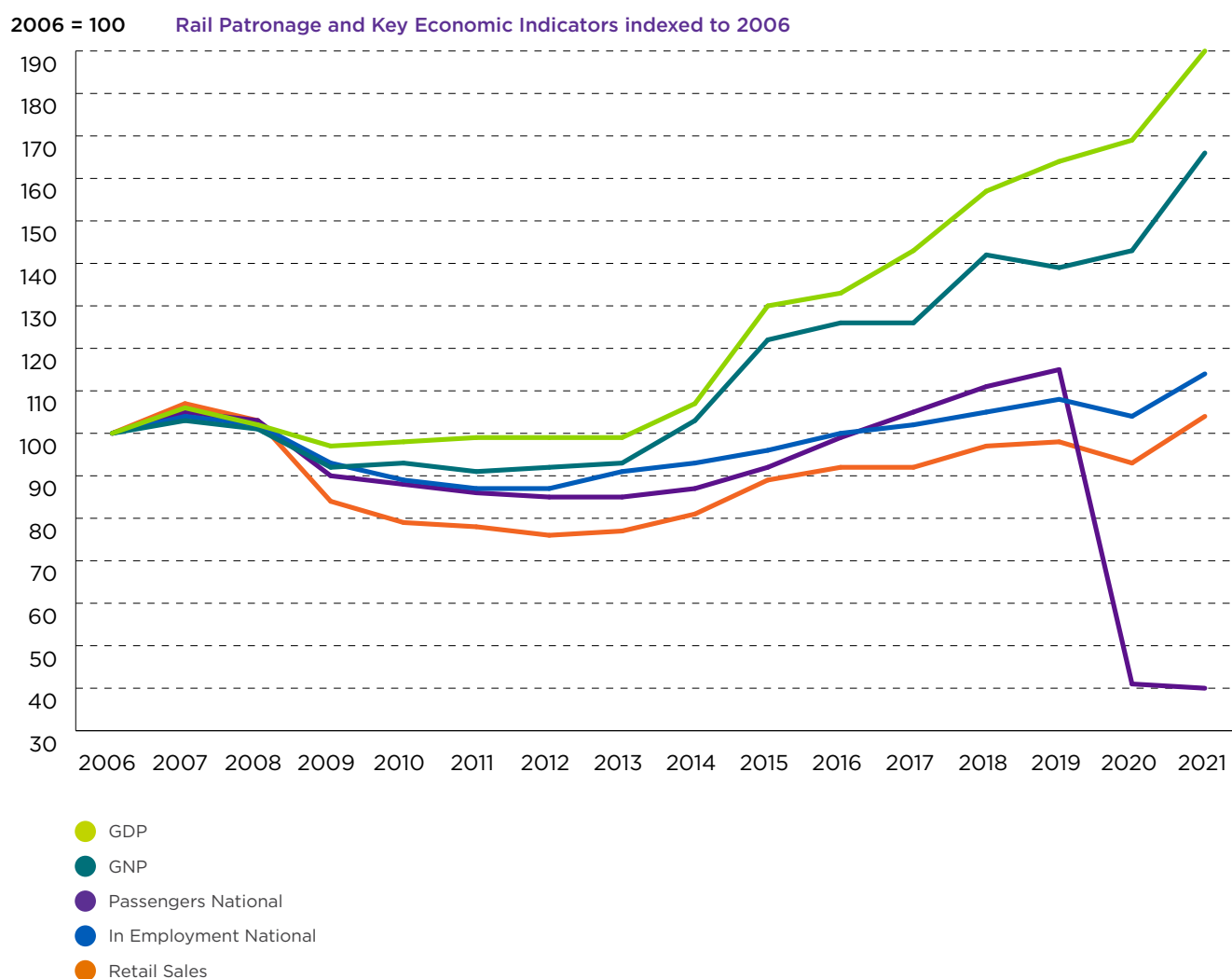
Chart 2 Daily Rail Journeys in the GDA compared to Annual Rail Journeys 2003 - 2021
(Index: 2003= 100)



4 Rail Usage 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. Doing so may assist in anticipating future trends in rail demand and aid service planning. Chart 3 compares the evolution of national rail patronage with key national economic indicators and the numbers In-Employment. A long-term relationship between patronage and these indicators is clearly evident between 2006 and 2019, as increases and decreases in economic activity are reflected in rail passenger numbers. In 2020 and 2021, the annual rail passenger numbers decreased significantly whilst the other economic indicators continued to increase throughout the period of the pandemic.

Chart 3 Rail Journeys and Key Economic Indicators⁸ Indexed to 2006



⁸ Sources: CSO – Gross Domestic Product and Gross National Product, GDP and GNP at Constant (chain linked annually ref to 2019) Market Prices (Euro Million), Retail Sales Index Value Unadjusted (Base 2015=100). Labour Force Survey Quarterly Series, Persons aged 15-89 years in Employment. IE – Annual Route Statistics



5 Trends in Daily Rail Patronage

The section discusses the trends in national rail journeys since 2012 and those in the Greater Dublin Area (GDA) since 2003. Prior to 2012 the rail census was undertaken for the GDA only. The time series analysis of mode share from the Canal Cordon Count Survey is also included in this section.

Trends in daily national rail patronage

The trend in daily national rail patronage was assessed for the following lines:

- DART Northbound: Greystones/Bray - Howth/Malahide
- DART Southbound: Malahide/Howth - Greystones/Bray
- Connolly Northbound: Rosslare - Dundalk
- Connolly Southbound: Dundalk - Rosslare
- Connolly Eastbound: Sligo - Longford - Bray
- Connolly Westbound: Bray - Longford - Sligo
- Heuston North & Eastbound⁹: Kildare/Newbridge/Athlone/Carlow/Portlaoise/Cork/Limerick/Galway/Westport/Waterford/Tralee - Heuston
- Heuston South & Westbound¹⁰: Heuston - Kildare/Newbridge/Athlone/Carlow/Portlaoise/Cork/Limerick/Galway/Westport/Waterford/Tralee
- Cork Commuter Inbound: Cobh/Midleton - Cork / Tralee/Mallow - Cork
- Cork Commuter Outbound: Cork - Cobh/Midleton / Cork - Mallow/Tralee
- Regional Northbound: Limerick - Galway/Ballybrophy/Limerick Junction & Waterford - Limerick Junction
- Regional Southbound: Galway/Ballybrophy/Limerick Junction - Limerick & Limerick Junction to Waterford

⁹ Includes Ballina to Manulla Junction and Galway to Athlone services

¹⁰ Includes Manulla Junction to Ballina and Athlone to Westport/Galway services

Trends in the Greater Dublin Area (GDA)

Historical trends in the GDA are presented across the following sections of the network:

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

Mode share trend from 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 predominantly by the Royal and Grand Canals) in the morning peak between 7:00 am and 10:00 am, averaged over two days in November each year. This count provides data on numbers of people entering Dublin city centre¹¹ 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 2021.

Trends in Daily National Rail Patronage

Table 5 below shows the national daily passenger journeys by direction and line since 2012. The national patronage started to increase significantly in 2015 and this trend continued until 2018. The patronage growth between 2014 and 2018 was 43%. The patronage stabilised in 2019 when there was a slight (0.1%) decrease in the total passenger numbers. In 2021 the national patronage decreased by 45% compared to 2019. This varies across different lines on the network. Connolly Commuter Eastbound has the largest reduction of 49% while Regional Southbound experienced the smallest reduction of 26%.

Table 5 National daily passenger journeys by direction and by line 2012 – 2021

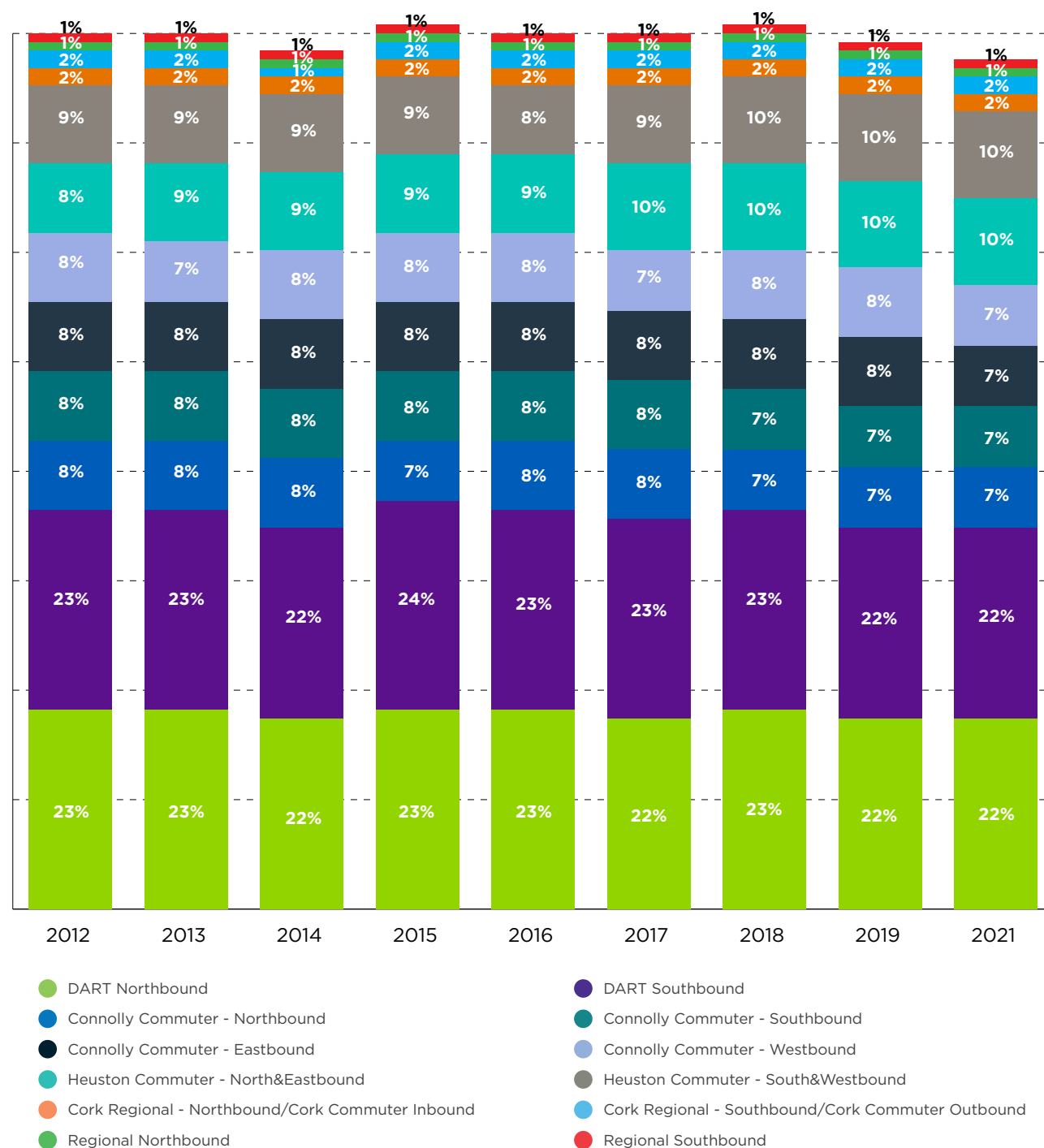
Line	2012	2013	2014	2015	2016	2017	2018	2019	2021
DART Northbound	28,425	28,152	27,330	32,239	33,595	36,691	40,704	38,668	21,720
DART Southbound	28,410	27,769	27,673	32,666	33,528	37,974	41,201	40,021	21,146
Connolly Commuter - Northbound	10,219	9,600	9,663	9,143	11,480	13,056	11,998	12,595	6,928
Connolly Commuter - Southbound	9,836	10,392	10,427	10,467	11,808	13,049	12,431	13,244	7,255
Connolly Commuter - Eastbound	9,703	9,305	10,027	10,903	12,177	13,890	14,172	14,559	7,353
Connolly Commuter - Westbound	9,697	9,160	9,786	11,097	11,228	12,493	13,685	13,565	7,178
Heuston Commuter - North&Eastbound	10,143	11,167	11,773	12,538	12,891	16,476	17,553	17,984	10,238
Heuston Commuter - South&Westbound	10,659	10,902	11,492	12,255	12,161	15,514	17,147	17,554	9,885
Cork Regional - Northbound/ Cork Commuter Inbound	2,200	2,620	1,968	2,448	2,803	2,974	3,111	3,362	2,073
Cork Regional - Southbound/ Cork Commuter Outbound	2,433	2,447	1,774	2,442	2,788	2,920	2,864	3,162	2,044
Regional Northbound	1,172	803	1,313	1,274	1,190	1,368	1,655	1,460	1,001
Regional Southbound	1,326	1,095	1,115	1,229	1,299	1,462	1,537	1,730	1,272
Total	124,223	123,412	124,341	138,701	146,948	167,867	178,058	177,904	98,093

¹¹ The counts refer to movements of people in one direction only (i.e. inbound into the city centre) across the various cordon points.

Chart 4 shows the proportional contribution each line of the rail network makes to daily national rail patronage. The proportions have been relatively consistent over the last ten years.

Chart 4 Percentage Composition of daily national rail patronage, 2012 - 2021

Composition of daily national rail patronage, 2012-2021



*Some figures do not sum up to 100% due to roundings

Busiest Stations

Chart 5 and 6 below illustrate the Top 10 busiest stations between 2012 and 2021 in terms of all day boardings and alightings.

There has been no major change in the ranking of the top 4 stations in terms of all day boardings and alightings since 2012. Dublin stations dominate the list of busiest stations for boardings and alightings. Outside of Dublin, Kent station in Cork City, Bray in Wicklow and Maynooth in Kildare also feature in the top ten busiest stations in terms of passenger traffic. In 2019 Dublin Connolly, Pearse, Tara Street and Heuston Stations account for a third of station footfall over the entire network and this remains the case in 2021. At the other end of the scale, 10 stations recorded a throughput lower than 20, whilst 22 recorded a daily throughput of fewer than 100 passenger journeys.

In 2021, the top ten stations for boarding represent 42% (45% in 2019) of total boardings in the country on census day. The share of total alightings accounted for by the top ten stations in 2021 was 43%, which was slightly lower than that in 2019 (47%). The boardings and alightings for each station are consistent for these top 10 stations. Grand Canal Dock dropped out of the top 10 busiest stations in terms of both boardings and alightings in 2021. The newest station, Pelletstown, has approx. 350 boardings on the census day.

