



Údarás Náisiúnta Iompair  
National Transport Authority

# National Rail Census Report 2022

May 2023





# Contents

<b>Introduction</b>	<b>4</b>
<b>1 Overview of the Rail Network</b>	<b>6</b>
<b>2 Key Events in 2022</b>	<b>10</b>
COVID-19 Restrictions and its impact	10
90-Minute Fare and Fare Reductions	10
Changes to infrastructure	11
Changes to Rail Services	11
Conditions on the Day of the Census	12
<b>3 Comparison of Rail Census and Annual Rail Statistics</b>	<b>13</b>
<b>4 Rail Usage and Economic Trends</b>	<b>15</b>
<b>5 Trends in Daily Rail Patronage</b>	<b>16</b>
Trends in daily national rail patronage	16
Trends in the Greater Dublin Area (GDA)	17
<b>6 Rail Patronage</b>	<b>26</b>
National and Greater Dublin Area	26
Rail Usage according to Service Categories	26
Rail Usage on Individual Lines	27
DART	28
Connolly Northbound/Southbound	32
Dublin – Belfast (Enterprise)	35
Connolly Eastbound/Westbound	36
Heuston Commuter Services	40
Heuston InterCity Services	43
Cork Commuter and Regional	44
Regional Lines	48

<b>7 Radial Rail Usage in Dublin</b>	<b>49</b>
Daily Line Flow into Dublin City Centre by Radial Corridor	49
Peak hour flows by radial corridor	51
Train loadings by radial corridor	53
<b>Appendix A: Daily Boardings at each Station, by Service Type</b>	<b>54</b>
<b>Appendix B: Daily Alightings at each Station, by Service Type</b>	<b>66</b>



# Introduction

Iarnród Éireann commissioned Amárach Research to carry out the annual National Census of Rail patronage on behalf of the National Transport Authority on 10th November 2022. Boardings and alightings of passengers at every train station in the country are recorded on a single day of the year. The 2022 Census is the tenth national Census. Prior to 2012, the census was limited to the Greater Dublin Area (GDA) comprising the counties of Dublin, Meath, Kildare and Wicklow.

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 158,651 passenger journeys across the network. This is an increase of 62% compared to 2021. Iarnród Éireann reported 35.8m passenger journeys in the year 2022, which is an increase of 106% compared to 2021 when 17.4m journeys were recorded. This increase in patronage coincided with the loosening of Covid -19 travel restrictions including the ending of capacity restrictions on public transport in September 2021 and the guidance for wearing facemasks on public transport becoming advisory rather than mandatory in February 2022.

This report provides an overview of the 2022 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 2022 and over the previous years. Please note that no survey took place in 2020 on account of the Covid-19 pandemic and thus this year is missing from the annual datasets throughout this report.

The report structure is as follows:

- **Chapter 1:** provides an overview of the rail network in Ireland and the services provided;
- **Chapter 2:** provides a background to the 2022 Rail Census with key events;
- **Chapters 3 and 4:** assess how the findings of the Rail Census compare with other indicators of rail usage;
- **Chapter 5:** analyses the trends in rail journeys and discusses in detail the findings from the 2022 Rail Census;
- **Chapter 6:** presents an analysis of journeys on individual lines; and
- **Chapter 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 150<sup>1</sup> stations (counting five stations in Northern Ireland served directly by cross-border services). 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.**

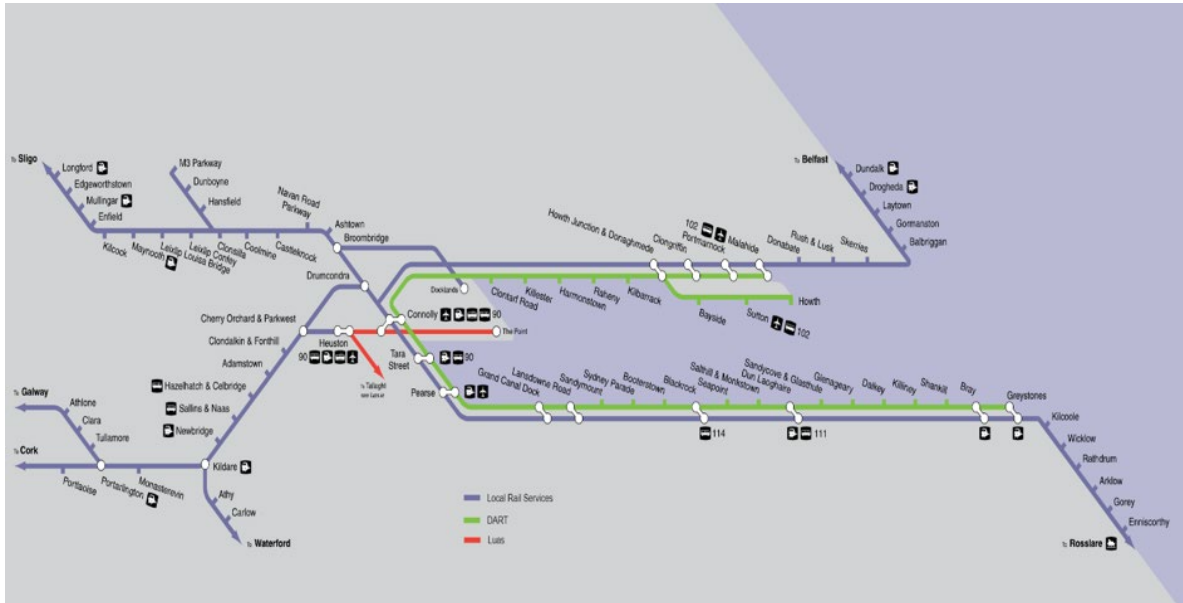
Route	Services on Each Route
<b>Intercity</b>	Dublin - Belfast
	Dublin - Sligo
	Dublin - Westport / Ballina
	Dublin - Galway
	Dublin - Limerick
	Dublin - Cork / Limerick Junction / Tralee
	Dublin - Waterford
	Dublin - Kilkenny
	Dublin - Rosslare
	Limerick - Galway
	Limerick - Waterford
	<b>Commuter Routes</b>
Dublin - Portlaoise	
Dublin - Longford	
Dublin - Dunboyne / M3 Parkway	
Dublin - Gorey	
Mallow - Cork - Cobh - Middleton	
Phoenix Park Commuter	
<b>DART</b>	Malahide / Howth - Dublin - Bray / Greystones

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





**Figure 2 Dublin Commuter Network<sup>2</sup>**



**Figure 3 Cork Commuter and Inter-City Network**



Tables 2 to 4 detail the service provision for an average 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 2022 for both directions.