Chart 5 Top 10 stations by number of boardings, 2012-2021

Top 10 Busiest Stations (Boardings), 2012-2021

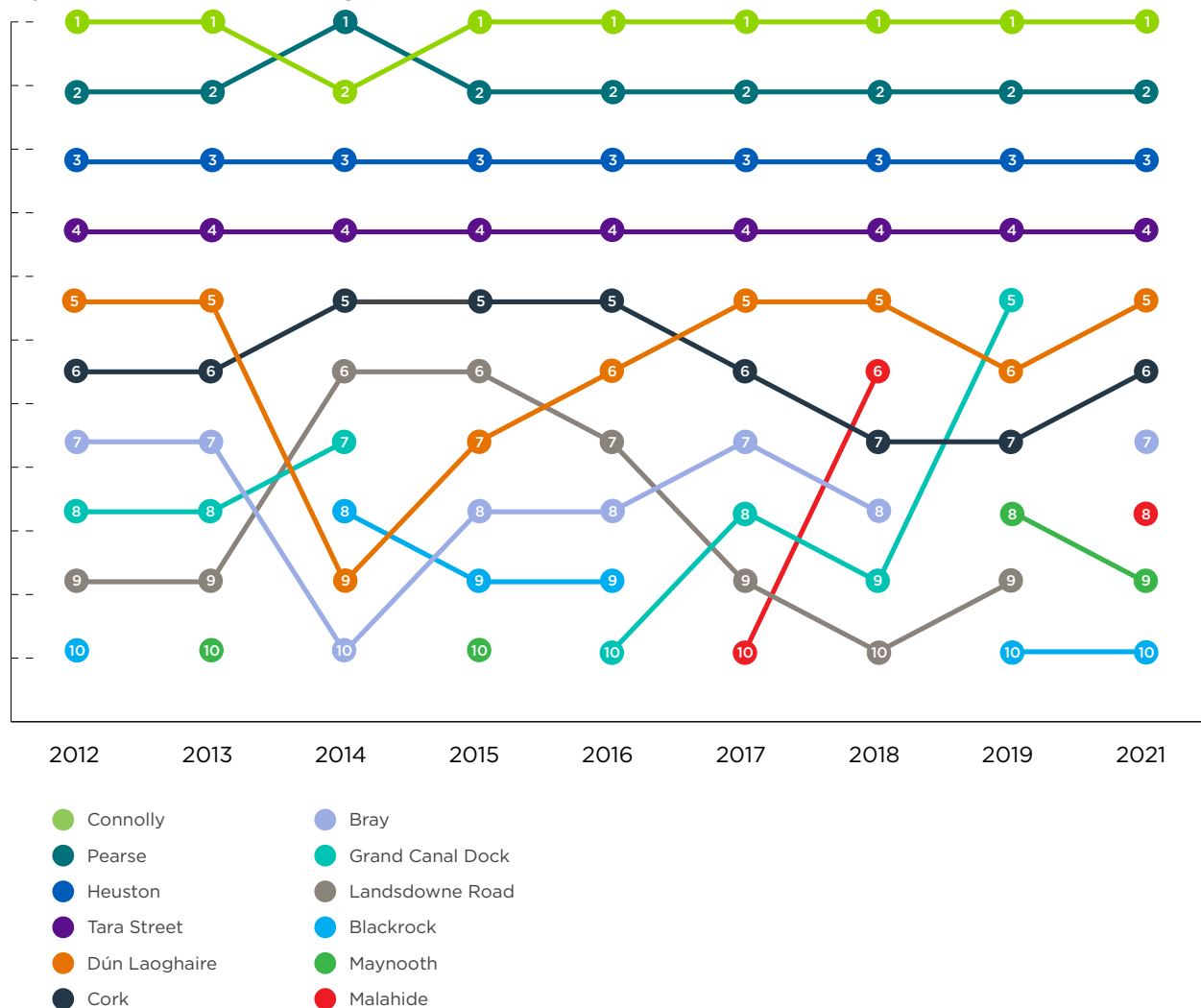
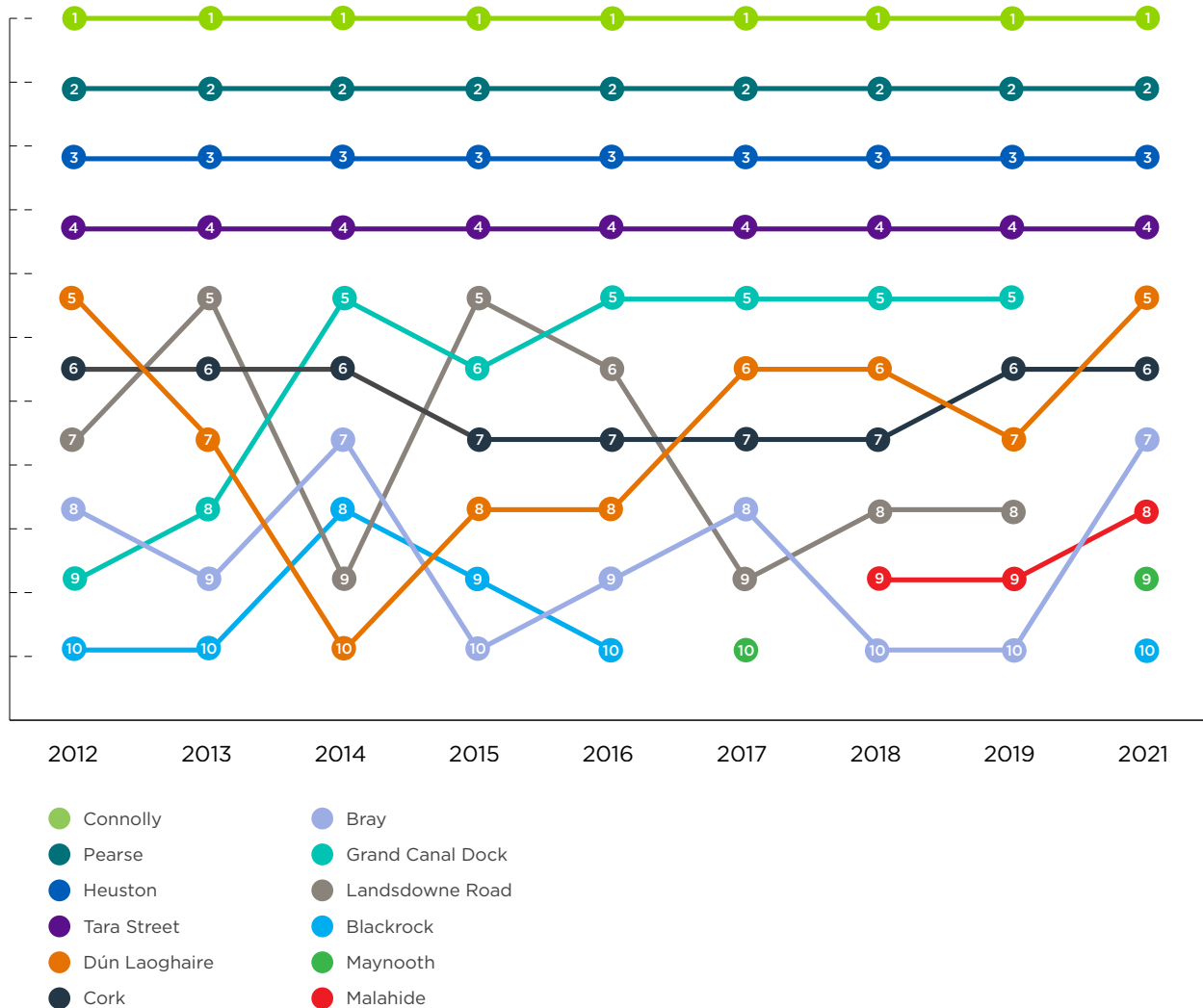


Chart 6 Top 10 stations by number of alightings, 2012-2021

Top 10 Busiest Stations (Alightings), 2012-2021



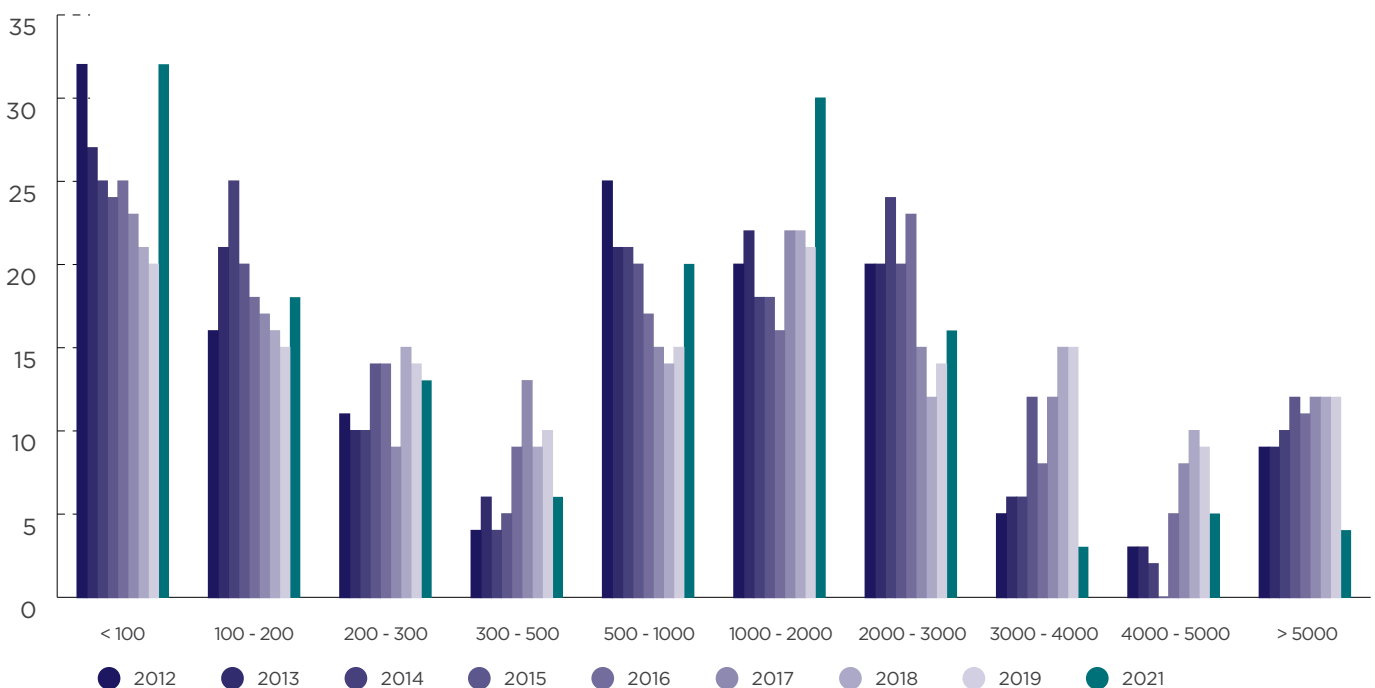
Variation in Station Usage

Chart 7 shows the variation in station usage across the rail network from 2012 to 2021. The number of daily journeys is the sum of the number of boardings and alightings at each station.

The year of 2021 witnessed a significant fall in the station usage, as the number of stations in lower usage categories rises, while the number in higher usage categories falls. There has been an increase in the number of stations with a daily throughput of 300 or fewer in the last year, from 49 to 63. Meanwhile, one additional station is experiencing between 300 and 1,000 journeys per day in the past year. At the opposite end of the scale, four stations generated in excess of 5,000 journeys on a typical day in 2021, compared to 12 in 2019. There has been some variation in the bands in 2021, with 65 stations on the network experiencing more than 1,000 journeys per day, compared to 71 in 2019. The number of stations generating in excess of 3,000 journeys decreased by 24 since 2019, from 36 to 12.

Chart 7 Variations in Station Usage

Variations in Station Usage 2012 - 2021



Trend in the Greater Dublin Area (GDA)

Table 6 shows daily rail journeys in the GDA since 2003, defined as the number of boardings only. In each of the years 2012 - 2021, between 81% -86% of journeys on the national rail network were made within the GDA. In 2021 the GDA patronage decreased significantly, to 79,745, which is 47% lower than 2019 levels. Since 2019 there has been a 51% reduction in patronage on the Longford - Dublin - Bray line and the Kildare line. The Phoenix Park Tunnel services experienced the largest fall in patronage, decreasing by 58%.

Table 6 Daily passenger journeys by network section 2003 – 2021

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 ¹²	140,586
2018	81,905	22,899	26,868	19,965 ¹³	151,637
2019	78,689	23,998	26,238	21,747 ¹⁴	150,672
2021	42,866	13,328	12,787	10,764 ¹⁵	79,745

¹² Includes 3,161 daily boardings on Phoenix Park Tunnel services

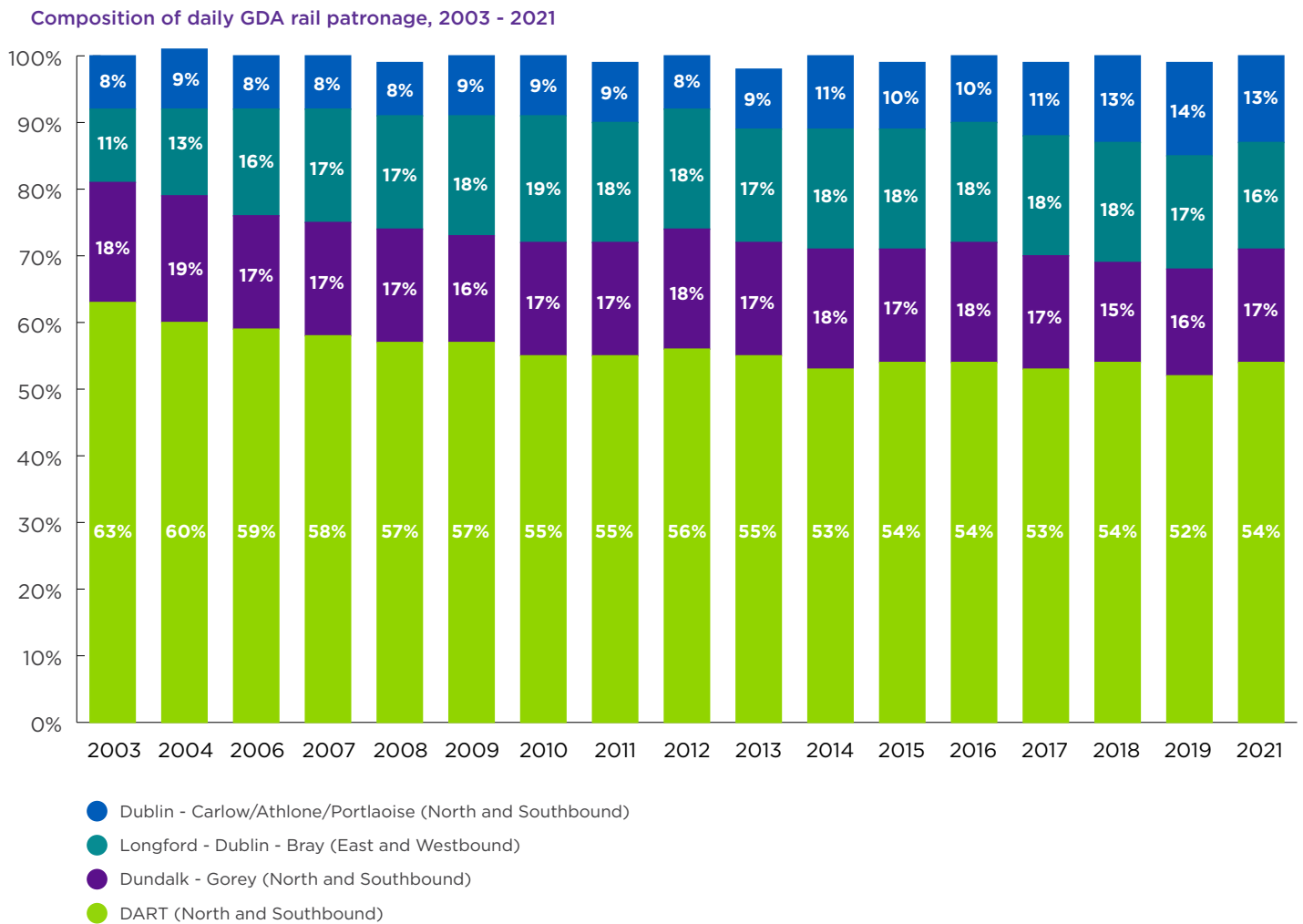
¹³ Includes 3,887 daily boardings on Phoenix Park Tunnel services

¹⁴ Includes 4,834 daily boardings on Phoenix Park Tunnel services

¹⁵ Includes 2,026 daily boardings on Phoenix Park Tunnel services

Charts 8 shows the proportional contribution that 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 have declined from 63% in 2003 to 54% in 2021. The Kildare line has increased in proportional terms growing from 8% in 2003 to 13% in 2021. The proportional contribution of the East Coast (northern) line has remained relatively stable over the period with the exception of 2% drop in 2018. The proportional contribution of the Maynooth (Longford – Bray) line increased from 11% to 18% between 2003 and 2009 and has been stable for the last 12 years, with a slight decrease between 2019 and 2021 (1%).

Chart 8 Percentage Composition of daily GDA rail patronage, 2003 – 2021



Mode share trend from the Canal Cordon Count

Figure 4 shows the location of the Canal Cordon and the 33 points on the Cordon where information on the movement of people is collected. Table 7 sets out the number of people crossing the Cordon by mode from 2006 to 2021, and Chart 9 shows the mode share of journeys into the city centre from 2006 to 2021.

Figure 4 Canal Cordon and 33 Count Locations

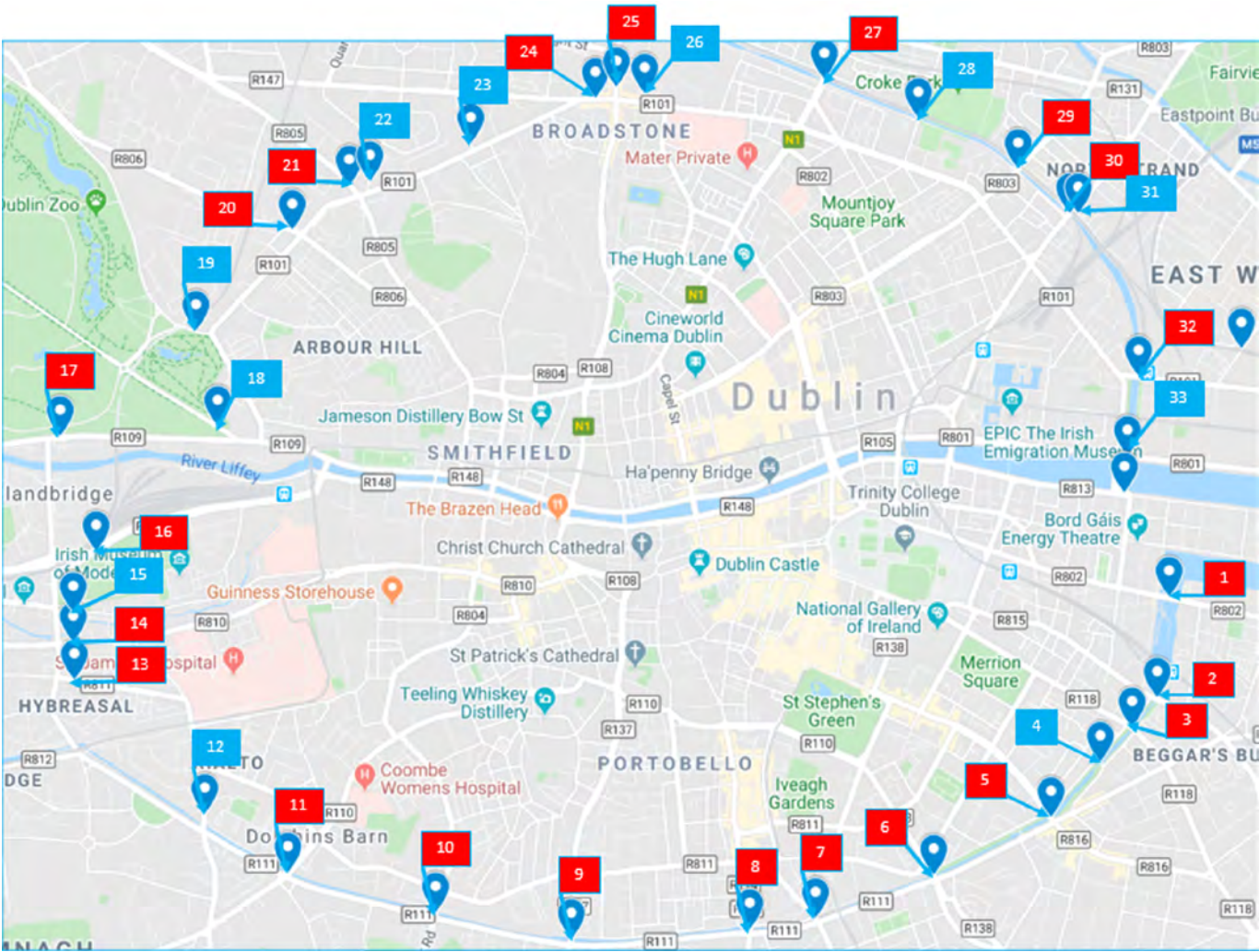
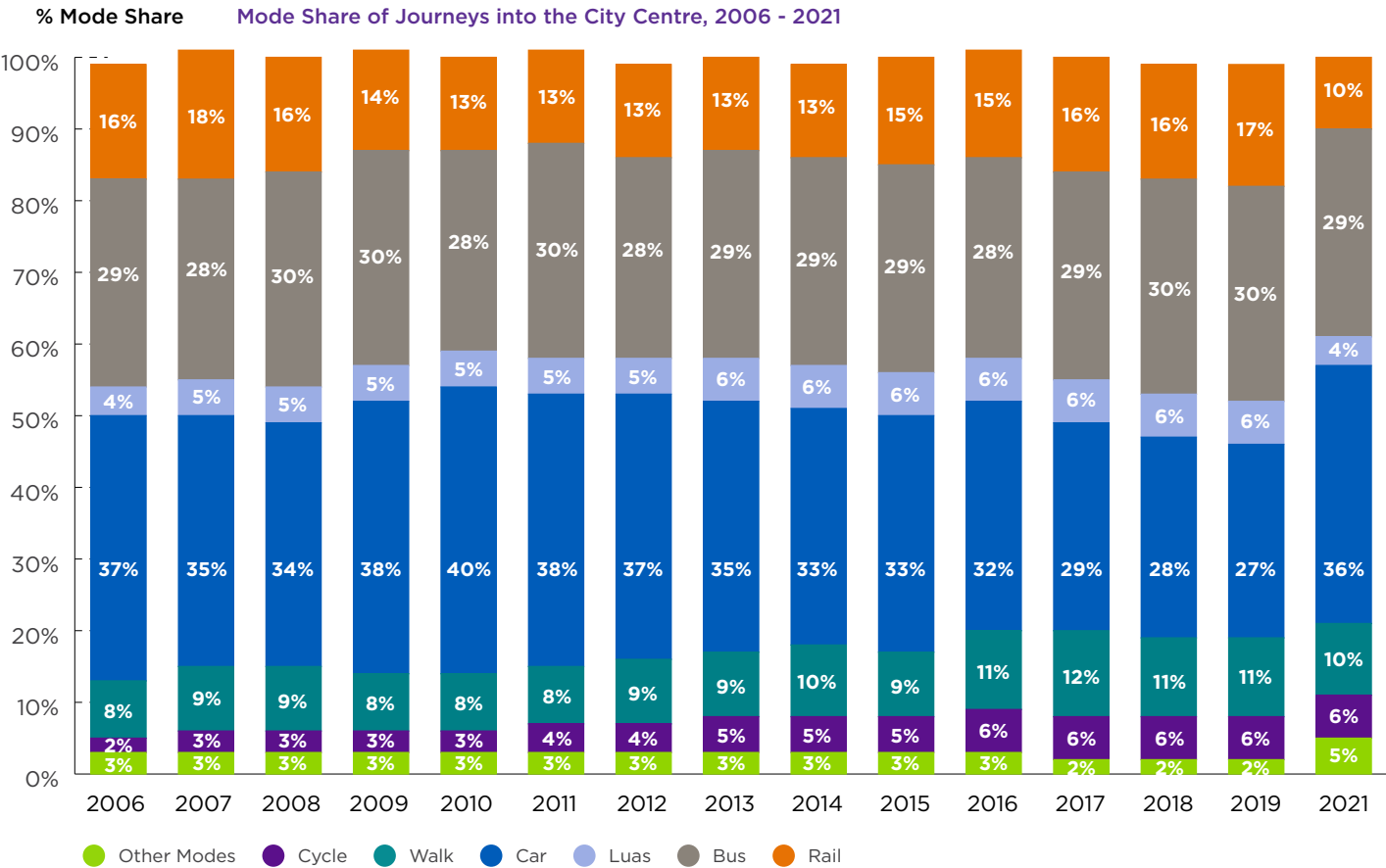


Table 7 Number of People Crossing the Canal Cordon by Mode, 2006 - 2021

Mode	2006	2007	2008	2009	2010	2011	2012	2013
Bus	59,874	57,201	60,438	56,168	50,420	54,251	52,007	56,177
Rail	33,534	35,692	32,324	25,723	23,580	22,932	23,999	24,969
Luas	9,029	9,171	9,242	8,776	9,111	9,949	10,014	10,835
Car	76,850	71,597	67,732	71,043	71,978	69,681	68,626	68,072
Taxi	1,453	2,154	1,930	2,739	2,260	2,674	3,271	3,111
Walk	17,114	18,594	18,360	14,618	15,092	14,551	17,070	17,495
Cycle	4,839	5,676	6,143	6,326	5,952	6,870	7,943	9,061
Commercial Vehicle	2,291	1,445	1,223	1,087	993	1,176	1,099	1,045
Motor Bike	2,395	2,429	2,375	2,060	1,656	1,485	1,425	1,423
Total	207,379	203,959	199,767	188,540	181,042	183,569	185,481	192,188

Mode	2014	2015	2016	2017	2018	2019	2021
Bus	56,671	57,584	56,572	60,798	64,206	65,048	38,885
Rail	24,866	29,521	31,309	34,409	34,471	37,407	13,330
Luas	11,670	12,503	12,254	11,953	13,835	13,832	5,740
Car	64,169	65,269	64,885	61,694	60,537	57,985	47,687
Taxi	2,775	2,960	2,724	2,623	2,156	2,661	4,796
Walk	19,711	18,727	21,473	24,936	23,858	24,691	13,103
Cycle	10,349	10,893	12,089	12,447	12,227	13,131	7,597
Commercial Vehicle	1,087	1,096	1,093	1,024	1,153	983	980
Motor Bike	1,372	1,390	1,464	1,532	1,477	1,485	782
Total	192,670	199,943	203,863	211,416	213,920	217,223	132,900

Chart 9 Mode Share of Journeys into the City Centre, 2006 – 2021



*Other Modes include Taxi, Commercial Vehicle and Motor Bike.

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. In 2019 it accounted for just over 17%, which is nearing the peak mode share of over 18% recorded in 2007. It dropped to 10% in 2021.
- In 2021, 23% of public transport journeys into the City Centre were by rail.
- The mode share for bus decreased by 1 percentage point in the past year. Bus is still the dominant public transport mode, making up 67% 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 2021, the private car mode share increased to 36%.
- In 2021, 43% of all person trips to the City Centre were made on public transport (57,955). The mode share for public transport is 7% greater than that for private car.
- There has been an increase in the proportion of journeys travelling into the city centre by bicycle between 2006 and 2021, from 2% to 6%.
- The walk mode share has decreased slightly, from 11% in 2019 to 10% in 2021.
- Taxi and commercial vehicles increased their mode share between 2019 and 2021.



6 Rail Patronage

National and Greater Dublin Area

The 2021 total patronage on the rail network on Census day was just over 98,000. Total patronage was down by 45% compared to 2019. Table 8 shows the total rail patronage both within and outside the GDA, along with the relative change since 2019. Of the total number of rail journeys undertaken in 2021, 81% were within the GDA. This ratio is slightly lower than that of 2019 where 85% of journeys were within the GDA.

Table 8 Rail Patronage – GDA and National

	GDA	% Change on 2019	Outside GDA	% Change on 2019
Patronage	79,745	-47%	18,348	-33%

Rail Usage according to Service Categories

Table 9 shows the total number of journeys taken on the National Irish Rail network on the day of the Census in 2021, according to service category. InterCity services experienced the largest reductions when compared with 2019 data, while Regional services experienced the smallest reductions.

Table 9 Journeys taken by service category

	Passenger Journeys	% Change on 2019
DART	42,866	-46%
Commuter Services	28,701	-42%
InterCity Services	20,136	-50%
Cork Commuter Services	4,117	-37%
Regional Services	2,273	-29%
Total	98,093	-45%

Rail Usage on Individual Lines

Table 10 shows the number of journeys on each of the lines on Census day 2021 and the percentage change relative to 2019 data.

Table 10 Journeys by direction and by line, 2021

Line	Route	Journeys	% Change on 2019
DART Northbound	Greystones/Bray – Howth/Malahide	21,720	-44%
DART Southbound	Malahide/Howth – Greystones/Bray	21,146	-47%
Connolly Northbound	Rosslare – Dundalk	6,928	-45%
Connolly Southbound	Dundalk – Rosslare	7,255	-45%
Connolly Eastbound	Sligo – Longford – Bray	7,353	-49%
Connolly Westbound	Bray – Longford – Sligo	7,178	-47%
Heuston North & Eastbound ¹⁶	Kildare/Newbridge/Athlone/Carlow/Portlaoise/Cork/Limerick/Galway/Westport/Waterford/Tralee – Heuston	10,238	-43%
Heuston South & Westbound ¹⁷	Heuston – Kildare/Newbridge/Athlone/Carlow/Portlaoise/Cork/Limerick/Galway/Westport/Waterford/Tralee	9,885	-44%
Cork Commuter Inbound	Cobh/Midleton – Cork / Tralee/Mallow – Cork	2,073	-38%
Cork Commuter Outbound	Cork – Cobh/Midleton / Cork – Mallow/Tralee	2,044	-35%
Regional Northbound	Limerick – Galway/Ballybrophy/Limerick Junction & Waterford – Limerick Junction	1,001	-31%
Regional Southbound	Galway/Ballybrophy/Limerick Junction – Limerick & Limerick Junction to Waterford	1,272	-26%

The following sections will discuss the rail patronage by line on three indicators:

- Total daily patronage;
- Hourly Profile Demand: variations in demand throughout the day; and
- Profile of Demand by Station: the daily build-up of passengers along the line. The change in the cumulative number of passengers at each station is the net impact of the number of passengers alighting and boarding trains.

¹⁶ Includes Ballina to Manulla Junction and Galway to Athlone services

¹⁷ Includes Manulla Junction to Ballina and Athlone to Westport/Galway services

DART

Services Included:

Malahide / Howth – Bray / Greystones

The number of total daily journeys on the DART line in 2021 was just over 42,000, down by 46% on 2019 levels. In 2021, 44% of all rail journeys nationally were on DART services and over half (54%) of all boardings in the GDA were on DART services.

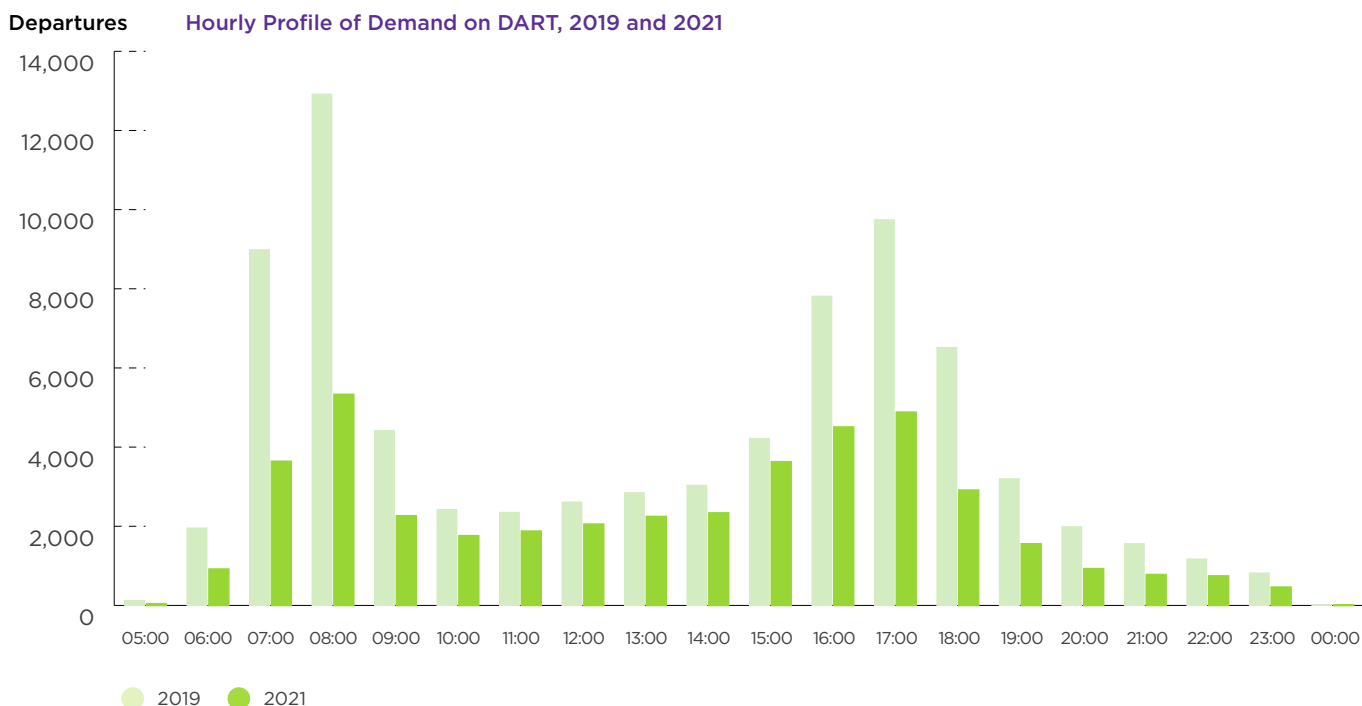
Table 11 Total daily patronage on DART lines, 2021

Line	2019	2021	% Change on 2019
DART Northbound	38,668	21,720	-44%
DART Southbound	40,021	21,146	-47%
Total	78,689	42,866	-46%

Hourly Profile of Demand

Chart 10 shows variations in demand throughout the day on the DART line in 2019 and 2021. This is based on passenger boarding numbers. The passenger numbers dropped significantly during morning peak (7:00-9:00) and evening peak (16:00-18:00) hours.

Chart 10 Hourly profile of demand on DART 2019 and 2021



Profile of Demand by Station

Chart 11 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. Chart 12 shows the profile of demand in the southbound direction which, as would be expected, mirrored the northbound profile.

Chart 11 Profile of Demand by Station, DART Northbound, 2019 and 2021

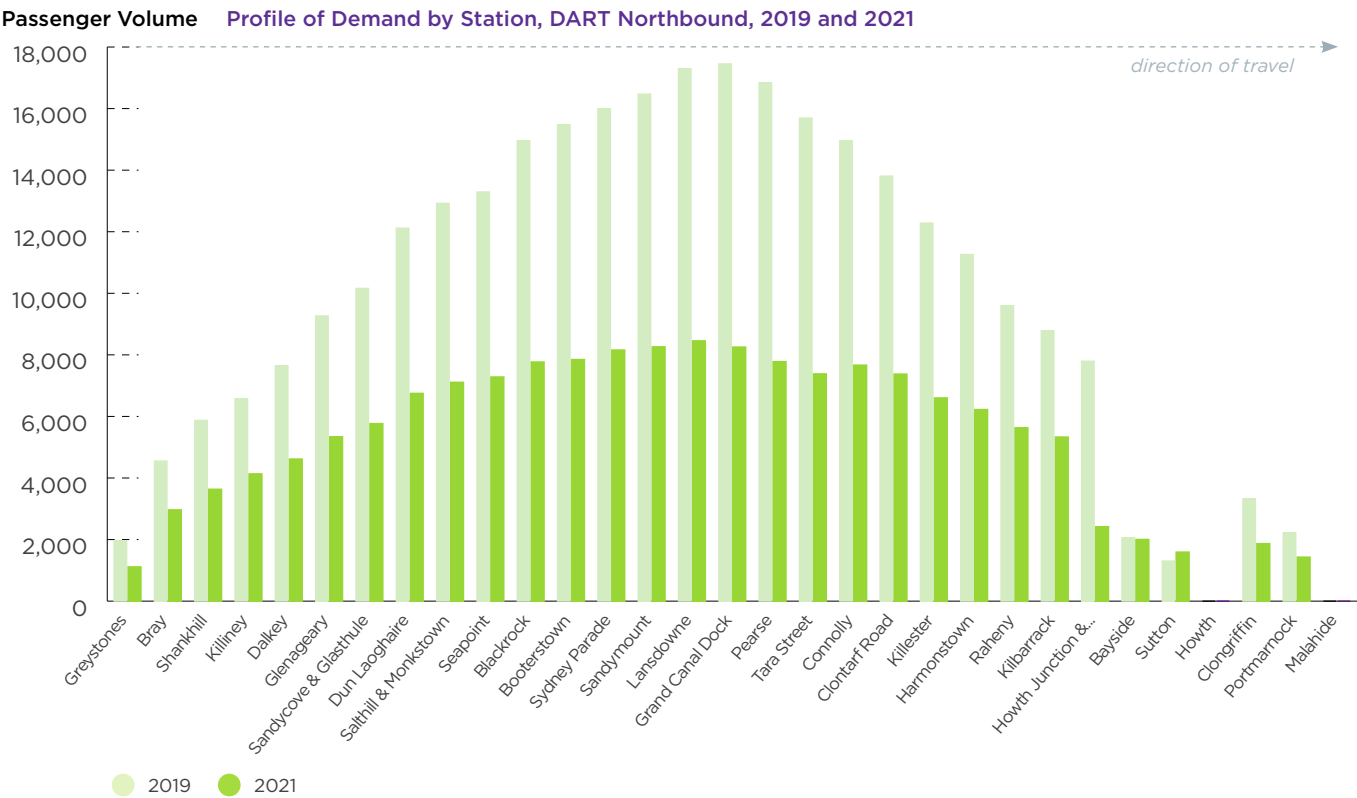
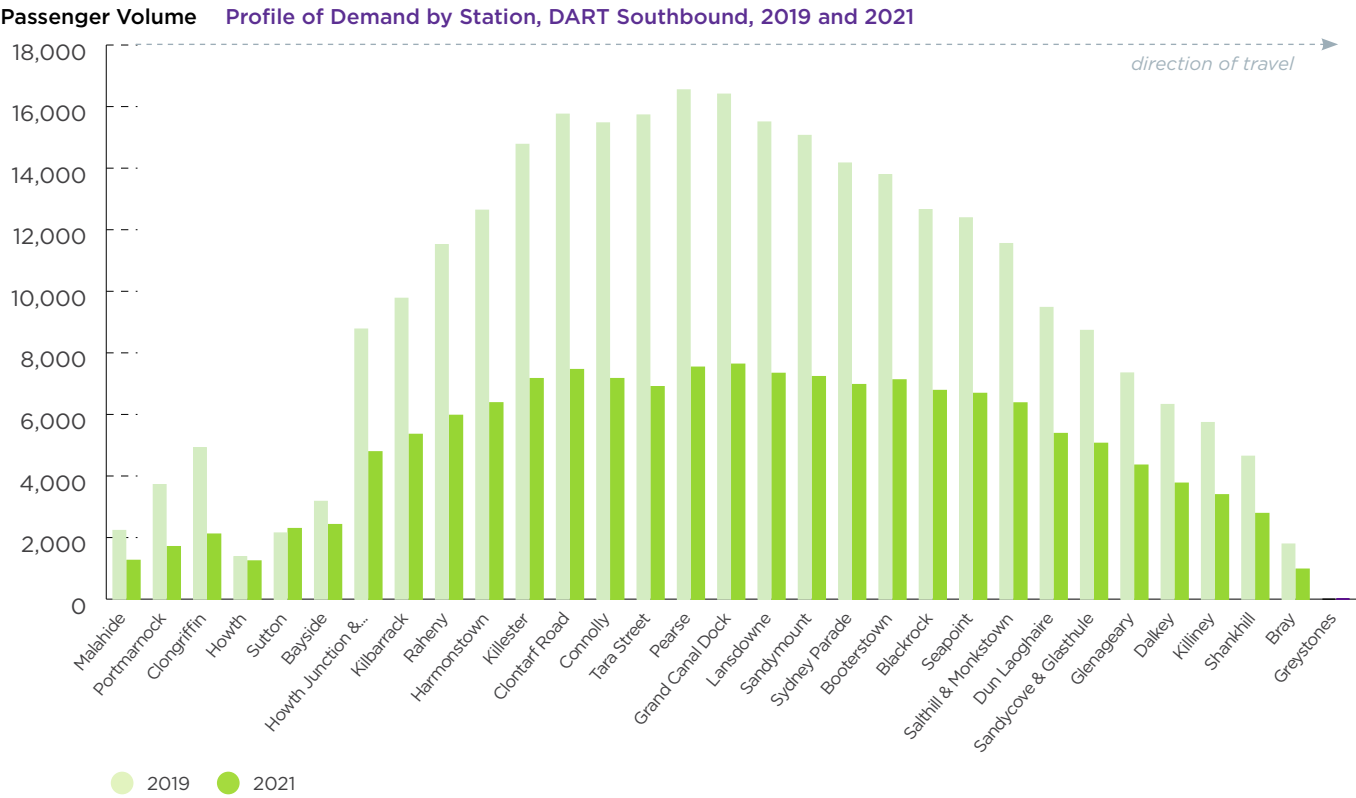


Chart 12 Profile of Demand by Station, DART Southbound, 2019 and 2021



Connolly Northbound/Southbound

Services Included:

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

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

The number of total daily journeys on the Connolly Northbound/Southbound line in 2021 was 14,183, down by 45% on 2019 levels.