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 map.



**Table 2: InterCity Journey Times and Service Frequency<sup>3</sup> 2022**

Route	Fastest journey time 2022	Number of services per weekday
Dublin - Cork	02:19	29
Dublin - Belfast Lanyon Place	02:05	16
Dublin - Galway/Athlone	02:37	23
Dublin - Westport	03:11	8
Dublin - Sligo	03:00	16
Dublin - Tralee	03:42	2
Dublin - Limerick	02:04	7
Dublin - Waterford	02:00	14
Dublin - Rosslare	02:58	7

**Table 3: Key Commuter Journey Times and Service Frequency 2022**

Route	Fastest journey time 2022	Number of services per weekday <sup>4</sup>
Dublin - Portlaoise	00:57	37
Dublin - Newbridge(Grand Canal Dock/Heuston/Pearse - Newbridge)	00:37	14
Dublin - Maynooth	00:31	73
Dublin - Drogheda	00:51	33
Dublin - Dundalk	01:19	12
Cork - Mallow	00:21	15
Cork - Midleton	00:22	62
Cork - Cobh	00:24	58

**Table 4: DART Journey Times and Service Frequency 2022**

Direction	Route	Fastest journey time 2022	Number of services per weekday
Southbound	Malahide - Greystones	1:24	99 <sup>5</sup>
Northbound	Greystones - Malahide	1:26	98 <sup>6</sup>

<sup>3</sup> Both directions

<sup>4</sup> Total number of daily direct commuter services in both directions, excluding InterCity Services

<sup>5</sup> Four southbound DART services terminate at Connolly, one southbound DART services departs from Connolly

<sup>6</sup> Three northbound DART services terminate at Connolly, one northbound DART service departs from Connolly

## 2 Key Events in 2022

### COVID-19 Restrictions and its impact

Covid-related restrictions on public transport capacity were lifted on 1st September 2021. Most other Covid-19 related restrictions, including recommendations on working from home, were removed by January 2022. The wearing of face masks on public transport became advisory rather than mandatory in February 2022.

Figures from the Central Statistics Office, released in November 2022, showed that 22.5% of people were usually working from home in the third quarter of 2022<sup>7</sup>. Most Covid-19 related restrictions that required working from home were removed during 2021. In December 2021 and January 2022, some restrictions were temporarily reintroduced in the hospitality sector such as earlier closing times.

### 90-Minute Fare and Fare Reductions

A major change introduced in the Dublin area in November 2021 was the 90-minute Leap Card fare of €2.50. This allowed multiple free transfers across Dublin's transport network (rail, Luas, bus) within 90 minutes of the initial tag-on. A 'Short-Hop' fare of €1.60 was also introduced for shorter singles trips that did not involve any transfers. In May 2022, the '90-Minute' and 'Short-Hop' fares were further reduced to €2.00 and €1.30 respectively. For rail journeys, the difference between a '90-Minute' and 'Short-Hop' fare is determined by distance rather than by number of stops travelled.

The 20% cost of living fares reduction was also introduced outside of the GDA to include regional bus services. The Cork commuter area was extended to Mallow for the first time, thus allowing rail passengers to travel from Mallow to Cork and onwards to Cobh or Midleton for €3.90 on Leap. Irish Rail's online fares were reduced in April 2022 and this extended to all Intercity and Dublin commuter fares in May 2022.

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<sup>7</sup> Source CSO Labour Force Survey Q3 2022 24 November 2022. Available at: [https://www.cso.ie/en/media/csoie/releasespublications/documents/ep/labourforcesurvey/lfsquarter32022/LFS\\_Presentation\\_Q3\\_2022\\_FOR\\_WEB.pptx](https://www.cso.ie/en/media/csoie/releasespublications/documents/ep/labourforcesurvey/lfsquarter32022/LFS_Presentation_Q3_2022_FOR_WEB.pptx) Accessed 28 April 2023

## Changes to infrastructure

There were some changes to the rail infrastructure in 2022 including:

- 10 hydraulic lifts installed at Drumcondra, Charleville, Portmarnock, Carrigtwohill and Midleton (2 at each station).
- 11 lift control systems installed at Adamstown, Hazelhatch, Parkwest and Fonthill with a further 2 to recommence in Kishogue in 2023.
- The Lift Call system - where lifts are opened on request by CCTV-supported control centres to prevent anti-social behaviour - had been extended in 2022 with the installation of 36 systems at 19 stations, with these stations connected to Howth Junction Lift and Mallow Control Centres: Docklands, Navan Road Parkway, Clonsilla, Edgeworthstown, Thurles, Templemore, Ballybrophy, Monasterevin, Dunboyne, Hansfield, Leixlip, Pace, Portmarnock, Drumcondra, Gort, Tullamore, Athlone and Ballinasloe.
- Two escalator replacements at Connolly Station's main concourse.

## Changes to Rail Services

A detailed list of weekday service changes implemented since the last rail census in 2021 is presented below:

- Seven additional services on the Cork-Cobh service departing at 9:30, 10:30, 11:30, 12:30, 13:30, 14:30 and 15:30.
- Seven additional services on the Cobh-Cork service departing at 10:00, 11:00, 12:00, 13:00, 14:00, 15:00 and 16:00
- Nine additional services on the Cork-Midleton service departing at 09:45, 10:45, 11:45, 12:45, 13:45, 14:45, 15:45, 16:45 and 18:45.
- Nine additional services on the Midleton-Cork service departing at 10:15, 11:15, 12:15, 13:15, 14:15, 16:15, 17:15 and 19:15
- Two additional services on the Cork-Mallow service departing at 17:55 and 18:55.
- Two additional services on the Mallow-Cork service departing at 17:25 and 18:25



## Conditions on the Day of the Census

The 2021 census took place on 10th November 2022. For the majority of the network, operating conditions on the day were normal with no service cancellations, delays or disruptions on the network. An exception to this was on the Mallow-Tralee line where engineering works necessitated bus substitutions for that section of the network. As a result of this, the Mallow-Tralee line was counted on 24th November.

Additionally, a rugby match between Munster and South Africa took place at Pairc Uí Chaoimh, Cork City on 10th November. This would have resulted in a considerable increase in passengers on Cork Commuter and Regional services that evening when compared to a typical mid-week day.



## 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 journeys 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 - 2022 (Index: 2012= 100)**

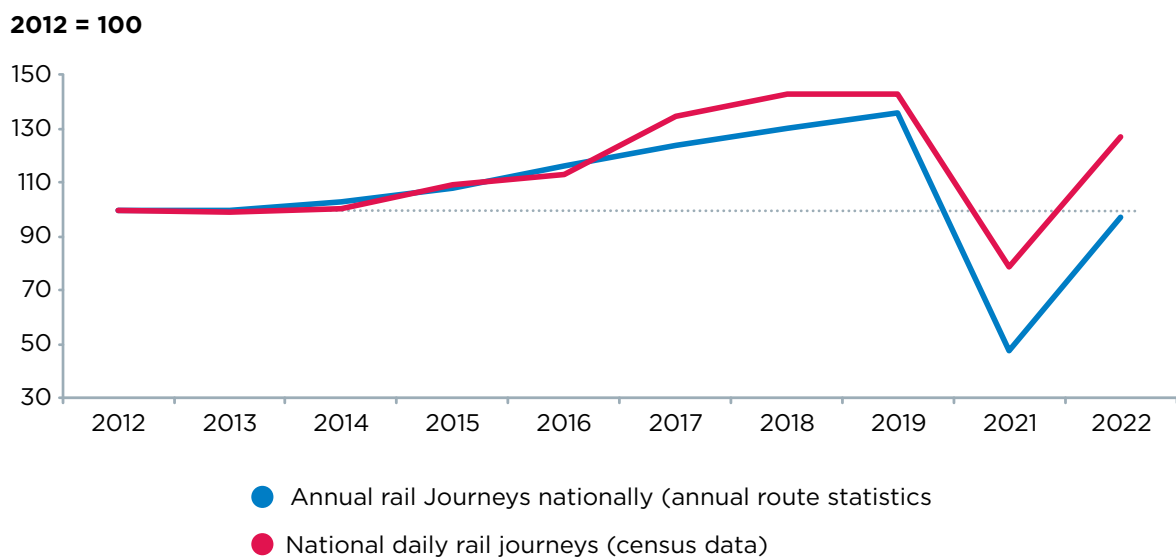
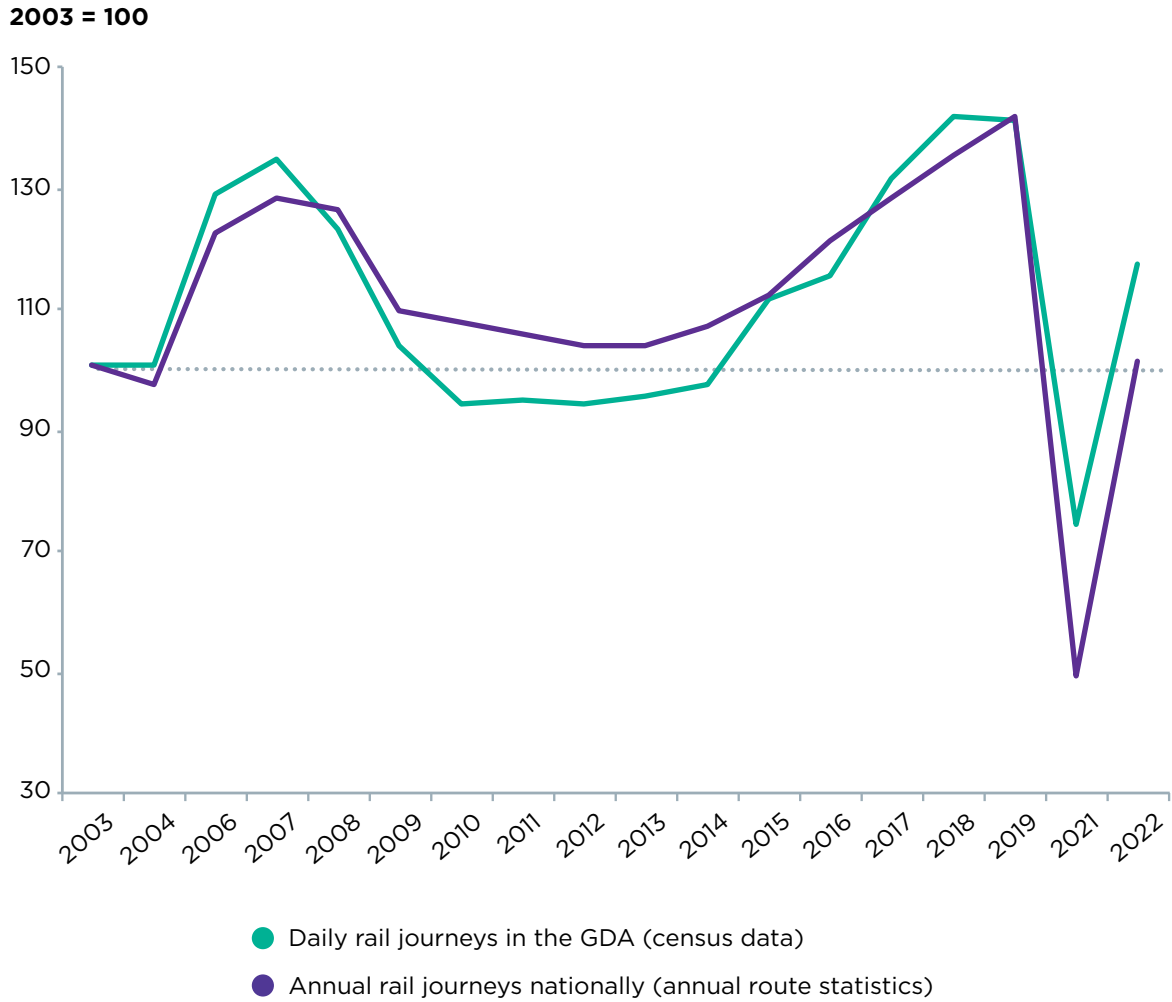


Chart 2 compares the daily rail journeys within the GDA (from the Rail Census) with the number of annual passenger journeys nationally, using 2003 as a baseline. Between 2010 and 2013 both the daily rail journeys in the GDA region and annual passenger journey trends were relatively flat. The period 2014-2019 showed significant growth in both daily and annual passenger journeys. As a result of the pandemic, in 2021, both patronage in GDA and annual passenger journeys decreased and the annual passenger journey showed a larger reduction. 2022 subsequently saw a partial recovery, with annual passenger journeys doubling from 2021 levels but still almost 15 million journeys (28%) below the 2019 figure.