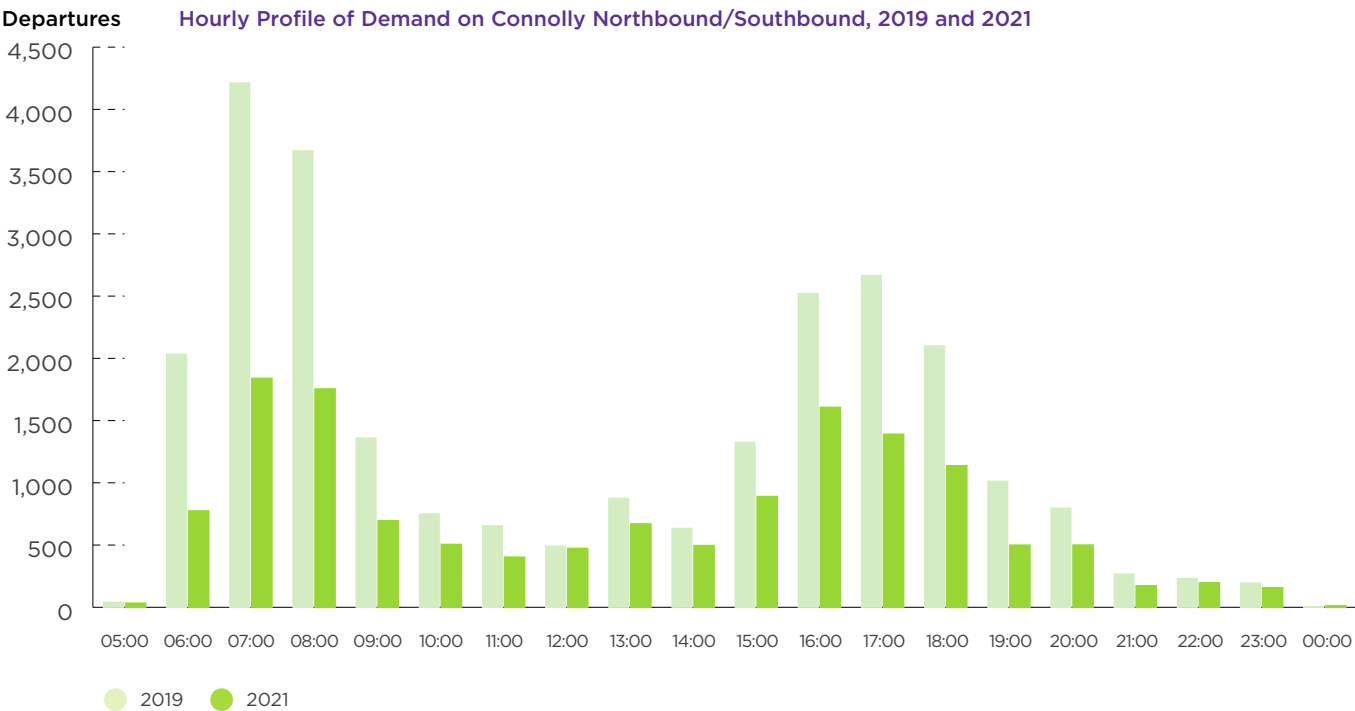
Table 12 Total daily patronage on Connolly Northbound/Southbound lines, 2021

Line	2019	2021	% Change on 2019
Connolly Northbound	12,595	6,928	-45%
Connolly Southbound	13,244	7,255	-45%
Total	25,839	14,183	-45%

Hourly profile of Demand

Chart 13 shows variations in demand throughout the day on the Connolly Northbound/Southbound line in 2019 and 2021. As with DART, the passenger numbers dropped significantly during morning peak (7:00-9:00) and evening peak (16:00-18:00) hours.

Chart 13 Hourly profile of demand, Connolly Northbound/Southbound, 2019 and 2021



Profile of Demand by Station

Charts 14 and 15 show the demand profile of patronage on the Connolly Northbound/Southbound section of the network, which includes the InterCity service between Dublin and Belfast.

Chart 14 Profile of Demand by Station, Connolly Northbound, 2019 and 2021

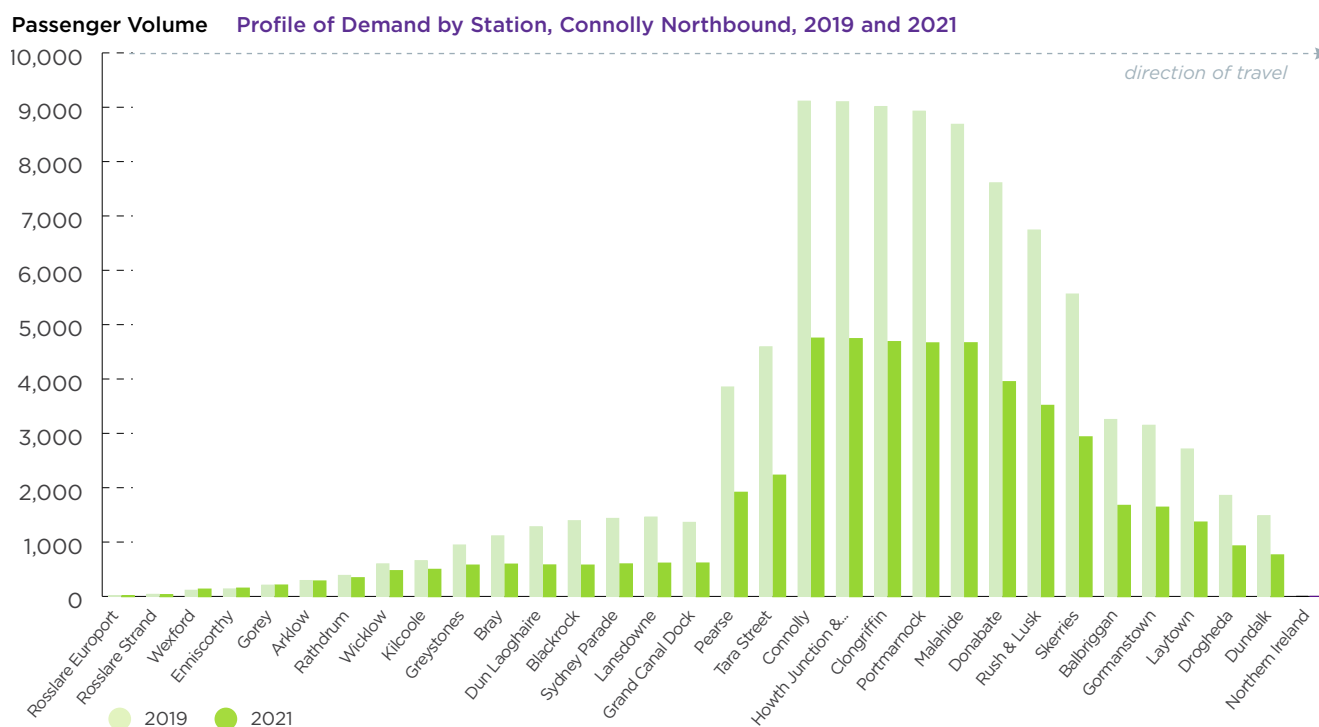
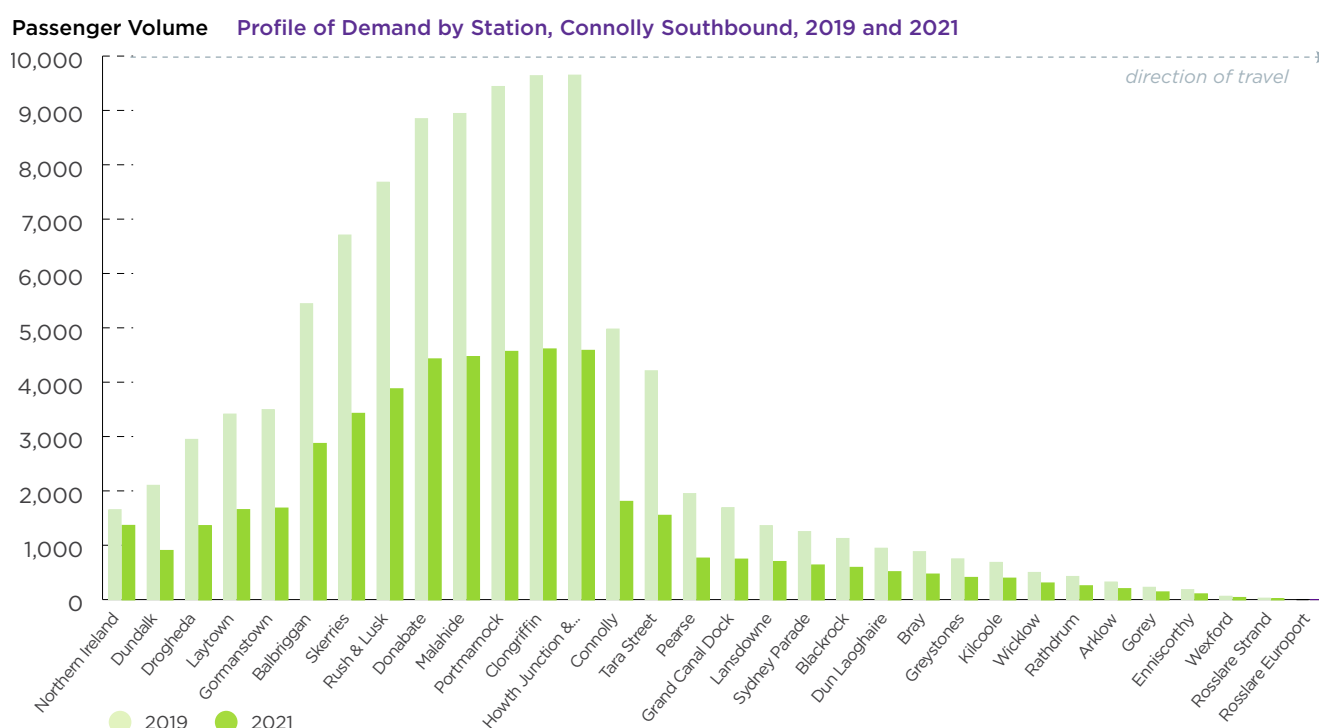


Chart 15 Profile of Demand by Station, Connolly Southbound, 2019 and 2021



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 a significant decrease in Enterprise service patronage of approximately 55% between 2019 and 2021. Table 13 shows the total boardings on Enterprise services on census day in 2019 and 2021.

Although the Enterprise service operates between Dublin and Belfast, on census day 2021 74% of Enterprise trips crossed the border (78% in 2019)¹⁸. There has been a 48% decrease in trips crossing the border northbound, this equates to 714 daily journeys. Meanwhile there has been a 55% decrease in journeys southbound from Northern Ireland (830 daily journeys). Overall there was a 52% decrease in cross border trips between 2019 and 2021. Table 14 shows the total cross border trips on Census day 2019 and 2021.

Table 13 Total Patronage on the Enterprise Service

Enterprise Services	2019	2021	% Change on 2019
Northbound	2,035	1,000	-51%
Southbound	1,973	929	-53%
Total	4,008	1,929	-55%

Table 14 Total Cross Boarder Patronage on the Enterprise Service

Enterprise Services	2019	2021	% Change on 2019
Northbound	1,473	759	-48%
Southbound	1,499	669	-55%
Total	3,141	1,428	-52%

¹⁸ Cross border trips are defined as: Northbound – total alightings at Belfast; Southbound – total boardings at Connolly (no stop in Northern Ireland)

Connolly Eastbound/Westbound

Services Included:

- InterCity: Dublin – Sligo
- Commuter: Dublin – Maynooth/Longford
- Commuter: Dublin – M3 Parkway
- Commuter: Bray – Dublin (excluding DART)
- Commuter: Bray – Maynooth

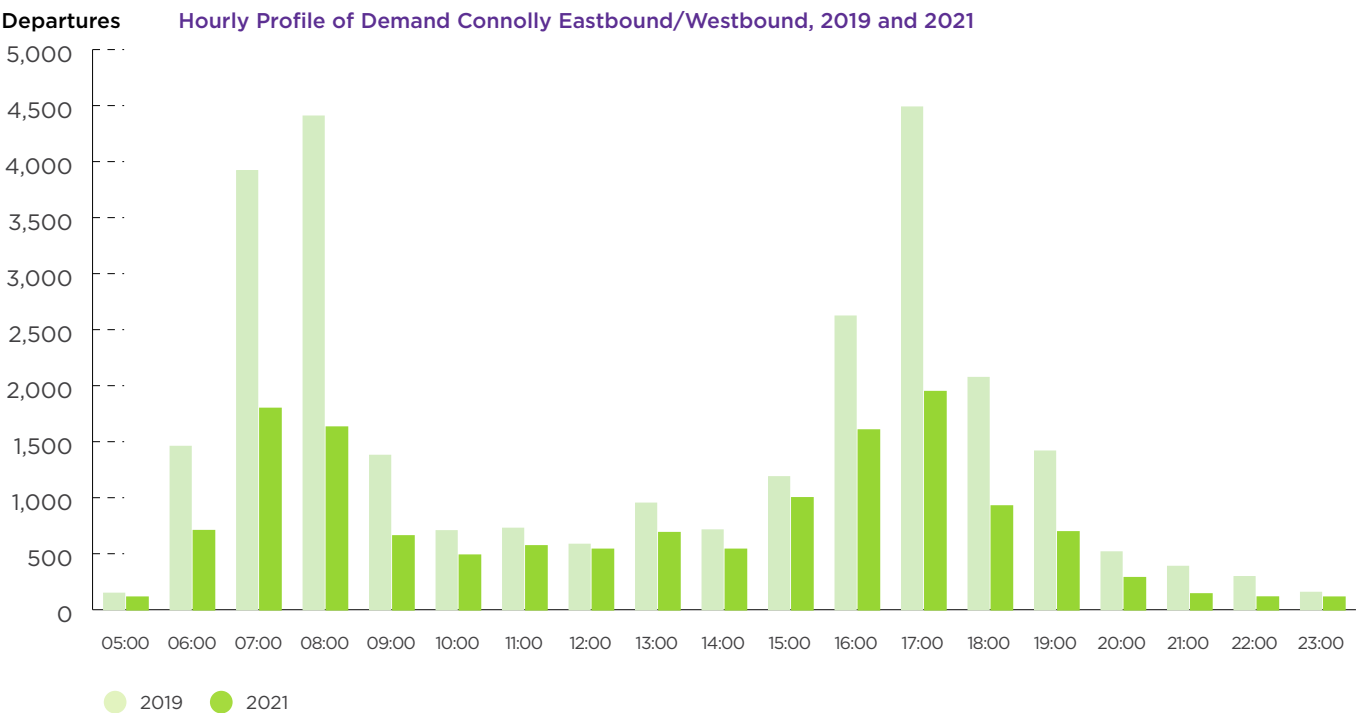
The number of total daily journeys on the Connolly Eastbound/Westbound line in 2021 was 14,531, down by 48% on 2019 levels.

Table 15 Total daily patronage on Connolly Eastbound/Westbound lines, 2019 and 2021

Line	2019	2021	% Change on 2019
Connolly Eastbound	14,559	7,353	-49%
Connolly Westbound	13,565	7,178	-47%
Total	28,124	14,531	-48%

Hourly Profile of Demand

Chart 16 Hourly Profile of Demand, Connolly Eastbound/Westbound, 2019 and 2021



Profile of Demand by Station

Charts 17 and 18 show the demand profile of patronage on the Connolly Eastbound/Westbound line in 2019 and 2021.