**Chart 2 Daily Rail Journeys in the GDA compared to Annual Rail Journeys nationally 2003 - 2022 (Index: 2003= 100)**

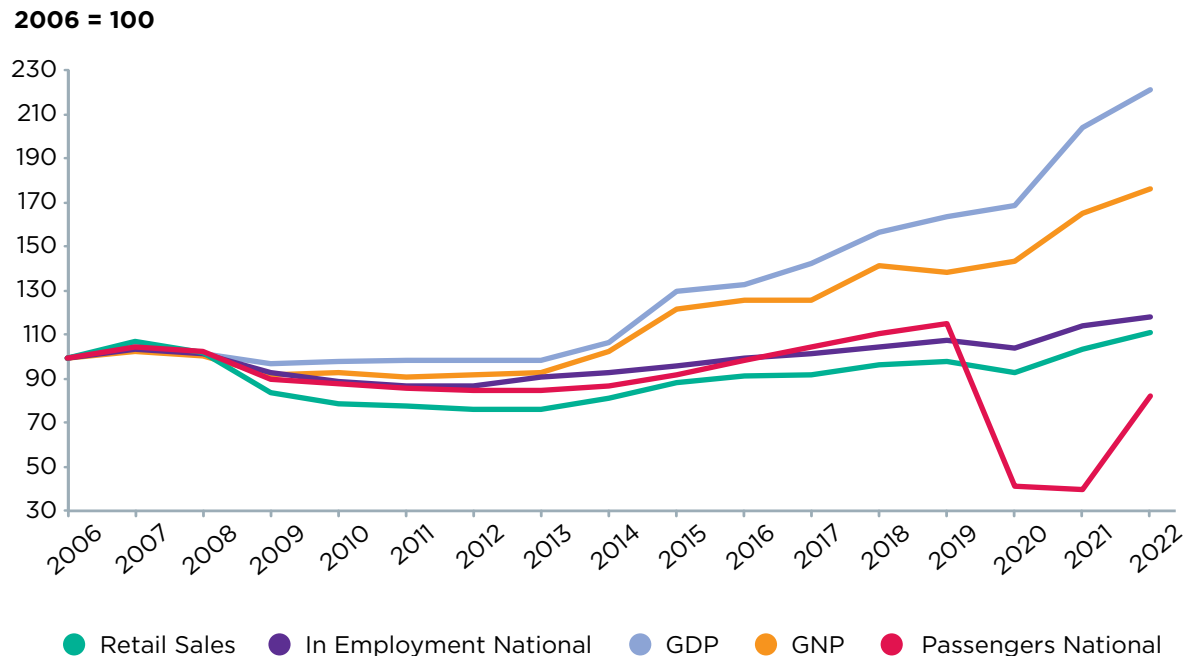




## 4 Rail Usage and Economic Trends

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 including GNP and the level of 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 Covid-19 pandemic. Chart 3, below, shows that economic indicators continued on an upward trajectory in 2022 and passenger numbers began to recover from the pandemic-induced low levels of the previous two years as restrictions on movement were lifted.

**Chart 3 Rail Journeys and Key Economic Indicators<sup>8</sup> Indexed to 2006**



<sup>8</sup> 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

This chapter 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.

### 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 & Eastbound<sup>9</sup>: Kildare/Newbridge/Athlone/Carlow/Portlaoise/Cork/Limerick/Galway/Westport/Waterford/Tralee – Heuston
- Heuston South & Westbound<sup>10</sup>: Heuston -Kildare/Newbridge/Athlone/Carlow/Portlaoise/Cork/Limerick/Galway/Westport/Waterford/Tralee
- Cork Commuter and Regional Inbound: Cobh/Midleton – Cork; Tralee/Mallow – Cork
- Cork Commuter and Regional 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

<sup>9</sup> Includes Ballina to Manulla Junction and Westport/Galway to Athlone services

<sup>10</sup> 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.

### Trends in Daily National Rail Patronage

Table 5 below shows the national daily passenger journeys by direction and line since 2013. The period 2014-18 saw a growth in patronage of 43%. The patronage stabilised in 2019 when there was a slight (0.1%) decrease in the total passenger numbers compared to 2018. During the Covid-19 pandemic, and associated travel restrictions, national patronage in 2021 decreased by 45% compared to 2019. 2022 subsequently saw an increase in the national patronage of, on average, 62% from the 2021 level across all lines. Increases on individual lines varied between 51% on the DART to 119% on the Cork Commuter Services. It is also notable that several services, including Cork Regional/Commuter Services and Regional Services, experienced patronage levels above their 2019 figures in 2022 at 22% and 38% respectively.



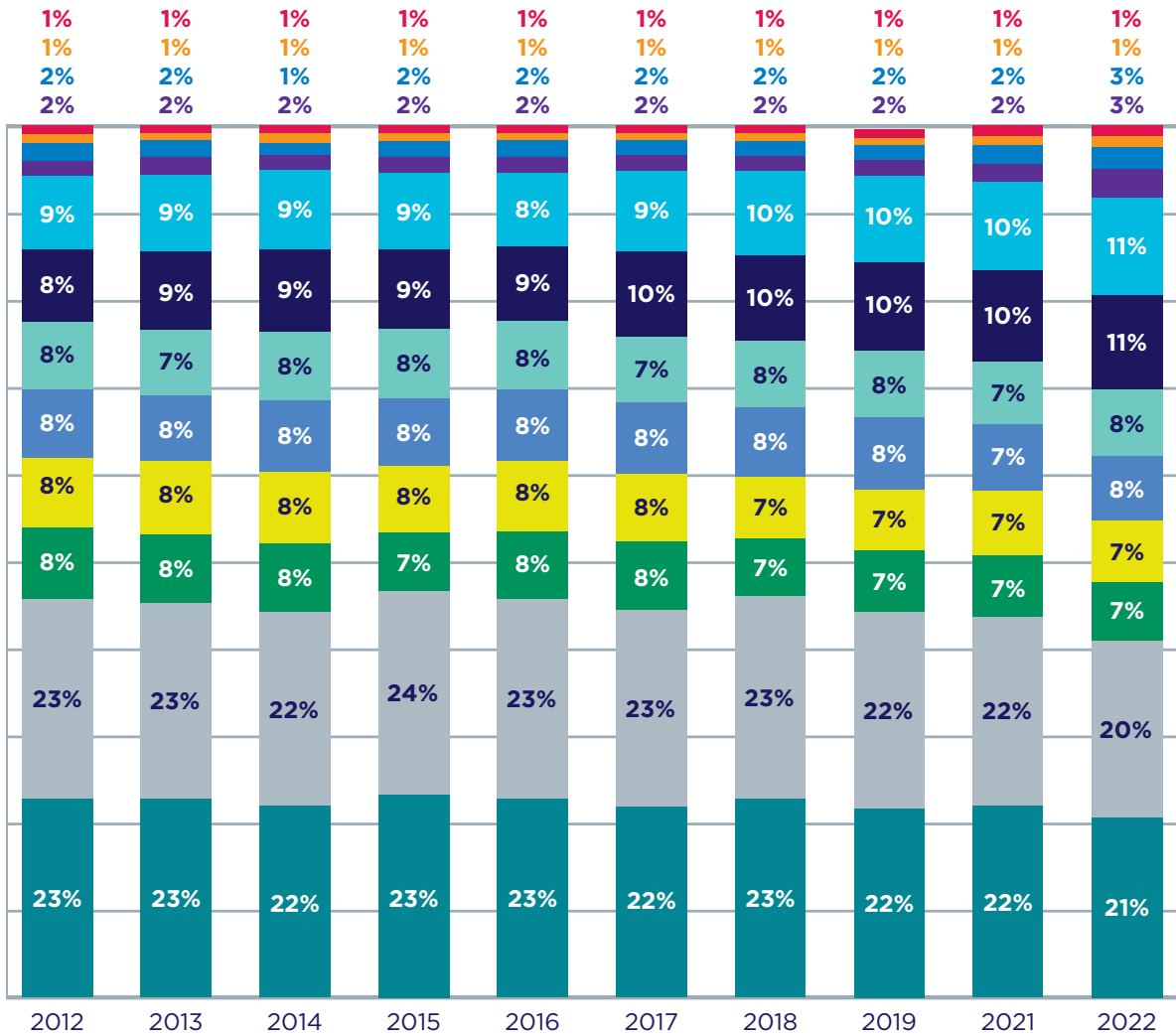


**Table 5 National daily passenger journeys by direction and by line  
2012 - 2022**

Line	2012	2013	2014	2015	2016	2017	2018	2019	2021	2022
DART Northbound	28,425	28,152	27,330	32,239	33,595	36,691	40,704	38,668	21,720	32,712
DART Southbound	28,410	27,769	27,673	32,666	33,528	37,974	41,201	40,021	21,146	32,031
Connolly Commuter - Northbound	10,219	9,600	9,663	9,143	11,480	13,056	11,998	12,595	6,928	10,878
Connolly Commuter - Southbound	9,836	10,392	10,427	10,467	11,808	13,049	12,431	13,244	7,255	11,036
Connolly Commuter - Eastbound	9,703	9,305	10,027	10,903	12,177	13,890	14,172	14,559	7,353	11,908
Connolly Commuter - Westbound	9,697	9,160	9,786	11,097	11,228	12,493	13,685	13,565	7,178	11,942
Heuston Commuter - North & Eastbound	10,143	11,167	11,773	12,538	12,891	16,476	17,553	17,984	10,238	17,276
Heuston Commuter - South & Westbound	10,659	10,902	11,492	12,255	12,161	15,514	17,147	17,554	9,885	17,929
Cork Regional - Northbound/ Cork Commuter Inbound	2,200	2,620	1,968	2,448	2,803	2,974	3,111	3,362	2,073	4,997
Cork Regional - Southbound/ Cork Commuter Outbound	2,433	2,447	1,774	2,442	2,788	2,920	2,864	3,162	2,044	4,038
Regional Northbound	1,172	803	1,313	1,274	1,190	1,368	1,655	1,460	1,001	2,039
Regional Southbound	1,326	1,095	1,115	1,229	1,299	1,462	1,537	1,730	1,272	1,865
<b>Total</b>	<b>124,223</b>	<b>123,412</b>	<b>124,341</b>	<b>138,701</b>	<b>146,948</b>	<b>167,867</b>	<b>178,058</b>	<b>177,904</b>	<b>98,093</b>	<b>158,651</b>