Chart 17 Profile of Demand by Station, Connolly Eastbound, 2019 and 2021¹⁹

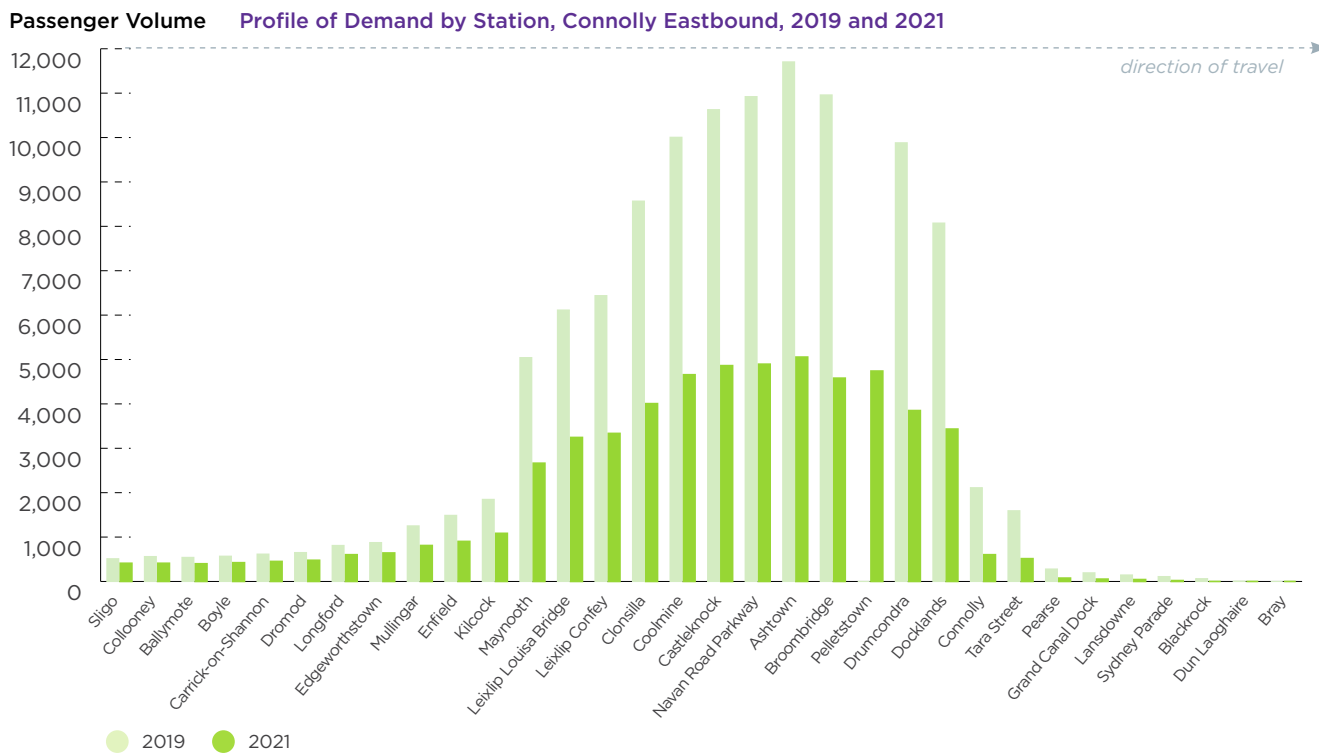
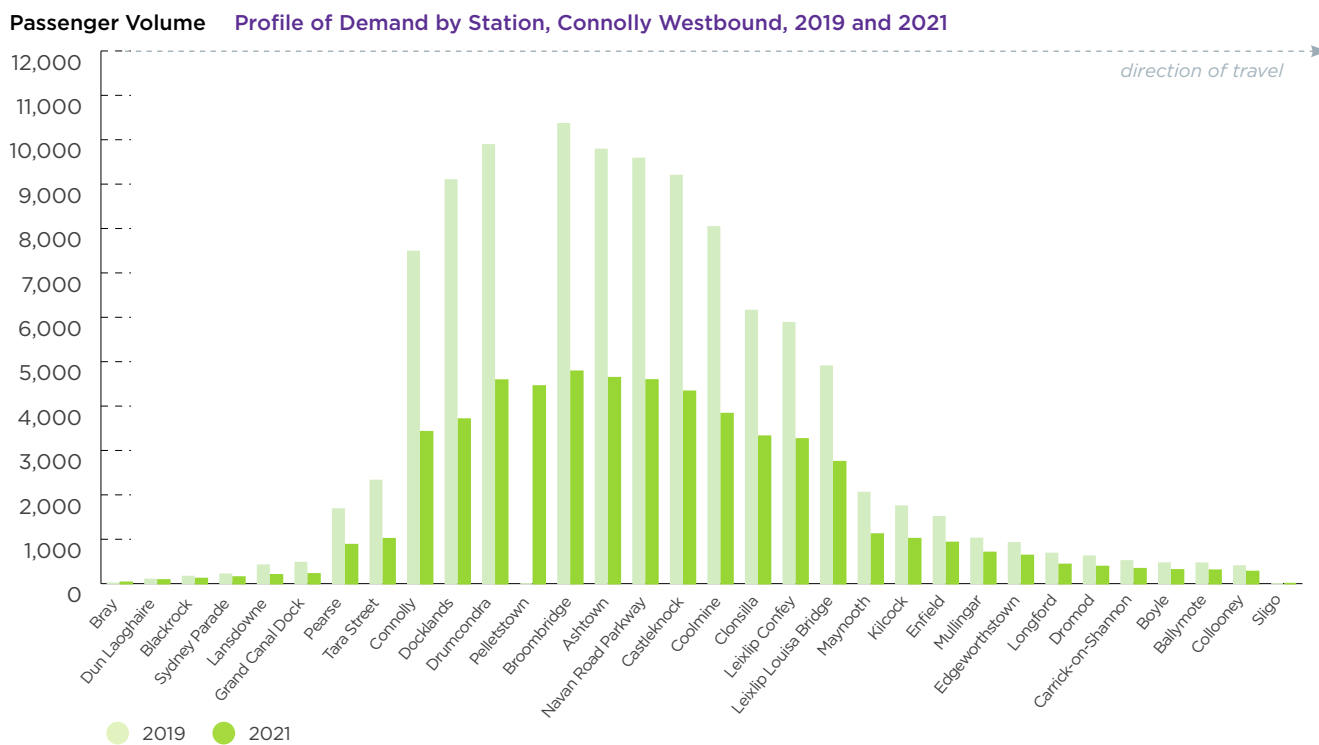


Chart 18 Profile of Demand by Station, Connolly Westbound, 2019 and 2021



19 'Dunboyne spur' Patronage (M3 Parkway - Dunboyne - Hansfield) represented at Clonsilla. Pelletstown is a new station in 2021.

Heuston Commuter Services

Services Included:

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

The number of total daily journeys on the Heuston Commuter Services in 2021 was 5,990, down by 51% on 2019 levels.

Table 16 Total daily patronage on Heuston Commuter, 2019 and 2021

Line	2019	2021	% Change on 2019
Heuston South&Westbound (Commuter)	5,760	2,990	-48%
Heuston North&Eastbound (Commuter)	6,540	3,000	-54%
Total	12,264	5,990	-51%

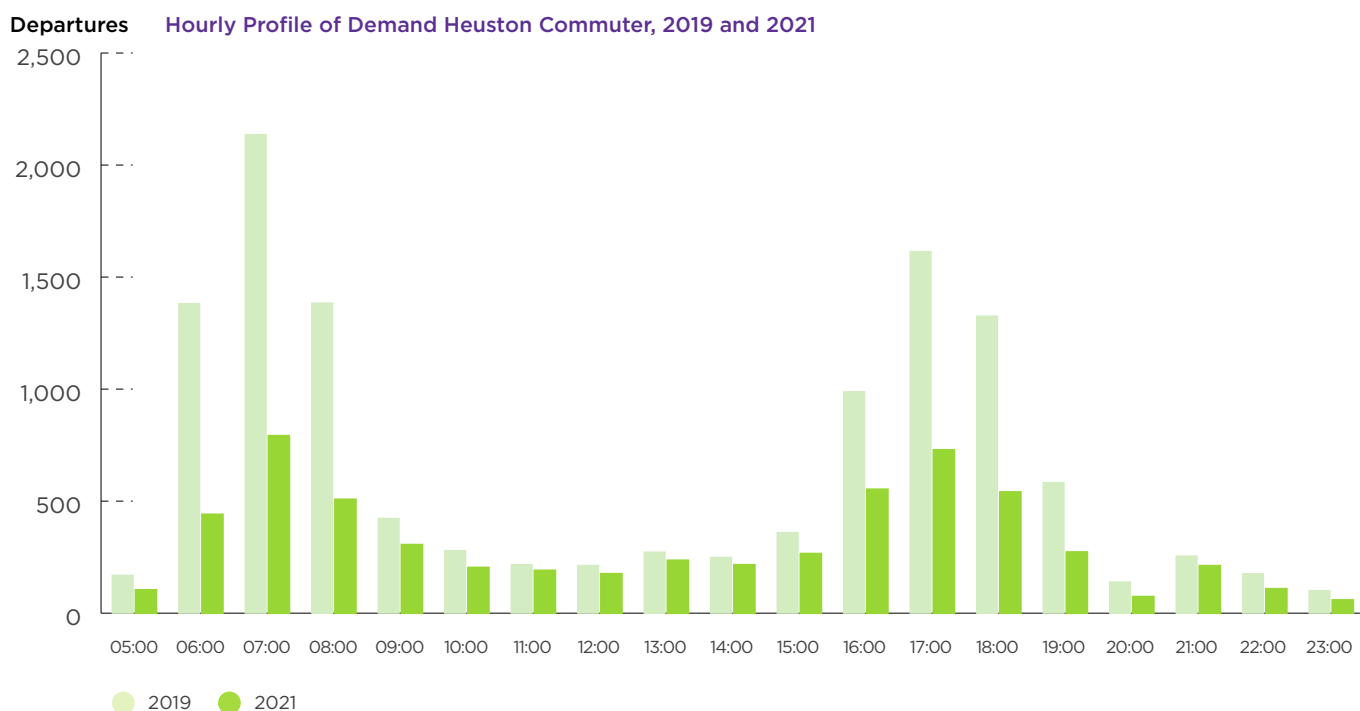
In December 2016, Iarnród Éireann reintroduced passenger services via Dublin's Phoenix Park Tunnel. Table 15a below presents a comparison of patronage on these particular services in 2019 and 2021.

Table 16a Total daily patronage on Commuter Services to & from Grand Canal Dock via Phoenix Park Tunnel, 2019 and 2021

Line	2019	2021	% Change on 2019
From Grand Canal Dock	2,304	1,022	-56%
To Grand Canal Dock	2,530	1,004	-60%
Total	4,834	2,026	-58%

Hourly Profile of Demand

Chart 19 Hourly Profile of Demand, Heuston Commuter, 2019 and 2021



Profile of Demand by Station

Charts 20 and 21 show the daily patronage build-up on the Heuston Commuter Services in 2019 and 2021.

Chart 20 Profile of Demand by Station, Heuston Eastbound, 2019 and 2021²⁰

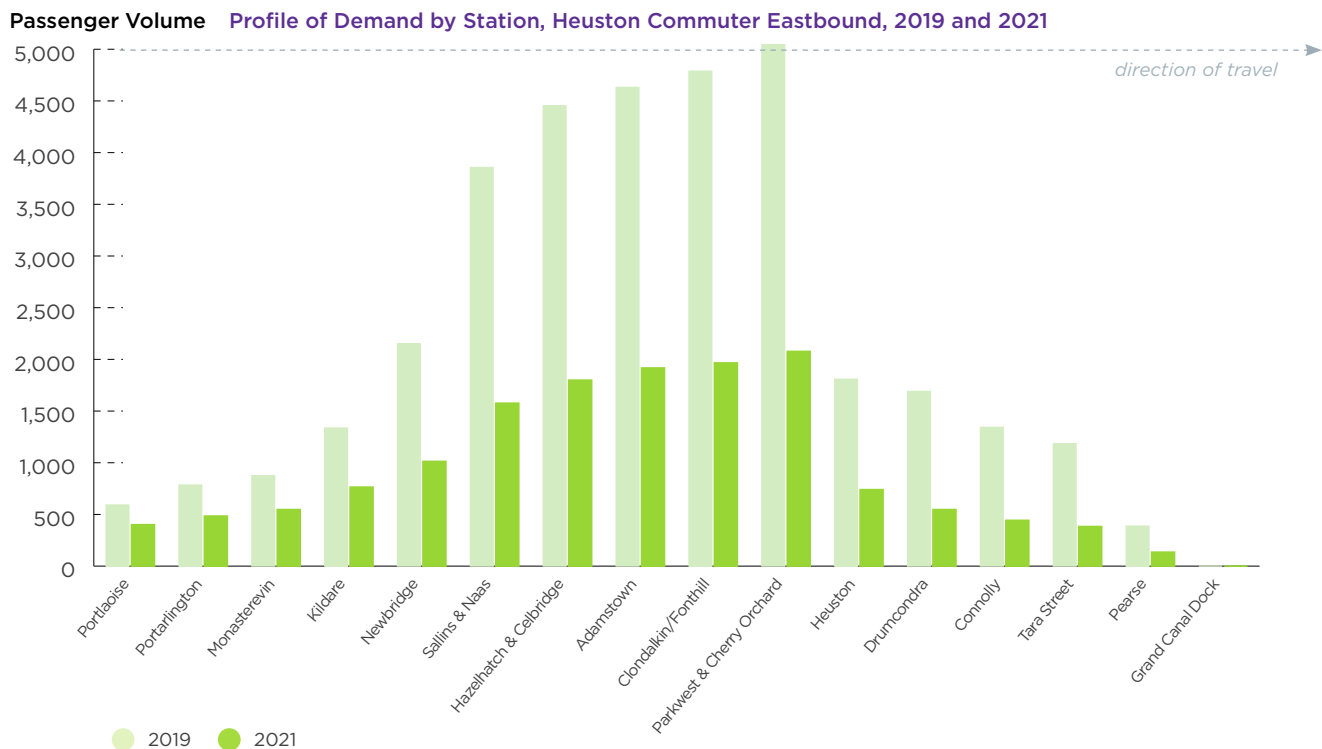
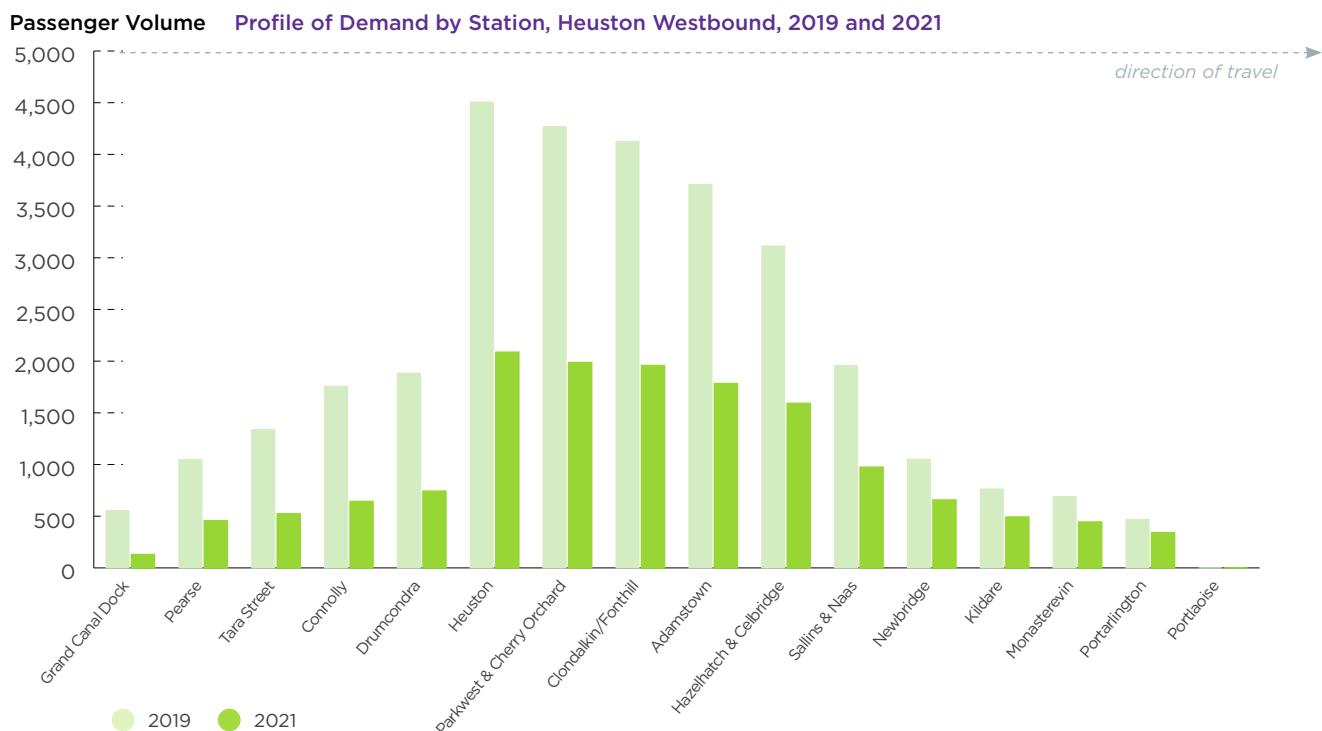


Chart 21 Profile of Demand by Station, Heuston Westbound, 2019 and 2021²¹



20 Patronage at Athlone, Clara and Tullamore represented at Portarlinton; from Athy and Carlow at Kildare
 21 Patronage at Athlone, Clara and Tullamore represented at Portarlinton; from Athy and Carlow at Kildare

Heuston InterCity Services

Services Included:

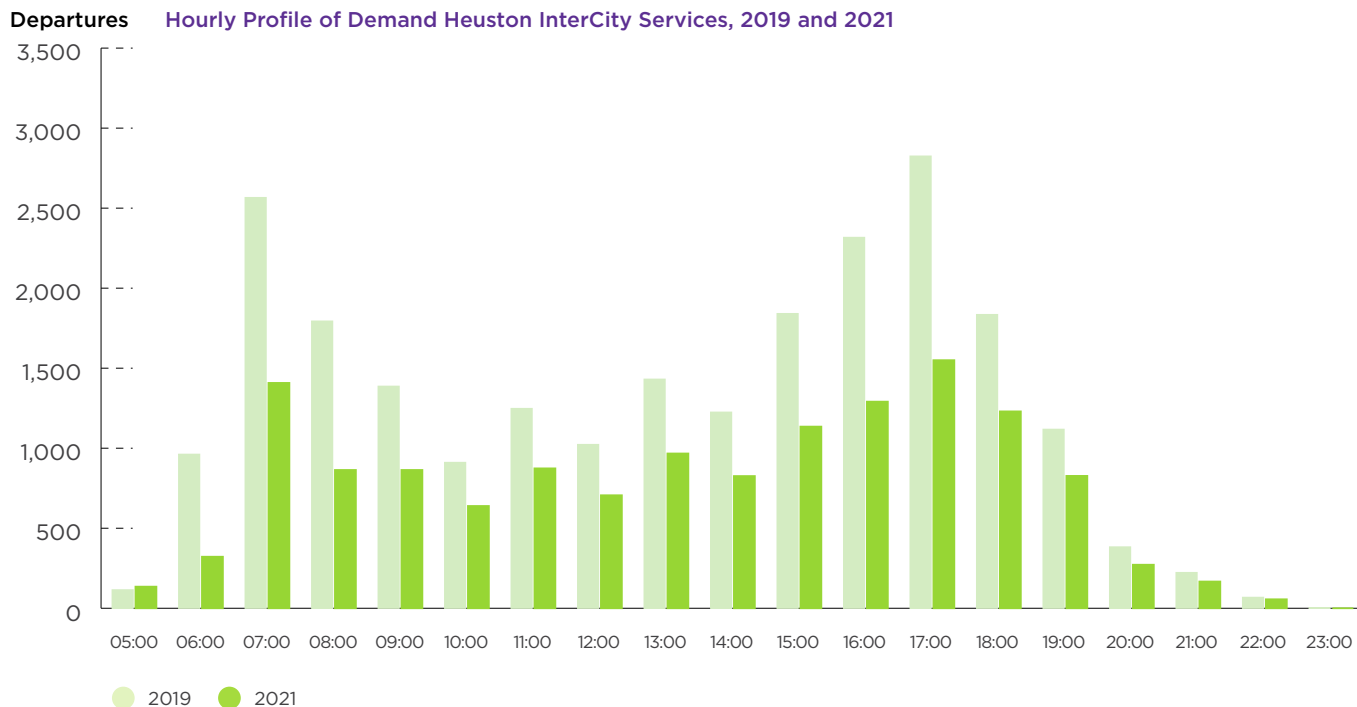
Dublin - Kildare/Newbridge/Athlone/Carlow/Portlaoise/
Cork/Limerick/Galway/Westport/Waterford/Tralee

The number of total daily journeys on the Heuston InterCity Services in 2021 was 14,133, down by 39% on 2019 levels.