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

**Chart 4 Percentage Composition of daily national rail patronage, 2012 - 2022**

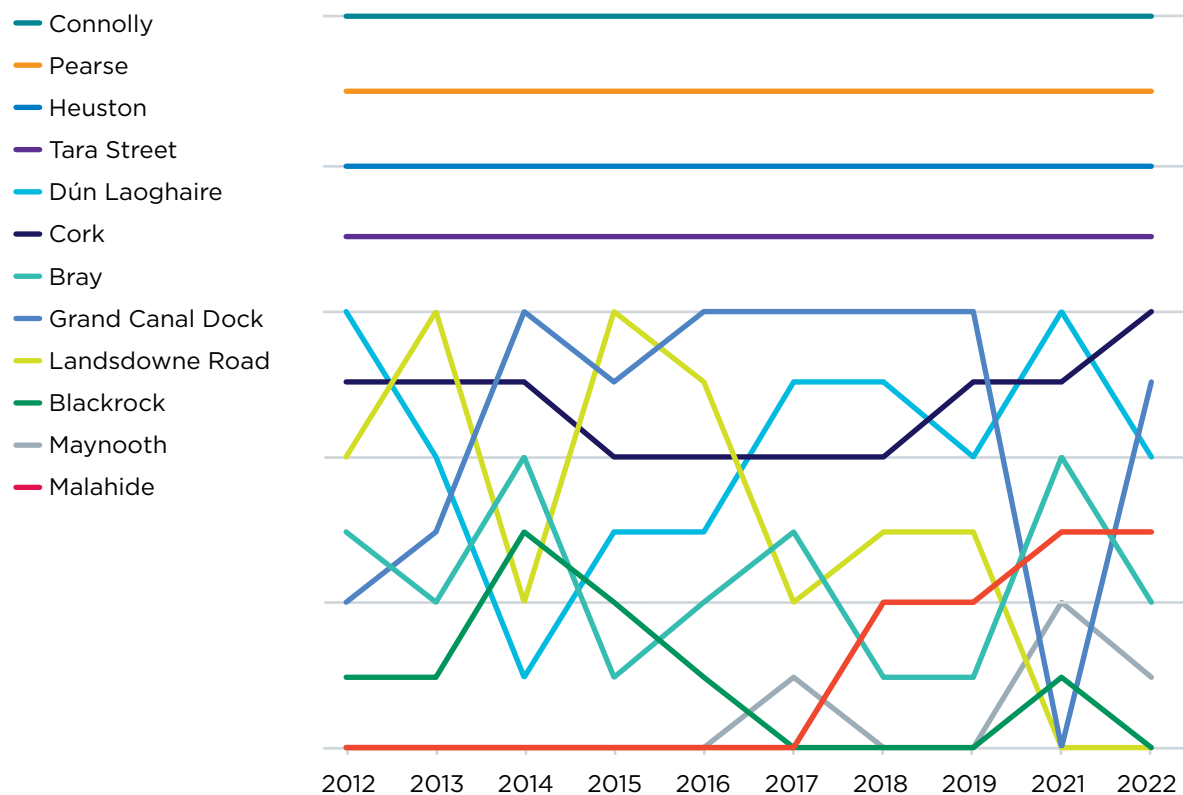


- DART Northbound
- DART Southbound
- Connolly Commuter - Northbound
- Connolly Commuter - Southbound
- Connolly Commuter - Eastbound
- Connolly Commuter - Westbound
- Heuston Commuter - North & Eastbound
- Heuston Commuter - South & Westbound
- Cork Regional - Northbound/ Cork Commuter Inbound
- Cork Regional - Southbound/ Cork Commuter Outbound
- Regional Northbound
- Regional Southbound
- Total

\*some figures do not sum up to 100% due to rounding.





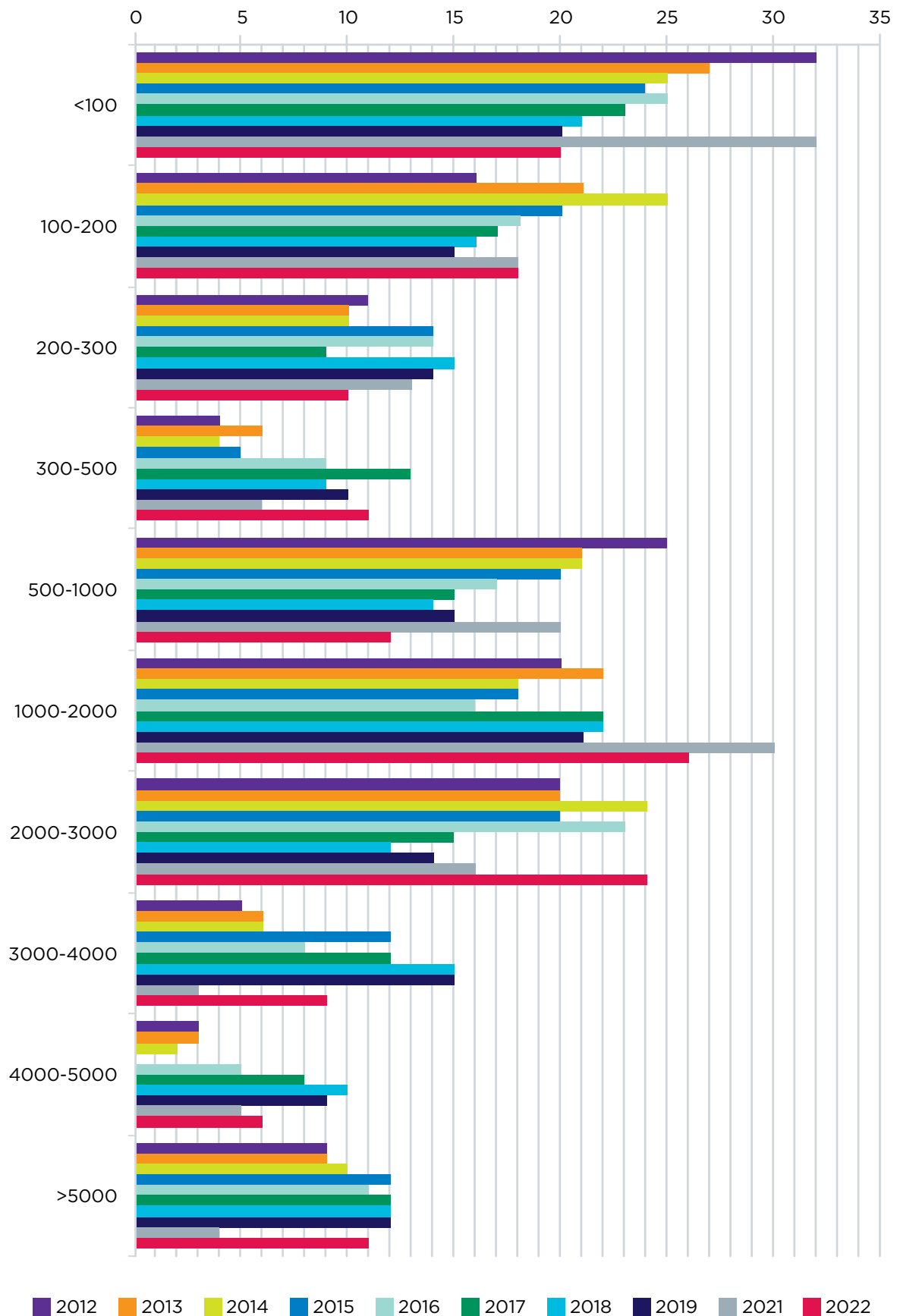
**Chart 6 Top 10 stations by number of alightings, 2012-2022**

## Variation in Station Usage

Chart 7 shows the variation in station usage across the rail network from 2012 to 2022. The number of daily journeys is the sum of the number of boardings and alightings at each station.

2022 saw an increase in station usage from the previous year. In a reversal of 2021, the number of stations in lower usage categories fell while the number in higher usage categories rose. There has been a decrease in the number of stations with a daily throughput of 300 or fewer in the last year from 63 to 48. 23 stations had a throughput of 300-1000 compared with 26 in 2021. At the opposite end of the scale, 11 stations generated in excess of 5,000 journeys on a typical day in 2022, compared to four in 2021. There has been some variation in the bands in 2022, with 76 stations on the network experiencing more than 1,000 journeys per day, compared to 58 in 2021. The number of stations generating in excess of 3,000 journeys increased to 26 in 2022 from 12 in 2021.