Table 17 Total daily patronage on InterCity Services to & from Heuston, 2021

Line	2019	2021	% Change on 2019
Heuston South&Westbound (InterCity)	11,784	6,895	-41%
Heuston North&Eastbound (InterCity)	11,490	7,238	-37%
Total	23,274	14,133	-39%

Chart 22 Hourly Profile of Demand, Heuston InterCity services, 2019 and 2021



Cork Commuter and Regional

Services Included:

Midleton/Cobh – Cork – Mallow – Tralee

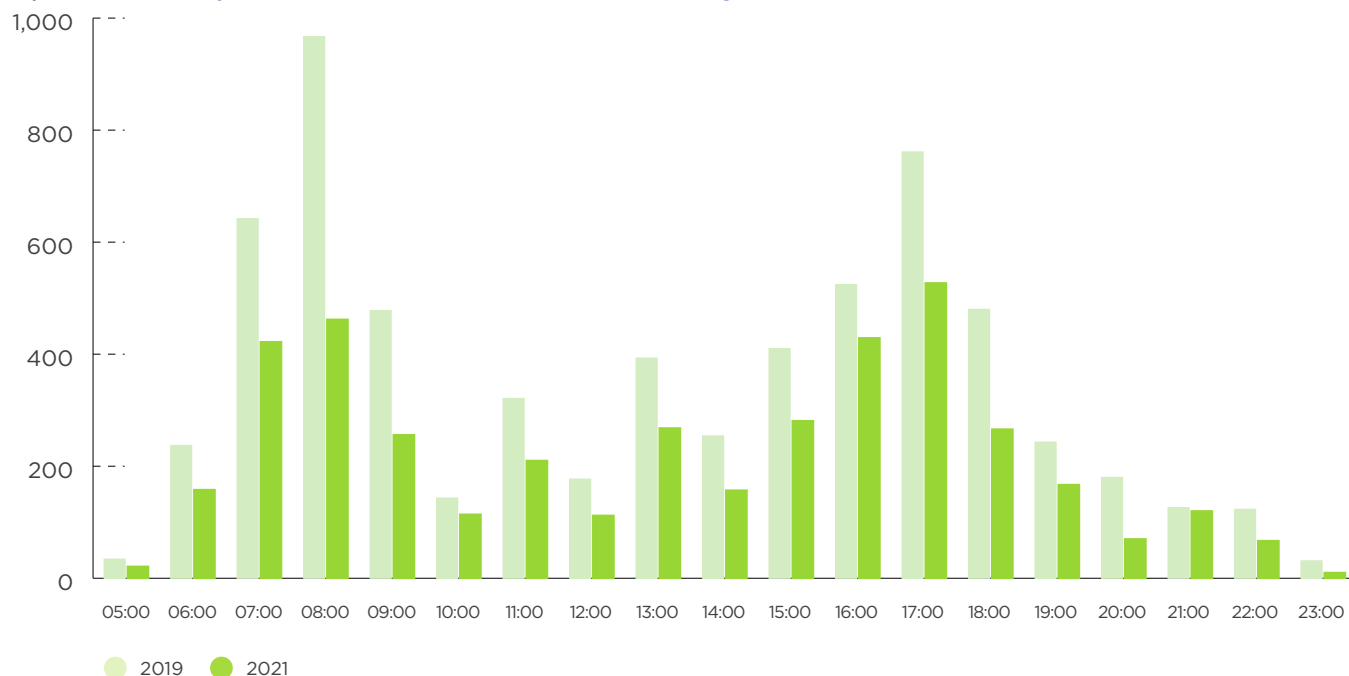
The number of total daily journeys on the Cork Commuter and Regional Services in 2021 was 4,117, down by 37% on 2019 levels.

Table 18 Total daily patronage on Cork Commuter and Regional Lines, 2021

Line	2019	2021	% Change on 2019
Cork Commuter and Regional Inbound	3,362	2,073	-38%
Cork Commuter and Regional Outbound	3,162	2,044	-35%
Total	6,524	4,117	-37%

Chart 23 Hourly Profile of Demand, Cork Commuter and Regional Lines, 2019 and 2021

Departures Hourly Profile of Demand on Cork Commuter and Regional Lines, 2019 and 2021



Profile of Demand by Station

Chart 24a shows the daily build-up of passengers along the Cork Commuter line from Cork to Glounthaune, where the train then splits into the Midleton and Cobh branches. Chart 24b shows the daily build-up of passengers along the Cork to Tralee line. Chart 25a and 25b show the profile of demand in the inbound direction which, as would be expected, mirrored the northbound profile.

Chart 24a Profile of Demand by Station, Commuter Services from Cork 2019 and 2021²²

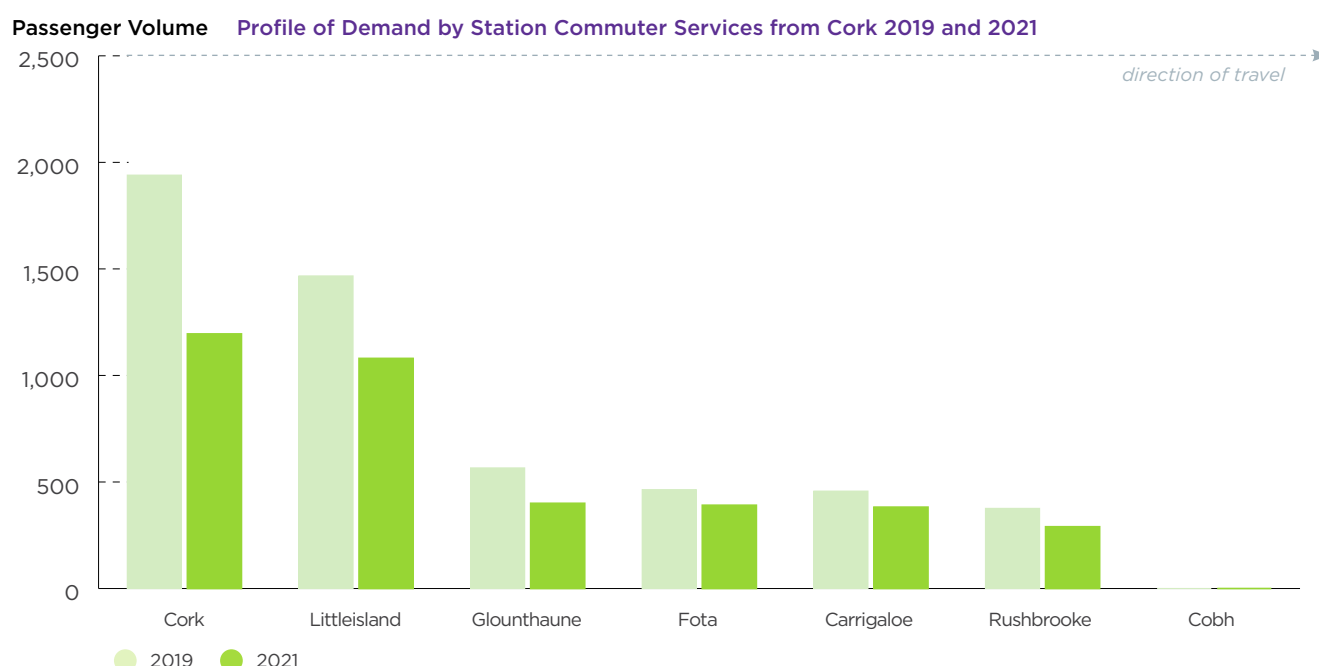
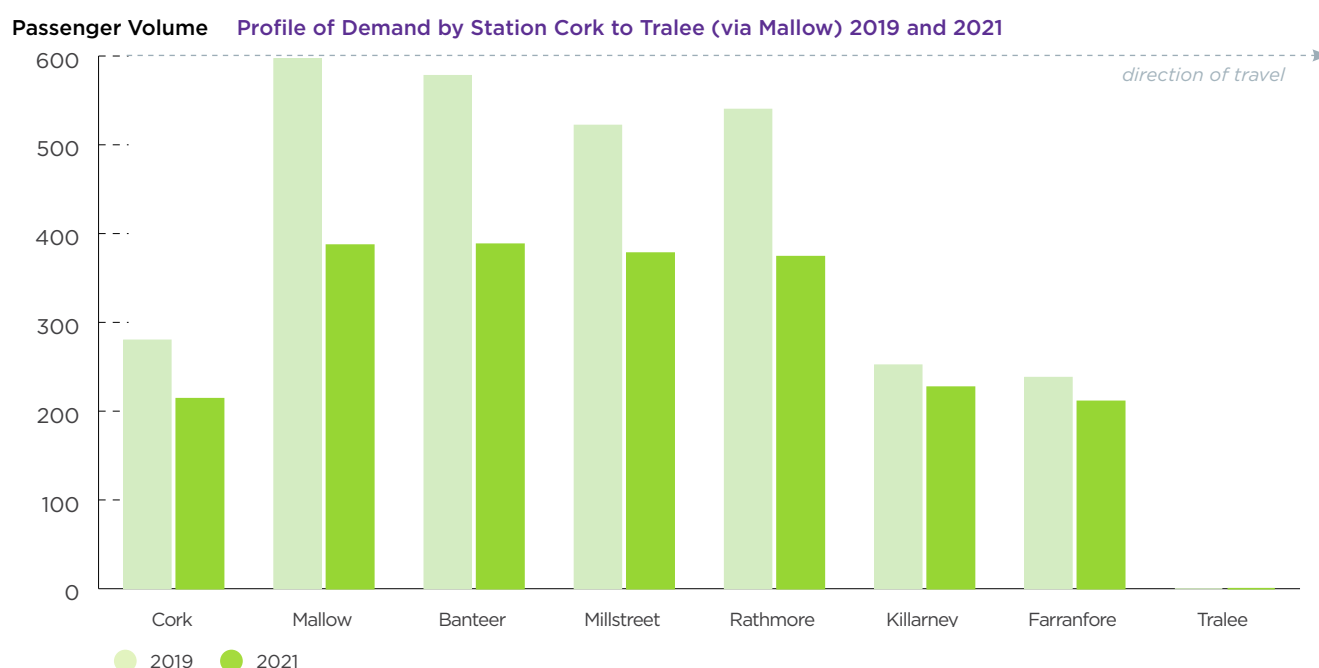


Chart 24b Profile of Demand by Station, Services from Cork to Tralee 2019 and 2021



²² Line branches at Glounthaune, patronage at Carrigtwohill and Midleton represented at Glounthaune

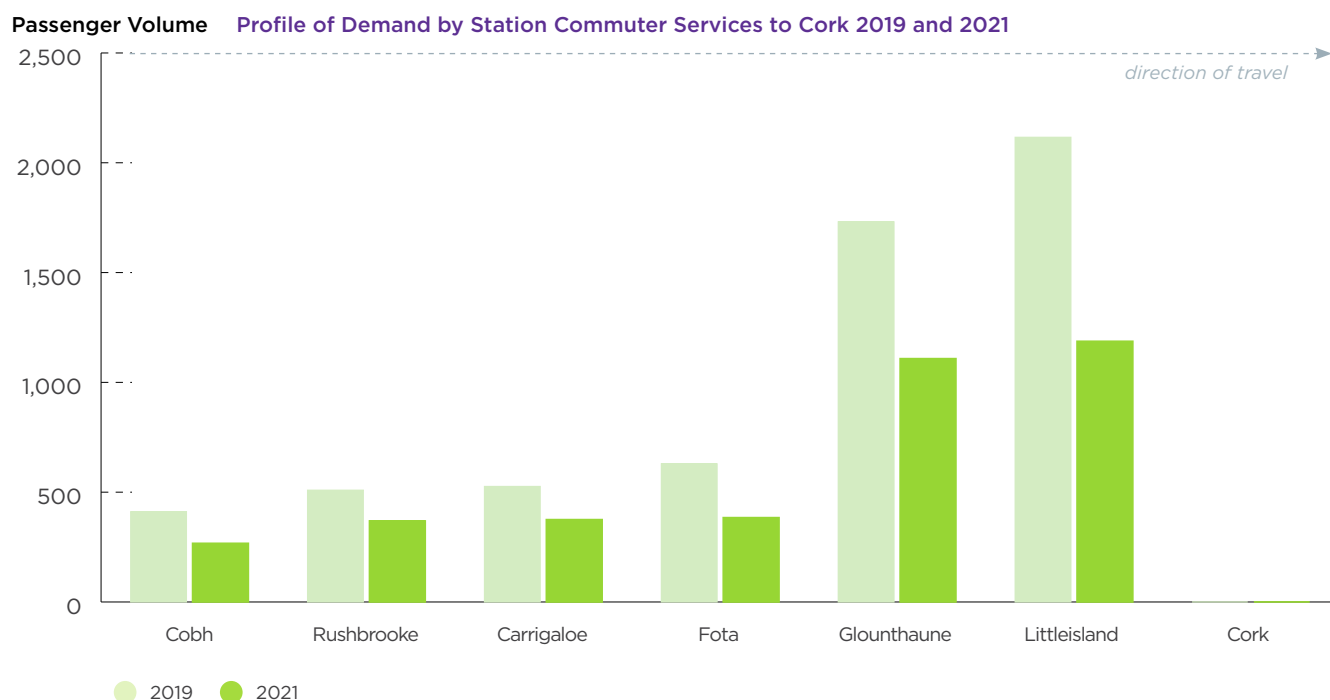
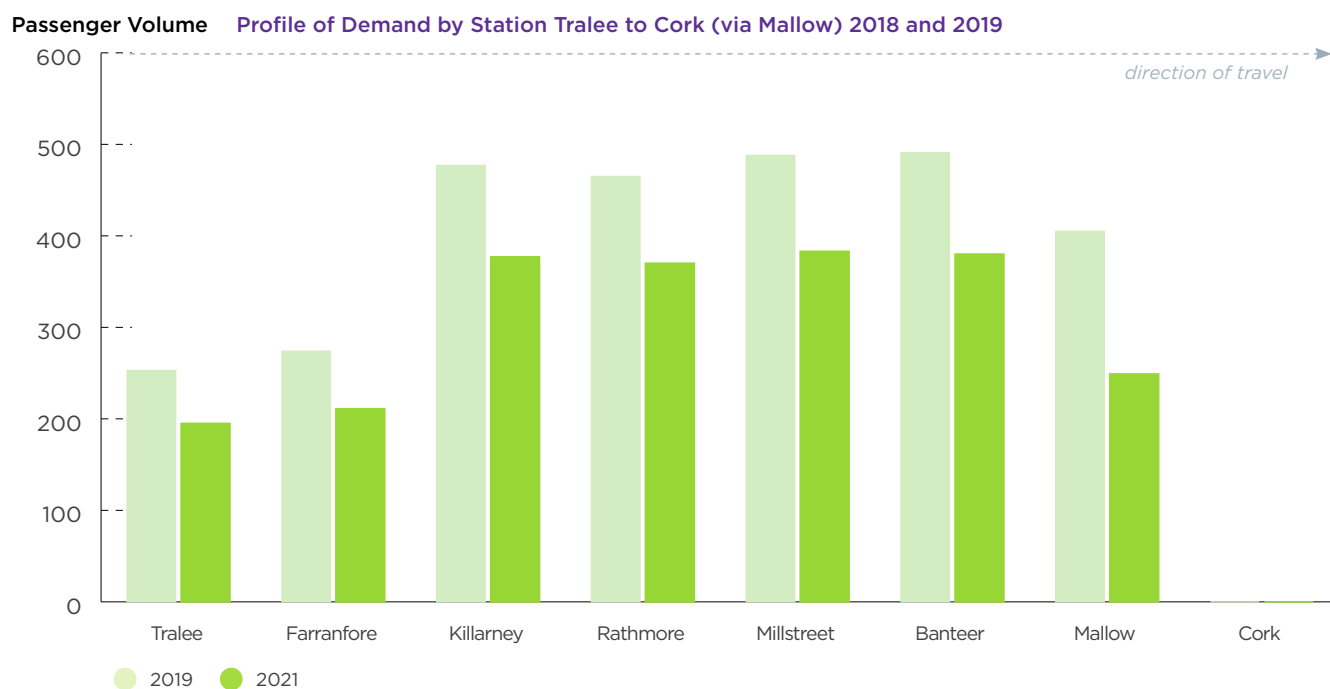
Chart 25a Profile of Demand by Station, Commuter Services to Cork 2019 and 2021²³

Chart 25b Profile of Demand by Station, Services from Tralee to Cork 2018 and 2019



²³ Line branches at Glounthaune, patronage at Carrigtwohill and Middleton represented at Glounthaune

Regional Lines

Services Included:

Limerick – Galway/Ballybrophy/Limerick Junction & Waterford – Limerick Junction

The number of total daily journeys on the Regional Lines in 2021 was 2,273, down by 29% on 2019 levels.