**Chart 7 Variations in Station Usage 2012 - 2022**



## 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 2022, this share reduced slightly to 79%. In 2022, the GDA patronage increased to 125,859, which is 58% higher than 2021 levels although still 20% below 2019 levels. Since 2021, patronage on the Dundalk-Arklow line, the Longford-Dublin-Bray line and the Kildare line have increased by 53%, 61% and 54% respectively. The Phoenix Park Tunnel services experienced a large rise in patronage, increasing by 118%.

**Table 6 Daily passenger journeys by network section 2003 - 2022**

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 <sup>11</sup>	140,586
2018	81,905	22,899	26,868	19,965 <sup>12</sup>	151,637
2019	78,689	23,998	26,238	21,747 <sup>13</sup>	150,672
2021	42,866	13,328	12,787	10,764 <sup>14</sup>	79,745
2022	64,743	20,345	20,890	19,881 <sup>15</sup>	125,859

<sup>11</sup> Includes 3,161 daily boardings on Phoenix Park Tunnel services

<sup>12</sup> Includes 3,887 daily boardings on Phoenix Park Tunnel services

<sup>13</sup> Includes 4,834 daily boardings on Phoenix Park Tunnel services

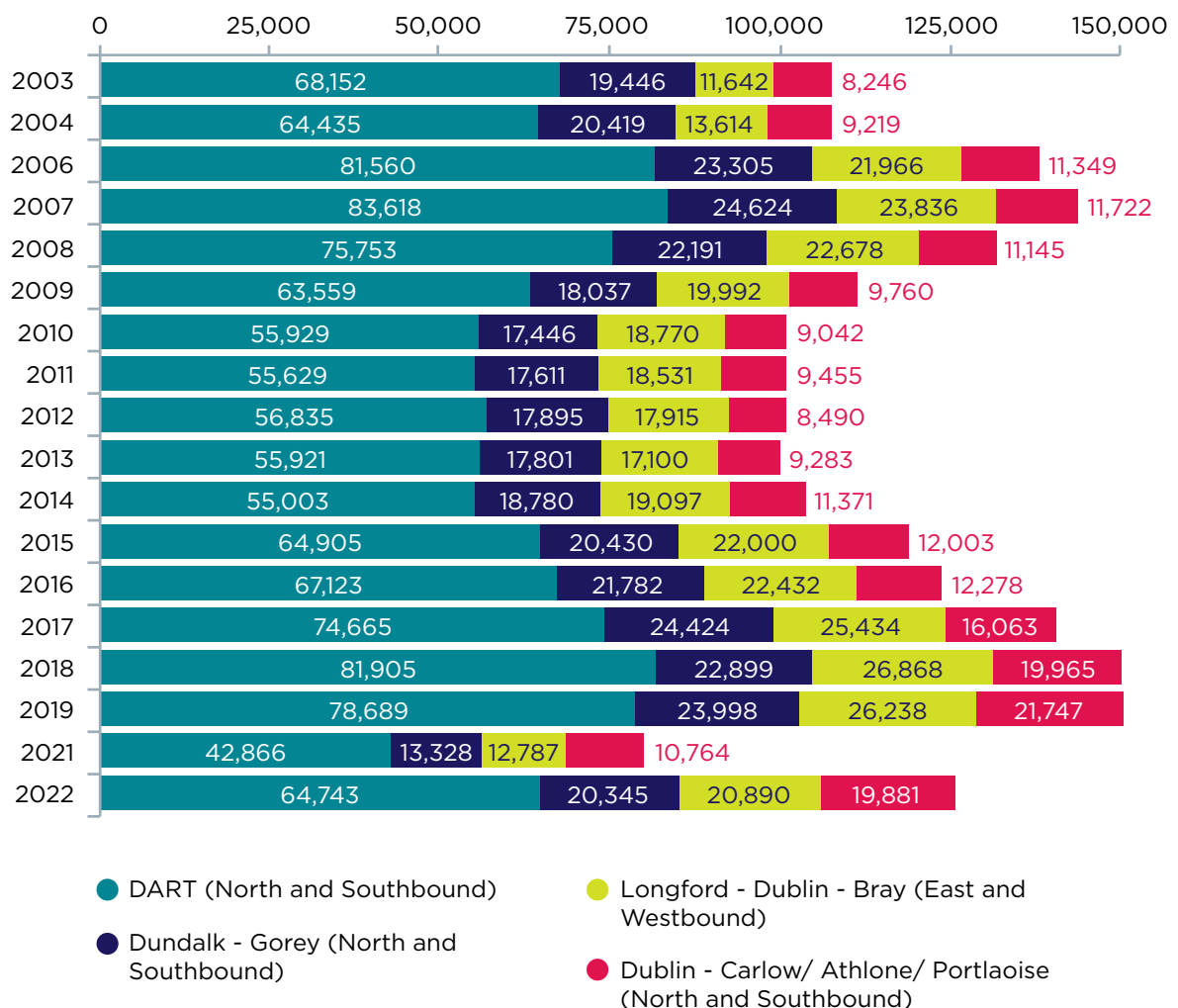
<sup>14</sup> Includes 2,026 daily boardings on Phoenix Park Tunnel services

<sup>15</sup> Includes 4,423 daily boardings on Phoenix Park Tunnel services

Charts 8 and 9 show the proportional contribution that each section of the rail network makes to daily rail patronage within the GDA in absolute numbers and percentages respectively. There has been a change in the contribution of each line since 2003. The proportion of rail journeys taken on DART have steadily declined from 63% in 2003 to 51% in 2022. Conversely, the Kildare line has steadily increased in proportional terms growing from 8% in 2003 to 16% in 2022. The proportional contribution of the Dundalk-Arklow 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.