Table 19 Total daily patronage on Regional Lines, 2021

Route	2019	2021	% Change on 2019
Waterford, Ballybrophy, Thurles, Nenagh, Athenry, Limerick, Limerick Junction – Limerick, Galway, Ennis, Limerick Junction	1,460	1,001	-31%
Limerick, Ennis, Galway – Limerick Junction, Ballybrophy, Athenry, Ennis, Waterford, Limerick	1,730	1,272	-27%
Total	3,190	2,273	-29%



7 Radial Rail Usage in Dublin

To understand how demand compares across the radial corridors in and out of Dublin, boardings on the inbound direction and section of each line were identified, as shown in Table 20.

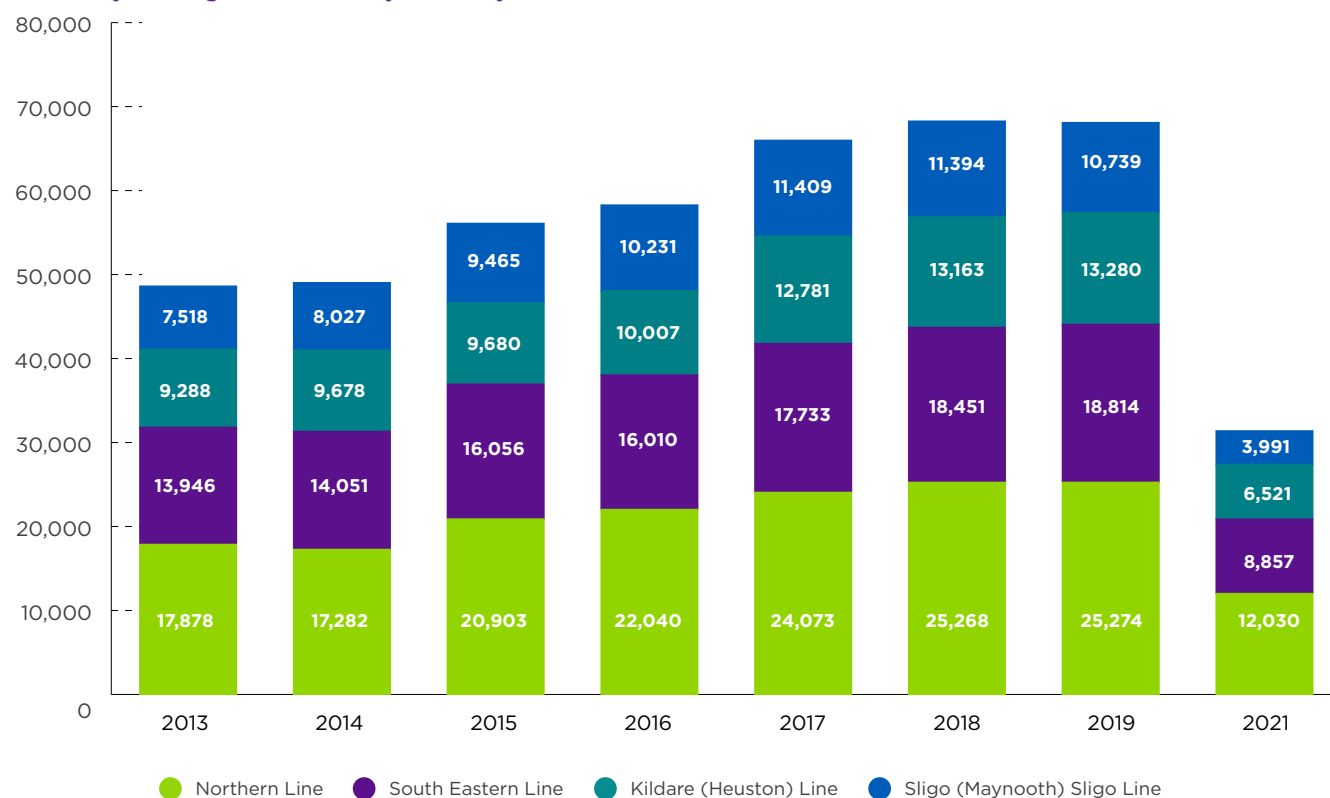
Daily Line Flow into the City Centre by Radial Corridor

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	2021
Northern Line	DART	10,397	10,077	12,848	14,097	14,956	16,514	15,752	7,450
	Commuter	6,434	6,103	6,982	6,754	7,581	7,297	7,696	3,796
	InterCity	1,047	1,102	1,073	1,189	1,536	1,457	1,826	784
	Total	17,878	17,282	20,903	22,040	24,073	25,268	25,274	12,030
South Eastern Line	DART	13,081	12,916	14,898	14,721	16,372	17,248	17,453	8,248
	Commuter	865	1,135	1,076	1,228	1,229	1,038	714	275
	InterCity ²⁴	-	-	82	61	132	165	647 ²⁵	334
	Total	13,946	14,051	16,056	16,010	17,733	18,451	18,814	8,857
Kildare (Heuston) Line	Commuter	2,585	2,677	2,377	2,645	4,051	4,524	5,060	1,963
	InterCity	6,703	7,001	7,303	7,362	8,730	8,639	8,220	4,558
	Total	9,288	9,678	9,680	10,007	12,781	13,163	13,280	6,521
Sligo (Maynooth) Line	Commuter	7,518	8,027	7,957	8,779	9,778	9,602	9,322	3,249
	InterCity ²⁶	-	-	1,508	1,452	1,631	1,792	1,417	742
	Total	7,518	8,027	9,465	10,231	11,409	11,394	10,739	3,991
Grand Total		48,630	49,038	56,104	58,288	65,996	68,276	68,107	31,399

Chart 26 Daily Passenger Flow by Corridor Inbound to the City Centre by Line

Total Daily Passenger Flow into City Centre by Line



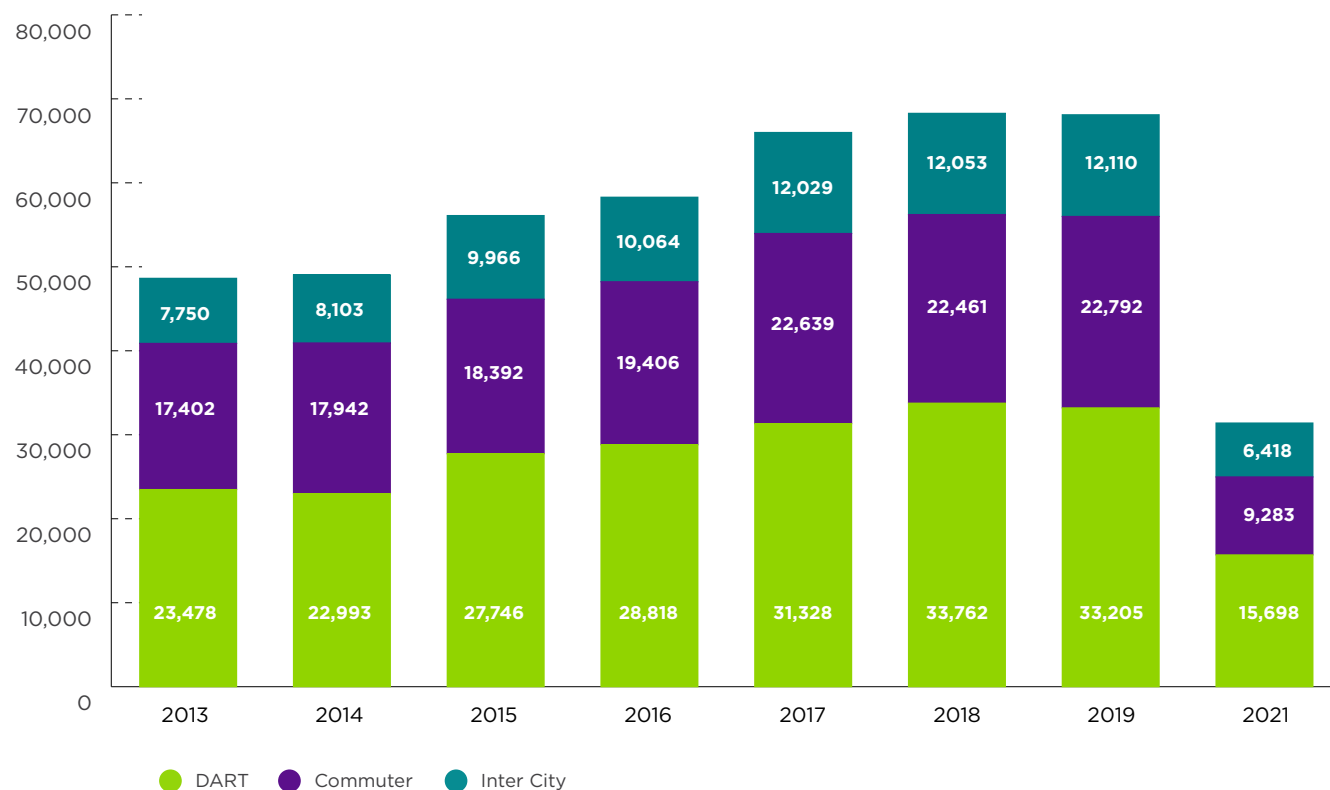
²⁴ InterCity & Commuter services combined in Census 2013 & 2014 on South Eastern Line

²⁵ Changes to definition of Commuter and InterCity services 2018 - 2021

²⁶ InterCity & Commuter services combined in Census 2013 & 2014 on Sligo Line

Chart 27 Daily Passenger Flow by Corridor Inbound to the City Centre by Service Type

Total Daily Passenger Flow into City Centre by Service Type



Peak hour flows by radial corridor

Tables 21 & 22 – Maximum Flows per Line in the Morning & Evening Peak Hours (8:00-9:00 & 17:00-18:00)

Radial Corridor	Service	Max. hourly passenger flow	Location of Maximum Flow
Northern Lines	DART	1,629	Connolly-Tara Street
	Commuter	882	Connolly-Tara Street
	InterCity	152	Drogheda-Connolly
Total		2,663	
South Eastern Lines	DART	1,581	Blackrock-Boooterstown
	Commuter	186	Skerries-Balbriggan
	InterCity	192	Dun Laoghaire-Blackrock
Total		1,959	
Heuston Lines	Commuter	348	Clondalkin Fonthill-Parkwest & Cherry Orchard
	InterCity	316	Newbridge-Heuston
Total		664	
Sligo Lines	Commuter	1,013	Pelletstown-Broombridge
	InterCity	342	Kilcock-Maynooth
Total		1,355	

Radial Corridor	Service	Max. hourly passenger flow	Location of Maximum Flow
Northern Lines	DART	965	Blackrock-Seapoint
	Commuter	117	Balbriggan-Skerries
	InterCity	143	Greystones-Kilcoole
Total		1,225	
South Eastern Lines	DART	1,348	Connolly-Clontarf Road
	Commuter	737	Connolly-Malahide
	InterCity	121	Dundalk-Belfast
Total		2,206	
Heuston Lines	Commuter	310	Parkwest & Cherry Orchard-Clondalkin Fonthill
	InterCity	335	Heuston-Sallins & Naas
Total		645	
Sligo Lines	Commuter	760	Broombridge-Pelletstown
	InterCity	231	Maynooth-Kilcock
Total		991	

Train loadings by radial corridor

Tables 23 & 24 - Most Heavily Loaded Trains in the Morning & Evening Periods

Radial Corridor	Service	Max. hourly passenger flow	Location of Maximum Flow	Location of Maximum Flow
Northern Lines	DART	444	08:00 Howth-Bray	Connolly-Tara Street
	Commuter	386	06:30 Dundalk-Bray	Howth Junction & Donaghmede-Connolly
	InterCity	152	06:50 Belfast-Connolly	Drogheda-Connolly
South Eastern Lines	DART	402	07:55 Bray-Howth	Seapoint-Blackrock
	Commuter	154	07:54 Pearse-Dundalk	Skerries-Balbriggan
	InterCity	201	05:35 Rosslare Europort-Dundalk	Greystones-Bray
Heuston Lines	Commuter	163	07:19 Newbridge-Grand Canal Dock	Parkwest & Cherry Orchard-Drumcondra
	InterCity	231	05:25 Galway-Heuston	Sallins & Naas-Heuston
Sligo Lines	Commuter	480	07:12 Maynooth-Connolly	Pelletstown-Broombridge
	InterCity	202	06:40 Sligo-Connolly	Kilcock-Maynooth

Radial Corridor	Service	Max. hourly passenger flow	Location of Maximum Flow	Location of Maximum Flow
Northern Lines	DART	264	16:41 Pearse-Maynooth	Drumcondra-Broombridge
	Commuter	197	15:50 Drogheda-Connolly	Balbriggan-Skerries
	InterCity	143	16:33 Connolly-Rosslare Europort	Greystones-Kilcoole
South Eastern Lines	DART	280	15:25 Bray-Malahide	Connolly-Clontarf Road
	Commuter	417	18:00 Pearse-Dundalk	Connolly-Clongriffin
	InterCity	145	16:50 Connolly-Belfast	Connolly-Dundalk
Heuston Lines	Commuter	161	17:10 Heuston-Athlone	Heuston-Newbridge
	InterCity	238	16:40 Heuston-Waterford	Heuston-Hazelhatch & Celbridge
Sligo Lines	Commuter	384	17:00 Bray-Maynooth	Drumcondra-Broombridge
	InterCity	231	17:10 Connolly-Sligo	Maynooth-Kilcock



Appendices

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	2021	2019	2018	2017	2016	2015	2014	2013
Rosslare Euro Port			8	0			8	12	12	7	11	21	13	20
Rosslare Strand			20	2			22	25	28	19	16	24	14	21
Wexford			102	7			109	103	133	147	76	115	78	68
Enniscorthy			24	2			26	41	36	65	54	57	38	43
Gorey			59	18			77	78	98	76	73	86	78	86
Arklow			84	9			93	102	83	121	85	88	91	109
Rathdrum			65	6			71	106	59	69	68	111	75	98
Wicklow			156	14			170	245	328	269	168	155	152	166
Kilcoole			25	0			25	59	47	99	39	24	33	31
Greystones	1108	0	100	26			1234	2345	2326	2568	1927	1951	1561	1783
Bray	1953	194	104	87	29	0	2367	3324	3838	3946	3144	2974	2573	2909
Shankill	772	110					882	1581	1496	1342	1367	1456	1085	1149
Killiney	598	140					738	876	988	989	853	792	731	882
Dalkey	964	436					1400	1819	1921	1748	1621	1634	1301	1531
Glenageary	921	139					1060	1910	1840	1839	1666	1661	1388	1568
Sandycove & Glasthule	686	227					913	1475	1422	1289	1208	1157	1004	1022
Dun Laoghaire	1616	613	73	86	58	0	2446	4364	4135	4129	3574	3315	2610	3168
Salthill & Monkstown	551	205					756	1241	1495	1323	1387	1379	1065	1168
Seapoint	331	213					544	803	863	808	836	869	682	785
Blackrock	1159	622	32	26	33	3	1875	3468	3571	3155	2974	2862	2699	2091
Boooterstown	595	579					1174	1770	1824	1612	1644	1320	1274	1334
Sydney Prde	788	436	22	15	33	1	1295	1896	1884	2193	1883	1847	1552	1327
Sandymount	404	252					656	1370	1343	1080	1044	1243	828	889
Lansdowne	686	397	28	28	57	4	1200	3605	3700	3429	3500	3459	2868	2529
Grand Canal Dock	567	698	39	16	31	1	1352	4240	3390	3252	2896	2671	2712	2579
Pearse	2427	2885	1541	189	687	70	7799	15247	15605	15010	14827	13292	13560	12168
Tara Street	1744	1710	450	226	157	28	4315	9274	9639	9302	7952	7730	6746	6344
Connolly	1986	1955	2764	528	2437	54	9724	17823	18867	17540	14857	14679	12029	12512
Clontarf Rd	307	562					869	2172	2115	2052	1946	1694	1272	1377
Killester	201	1009					1210	2665	2347	2197	2225	1786	1595	1575
Harmonstwn	143	573					716	1406	1609	1314	1396	1071	998	1011
Raheny	241	856					1097	2207	2417	2150	2024	1883	1758	1641
Kilbarrack	252	771					1023	1663	1694	1516	1373	1368	1106	1043
Howth Junc Donaghmede	376	643	4	36			1059	1727	1886	2163	1818	1715	1613	1667
Bayside	114	810					924	1329	1799	1502	1400	1403	1222	1156
Sutton	47	576					623	931	1004	974	963	741	669	689
Howth	0	1233					1233	1379	1805	1439	1240	1259	875	1073
Clongriffin	126	539	3	59			727	1640	1576	1296	1256	1013	830	767
Portmarnock	57	511	5	105			678	2121	1401	1981	1450	1191	1182	1186
Malahide	0	1252	457	432			2141	3456	3952	3324	2626	2604	2086	2177
Donabate			206	785			991	1663	1646	1371	1392	1386	1105	1149

Route	DART		Rosslare - Belfast Line		Maynooth (Sligo) Line		TOTAL							
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2021	2019	2018	2017	2016	2015	2014	2013
Rush & Lusk			104	558			662	1176	1072	947	972	905	808	920
Skerries			109	736			845	1628	1716	1585	1424	1446	1314	1365
Balbriggan			132	1410			1542	2180	2209	2238	1782	1872	1757	1753
Gormanston			10	35			45	87	80	84	101	72	87	113
Laytown			21	304			325	490	476	432	397	392	305	371
Drogheda			107	557			664	1047	1203	1119	1086	1264	957	962
Dundalk			74	263			337	623	623	516	579	465	394	492
Belfast			0	669			669	1499	1183	1322	1011	853	1094	1047
Docklands					285	9	294	1610	1587	1466	1326	1064	874	850
Drumcondra					995	132	1127	1397	1192	1112	1183	1258	1291	1065
Pelletstown					116	253	369	-	-	-	-	-	-	-
Broombridge					488	109	597	1099	957	504	418	370	221	249
Ashtown					92	238	330	1087	1095	1110	995	928	930	743
Navan Road Parkway					41	59	100	373	311	285	323	270	245	232
Castleknock					146	360	506	1052	957	888	792	781	716	841
Coolmine					200	787	987	1868	2125	2916	1502	1544	1332	1554
Clonsilla					452	770	1222	2242	2153	1599	1767	1698	1480	1161
Hansfield					6	47	53	244	255	211	210	143	87	58
Dunboyne					6	140	146	256	308	294	279	184	220	171
M3 Parkway					0	177	177	654	559	422	400	298	174	206
Leixlip Conf.					157	219	376	676	627	616	529	520	416	497
Leixlip Louisa Bridge					97	672	769	1286	1334	1059	1112	1067	1054	834
Maynooth					289	1795	2084	3784	3359	3136	2695	2831	2006	2232
Kilcock					30	203	233	424	337	342	237	258	225	233
Enfield					6	97	103	262	209	213	137	127	100	110
Mullingar					76	258	334	541	537	533	473	509	492	370
Edge'stown					11	65	76	96	139	133	116	130	104	122
Longford					50	172	222	288	337	372	254	322	266	181
Dromod					7	42	49	86	86	90	112	79	124	88
Carrick-on-Shannon					34	76	110	120	143	142	105	141	103	95
Boyle					23	53	76	81	118	89	67	77	58	54
Ballymote					35	32	67	95	118	87	91	131	74	93
Collooney					12	17	29	67	64	59	56	56	50	46
Sligo					2	410	412	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	2021	2019	2018	2017	2016	2015	2014	2013
Grand Canal Dock	2	129					131	560	395	441				
Pearse	26	342					368	502	469	455				
Tara Street	18	75					93	402	253	140				
Connolly	96	197					293	751	558	522				
Drumcondra	70	203					273	559	459	293				
Heuston	0	5703					5703	11365	11505	10700	9537	9997	9394	8497
Parkwest & C'yOrchard	208	99					307	651	495	410	255	202	184	155
Clondalkin / Fonthill	84	53					137	282	212	164	54	40	54	56
Adamstown	152	51					203	261	334	270	134	108	87	71
Hazelhatch & Celbridge	315	90					405	969	769	497	299	271	270	260
Sallins Naas	784	131					915	2276	2088	1783	1026	964	1123	814
Newbridge	597	230					827	1538	1530	1283	1224	1067	1081	1058
Kildare	375	195					570	956	898	888	775	683	612	806
Athy	287	132					419	519	526	464	464	442	314	360
Carlow	424	133					557	790	853	768	745	593	575	657
M'asterevin	95	25					120	156	149	110	101	87	91	72
P'tarlinton	309	246					555	634	695	728	565	705	806	677
Portlaoise	654	118					772	1123	1097	1036	825	804	727	721
Ballybrophy	54	7			18	0	79	174	129	153	161	121	99	146
Templemore	40	17					57	96	90	96	77	106	70	62
Thurles	244	213			10	0	467	706	817	601	563	557	559	483
Limerick Junc	588	155			437	159	1339	1988	2056	1836	1501	1562	1409	1109
Limerick	122	0			214	651	987	1510	1508	1287	1112	1157	1073	963
Charleville	49	9					58	105	77	102	73	84	65	119
Mallow	456	165	219	351			1191	1848	1488	1430	1454	1451	1368	1569
Cork	1022	0	0	1409			2431	4046	3839	4071	3752	3462	2896	3188
Muine Bheag	63	19					82	173	151	140	145	127	146	129
Kilkenny	250	53					303	442	492	473	400	355	350	362
T'mastown	30	15					45	54	66	53	52	39	39	53
Waterford	283	0			28	0	311	437	549	622	494	447	518	68
Tullamore	268	131					399	618	593	654	470	618	475	452
Clara	75	16					91	130	125	132	137	109	83	61
Athlone	337	354					691	781	828	830	713	705	560	560
Ballinasloe	82	122					204	190	231	228	195	204	68	121
Woodlawn	16	26					42	55	58	68	35	38	22	24
Attymon	0	7					7	13	7	14	8	7	3	1
Athenry	137	185			101	15	438	520	615	466	376	393	266	141
Galway	983	0			0	273	1256	1875	1998	1727	1260	1402	1218	1053
Roscommon	58	18					76	138	108	121	88	75	72	80
Castlerea	52	1					53	111	91	96	70	58	60	49
Ballyhaunis	33	9					42	122	69	106	80	67	64	45
Claremorris	55	9					64	105	80	88	113	86	87	66
Castlebar	106	3					109	146	138	163	145	120	114	82

Route	Heuston		Cork Commuter		Regional		TOTAL							
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2021	2019	2018	2017	2016	2015	2014	2013
Westport	114	0					114	180	139	106	153	135	104	85
Manulla Junc	51	89					140	103	223	223	146	119	78	101
Foxford	8	3					11	13	17	19	19	5	-	15
Ballina	54	0					54	62	101	96	62	50	-	51
Banteer	6	0	4	8			18	36	32	35	32	39	19	38
Millstreet	7	1	25	10			43	56	61	98	55	91	111	380
Rathmore	2	0	5	10			17	34	61	44	30	59	18	42
Killarney	22	3	194	37			256	367	250	356	213	224	228	357
Farranfore	7	1	21	3			32	32	53	25	21	21	14	32
Tralee	26	0	195	0			221	301	347	226	240	236	208	411
Littleisland			214	127			341	711	587	495	432	347	218	316
Gl'thaune			157	49			206	298	290	287	229	186	139	203
C'twohill			82	28			110	166	174	157	148	95	98	91
Midleton			559	0			559	817	759	608	638	461	458	495
Fota			15	6			21	116	19	26	14	10	9	82
Carrigaloe			10	2			12	23	33	36	40	37	19	31
Rushbrooke			106	4			110	115	159	169	194	195	87	156
Cobh			267	0			267	411	450	517	555	481	369	517
Sixmilebrdg					3	33	36	54	66	53	57	53	55	46
Ennis					49	92	141	195	218	190	153	261	173	236
Gort					24	5	29	27	21	16	31	19	20	13
Ardrahan					7	6	13	12	3	3	5	3	7	8
Craughwell					14	2	16	26	20	33	18	13	13	10
Oranmore	42	102			32	14	190	278	180	262	70	63	19	23
Roscrea					11	0	11	7	6	30	6	7	4	19
Cl'Jordan					5	2	7	12	8	6	9	6	8	15
Nenagh					21	3	24	28	19	24	13	17	9	14
Birdhill					4	1	5	15	3	7	6	11	6	10
C'leconnell					2	2	4	42	23	13	12	15	10	15
Carrick-on-Suir					5	2	7	4	13	4	3	1	-	6
Clonmel					18	9	27	22	27	29	27	23	20	29
Cahir					2	3	5	1	5	9	10	9	5	11
Tipperary					1	2	3	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	2021	2019	2018	2017	2016	2015	2014	2013
Rosslare Euro Port			0	9			9	16	39	19	25	27	16	21
Rosslare Strand			0	26			26	54	28	25	35	42	24	25
Wexford			1	74			75	140	187	240	82	137	82	31
Enniscorthy			6	38			44	60	47	101	51	53	65	49
Gorey			2	78			80	105	128	150	116	85	77	89
Arklow			9	62			71	119	120	151	126	93	95	122
Rathdrum			5	57			62	86	71	74	52	106	93	88
Wicklow			26	103			129	217	236	234	181	187	162	160
Kilcoole			1	13			14	65	54	93	9	96	25	26
Greystones	0	966	22	88			1076	2016	2196	2201	1743	1711	1460	1551
Bray	100	2003	86	131	0	0	2320	3474	3540	3758	3220	2870	2997	2818
Shankill	104	718					822	1354	1412	1315	1278	1147	1049	1012
Killiney	97	516					613	764	880	932	772	741	734	750
Dalkey	483	1022					1505	1767	1813	1776	1742	1650	1258	1594
Glenageary	197	848					1045	1674	1699	1590	1454	1468	1324	1311
Sandycove & Glasthule	260	546					806	1325	1271	1092	1084	1067	968	957
Dun Laoghaire	633	1607	88	165	4	0	2497	4467	4409	4096	3492	3430	2633	3178
Salthill & Monkstown	191	514					705	1270	1355	1260	1182	1084	949	981
Seapoint	158	308					466	700	771	663	554	629	514	551
Blackrock	673	966	35	70	1	23	1768	2933	3277	3006	2985	2866	2764	2265
Boooterstown	515	426					941	1634	1774	1669	1445	1429	1098	1144
Sydney Prde	478	695	0	79	0	24	1276	2319	2331	2365	2175	1898	1716	1542
Sandymount	300	358					658	1337	1266	1107	981	1355	846	836
Lansdowne	492	694	14	72	7	14	1293	3830	3896	3657	3888	4089	2722	3328
Grand Canal Dock	770	601	37	35	10	24	1477	4610	4598	4410	3958	3759	3355	3051
Pearse	2900	2253	239	976	28	508	6904	14922	15846	15128	14221	14127	12021	11238
Tara Street	2141	1972	135	482	24	117	4871	10063	10802	9614	8461	9645	7513	7473
Connolly	1703	2248	243	3307	27	2884	10412	19796	18807	18322	16109	15220	12931	13311
Clontarf Rd	598	268					866	2343	2175	2091	2206	1713	1405	1337
Killester	974	224					1198	2052	2061	2024	2170	1547	1511	1386
Harmonstwn	521	165					686	1310	1440	1284	1312	990	897	823
Raheny	833	238					1071	2131	2254	2089	2161	1789	1698	1493
Kilbarrack	553	205					758	1473	1663	1552	1331	955	1112	1072
Howth Junc Donaghmede	726	383	13	62			1184	2015	2151	2169	2044	2179	1708	1836
Bayside	679	134					813	1341	1211	1281	1250	1113	1091	1048
Sutton	458	71					529	914	912	919	662	536	640	616
Howth	1588	0					1588	1329	1625	1560	1138	1286	898	1255
Clongriffin	675	132	58	14			879	1706	1431	1219	985	875	726	567
Portmarnock	495	65	28	10			598	1318	1289	1729	974	899	940	978
Malahide	1425	0	455	389			2269	3597	3629	3030	2158	2508	1992	2178
Donabate			922	235			1157	1570	1642	1347	1598	1161	1057	1051

Route	DART		Rosslare - Belfast Line		Maynooth (Sligo) Line		TOTAL							
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2021	2019	2018	2017	2016	2015	2014	2013
Rush & Lusk			540	106			646	1073	894	872	894	775	795	828
Skerries			688	182			870	1543	1623	1588	1320	1466	1227	1308
Balbriggan			1393	221			1614	2539	2361	2262	1868	1422	1564	1711
Gormanston			43	7			50	111	105	112	55	82	71	99
Laytown			295	10			305	461	468	430	354	367	349	345
Drogheda			546	99			645	1056	1184	1138	917	1121	1041	979
Dundalk			239	55			294	547	536	535	516	475	453	532
Belfast			759	0			759	1473	1532	1477	1313	936	1126	1100
Docklands					0	426	426	1809	1960	2035	1515	1244	1141	966
Drumcondra					117	1022	1139	1684	1590	1372	1413	1249	1154	1135
Pelletstown					248	93	341	-	-	-	-	-	-	-
Broombridge					157	584	741	1367	988	518	440	318	257	215
Ashtown					237	78	315	883	1072	956	750	787	773	665
Navan Road Parkway					91	26	117	282	246	256	303	253	222	202
Castleknock					402	155	557	816	930	1001	727	784	694	817
Coolmine					702	136	838	1587	1987	1634	1527	1682	1406	1317
Clonsilla					757	463	1220	1968	1823	1519	1477	1470	1126	1202
Hansfield					16	0	16	247	233	215	184	148	101	82
Dunboyne					77	0	77	309	249	326	228	202	211	138
M3 Parkway					123	0	123	627	473	427	344	283	215	231
Leixlip Conf.					219	128	347	625	534	611	556	473	436	428
Leixlip Louisa Bridge					609	92	701	1195	1069	880	1097	933	1039	870
Maynooth					1920	215	2135	3434	3366	3092	2567	2906	2276	2148
Kilcock					133	21	154	372	273	305	213	258	236	232
Enfield					91	5	96	266	233	223	141	144	142	148
Mullingar					302	90	392	651	658	583	516	558	564	407
Edge'stown					79	26	105	130	107	156	101	149	122	145
Longford					252	46	298	367	410	341	292	374	269	212
Dromod					54	16	70	114	97	118	96	138	120	86
Carrick-on-Shannon					83	48	131	179	143	170	118	140	94	135
Boyle					50	29	79	104	89	97	68	70	57	69
Ballymote					42	43	85	115	97	105	110	126	64	108
Collooney					42	17	59	82	76	90	75	92	74	84
Sligo					274	0	274	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	2021	2019	2018	2017	2016	2015	2014	2013
Grand Canal Dock	137	0					137	396	276	227				
Pearse	274	16					290	805	679	508				
Tara Street	78	7					85	269	240	187				
Connolly	200	78					278	679	575	605				
Drumcondra	263	103					366	551	427	359				
Heuston	5895	0					5895	11471	11660	11596	10007	9753	9273	8686
Parkwest & C'yOrchard	97	187					284	616	571	471	247	265	171	114
Clondalkin / Fonthill	35	82					117	270	249	165	64	48	51	48
Adamstown	34	224					258	495	327	291	122	114	97	98
Hazelhatch & Celbridge	92	284					376	1001	799	547	290	276	260	258
Sallins Naas	117	904					1021	1875	2084	1394	1128	1018	1006	908
Newbridge	244	617					861	1608	1567	1378	1169	1105	1034	999
Kildare	280	367					647	1020	1046	874	739	662	731	733
Athy	106	282					388	629	449	477	466	510	408	371
Carlow	127	351					478	727	720	688	735	637	582	617
M'asterevin	15	87					102	153	165	84	70	71	82	64
P'tarlinton	260	335					595	588	546	686	615	705	754	587
Portlaoise	174	577					751	954	1116	906	793	745	737	583
Ballybrophy	11	63			0	6	80	194	135	163	131	139	108	129
Templemore	27	29					56	110	102	87	84	80	90	89
Thurles	210	239			0	0	449	724	787	611	574	456	578	463
Limerick Junc	230	478			33	582	1323	1912	1951	1792	1488	1552	1435	1263
Limerick	0	108			468	318	894	1305	1382	1092	1203	1167	1000	849
Charleville	17	59					76	110	103	83	67	82	91	185
Mallow	268	257	350	178			1053	1564	1454	1544	1270	1251	1276	1460
Cork	0	1022	1436	0			2458	4515	4108	4022	3811	3354	2764	3322
Muine Bheag	19	69					88	176	146	155	166	162	153	174
Kilkenny	68	272					340	481	501	499	348	285	404	346
T'mastown	5	37					42	62	70	61	65	48	41	55
Waterford	0	256			0	41	297	442	502	460	373	421	472	414
Tullamore	145	281					426	609	654	546	446	678	447	327
Clara	17	73					90	128	117	125	119	117	82	75
Athlone	355	290					645	959	938	759	589	637	604	575
Ballinasloe	93	104					197	243	239	200	151	182	148	69
Woodlawn	31	7					38	63	76	60	38	43	25	18
Attymon	11	0					11	10	12	20	9	7	8	45
Athenry	144	109			26	99	378	563	556	523	368	422	297	133
Galway	0	931			309	0	1240	1963	1740	1820	1199	1162	778	1125
Roscommon	16	60					76	104	109	133	75	74	83	84
Castlerea	7	53					60	87	78	69	67	63	66	57
Ballyhaunis	16	34					50	89	79	68	59	70	48	45
Claremorris	9	62					71	122	80	94	95	89	63	128
Castlebar	5	97					102	156	148	178	150	79	103	110

Route	Heuston		Cork Commuter		Regional		TOTAL							
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2021	2019	2018	2017	2016	2015	2014	2013
Westport	0	138					138	166	147	137	101	133	123	124
Manulla Junc	68	55					123	146	227	214	151	123	69	15
Foxford	4	6					10	14	16	21	23	7	-	21
Ballina	0	73					73	72	113	93	62	59	-	72
Banteer	0	2	7	7			16	43	32	45	30	22	17	34
Millstreet	0	10	12	20			42	59	59	70	38	60	52	34
Rathmore	1	3	12	14			30	59	58	45	40	45	33	53
Killarney	6	45	28	184			263	430	289	349	308	238	254	328
Farranfore	1	15	5	19			40	33	51	36	29	36	24	33
Tralee	0	11	0	211			222	312	302	258	223	268	288	405
Littleisland			135	242			377	799	718	568	423	378	215	315
Gl'thaune			40	158			198	260	286	259	239	246	136	207
C'twohill			34	72			106	150	121	131	137	92	93	100
Midleton			0	527			527	670	613	536	583	465	488	495
Fota			6	15			21	115	24	26	18	9	11	81
Carrigaloe			4	11			15	13	15	26	37	13	24	32
Rushbrooke			4	96			100	98	122	166	194	180	124	146
Cobh			0	290			290	376	427	500	623	455	396	517
Sixmilebrdg					18	35	53	62	54	46	55	30	54	28
Ennis					52	112	164	188	274	240	211	151	273	199
Gort					10	10	20	17	16	17	25	12	17	9
Ardrahan					2	1	3	11	5	8	2	8	12	6
Craughwell					6	6	12	28	21	30	17	14	28	10
Oranmore	26	36			20	21	103	249	215	160	89	73	54	22
Roscrea					3	5	8	3	8	10	5	3	5	7
Cl'Jordan					3	4	7	10	7	5	9	9	5	5
Nenagh					16	11	27	15	18	45	15	17	11	5
Birdhill					6	2	8	1	1	8	4	10	8	2
C'leconnell					11	1	12	8	7	7	5	5	3	2
Carrick-on-Suir					3	4	7	9	11	8	6	-	13	4
Clonmel					4	14	18	17	24	28	18	17	29	25
Cahir					10	4	14	11	7	8	11	2	11	11
Tipperary					4	0	4	10	16	7	11	10	17	7



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