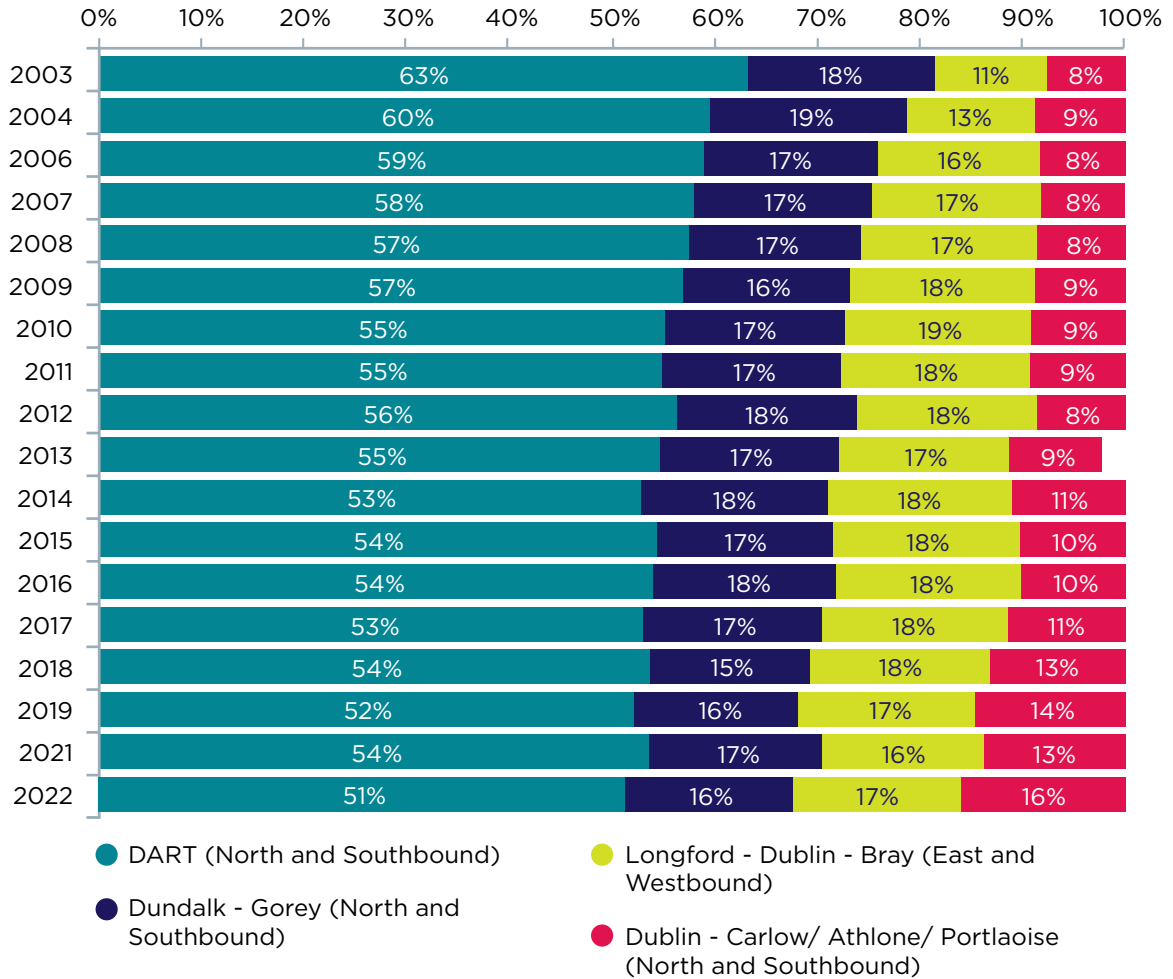
Overall, having almost halved in 2021, rail passenger numbers in 2022 are within 28% of 2019 levels.

**Chart 8 Composition of daily GDA rail patronage, 2003 - 2022**





**Chart 9 Percentage Composition of daily GDA rail patronage, 2003 - 2022**



## 6 Rail Patronage

### National and Greater Dublin Area

The 2022 total patronage on the rail network on Census day was 158,651. Total patronage was up by 62% compared to 2019. Table 8 shows the total rail patronage both within and outside the GDA, along with the relative change since 2021. Of the total number of rail journeys undertaken in 2022, 79% were within the GDA. This ratio is slightly lower than that of 2021 where 81% of journeys were within the GDA.

**Table 7 Rail Patronage - GDA and National**

	GDA	% Change on 2021	Outside GDA	% Change on 2021
Patronage	125,859	58%	32,792	78%

### 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 in 2022, according to service category. There was an overall increase in journeys of 62% compared to 2021. Cork Commuter Services experienced the biggest increase (due in part to a considerable increase in services but also due to additional passenger demand related to a major sporting event in Cork City on the census day) while DART services experienced the smallest increase.

**Table 8 Journeys taken by service category**

	Passenger Journeys	% Change on 2021
DART	64,743	51%
Commuter Services	47,083	64%
InterCity Services	33,886	68%
Cork Commuter and Regional Services	9,035	119%
Regional Services	3,904	72%
<b>Total</b>	<b>158,651</b>	<b>62%</b>

## Rail Usage on Individual Lines

Table 9 shows the number of journeys on each of the lines on Census day 2022 and the percentage change relative to 2021 data.

**Table 9 Journeys by direction and by line, 2022**

Line	Route	Journeys	% Change on 2021
DART Northbound	Greystones/Bray - Howth/Malahide	32,712	+51%
DART Southbound	Malahide/Howth - Greystones/Bray	32,031	+51%
Connolly Northbound	Rosslare - Dundalk/Belfast	10,878	+57%
Connolly Southbound	Dundalk/Belfast - Rosslare	11,036	+52%
Connolly Eastbound	Sligo - Longford - Bray	11,908	+62%
Connolly Westbound	Bray - Longford - Sligo	11,942	+66%
Heuston North & Eastbound <sup>16</sup>	Kildare/Newbridge/Athlone/Carlow/Portlaoise/Cork/Limerick/Galway/Westport/Waterford/Tralee - Heuston	17,276	+69%
Heuston South & Westbound <sup>17</sup>	Heuston - Kildare/Newbridge/Athlone/Carlow/Portlaoise/Cork/Limerick/Galway/Westport/Waterford/Tralee	17,929	+81%
Cork Commuter and Regional Inbound	Cobh/Midleton - Cork / Tralee/Mallow - Cork	4,997	+141%
Cork Commuter and Regional Outbound	Cork - Cobh/Midleton / Cork - Mallow/Tralee	4,038	+98%
Regional Northbound	Limerick - Galway/Ballybrophy/Limerick Junction & Waterford - Limerick Junction	2,039	+103%
Regional Southbound	Galway/Ballybrophy/Limerick Junction - Limerick & Limerick Junction to Waterford	1,865	+47%

<sup>16</sup> Includes Ballina to Manulla Junction and Galway to Athlone services

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

The following sections will discuss the rail patronage by line using 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.

## DART

*Services Included:*

- Malahide / Howth – Bray / Greystones

The number of total daily journeys on the DART line in 2022 was 64,743, up by 51% on 2021 levels. In 2022, 41% of all rail journeys nationally were on DART services and over half (51%) of all boardings in the GDA were on DART services.

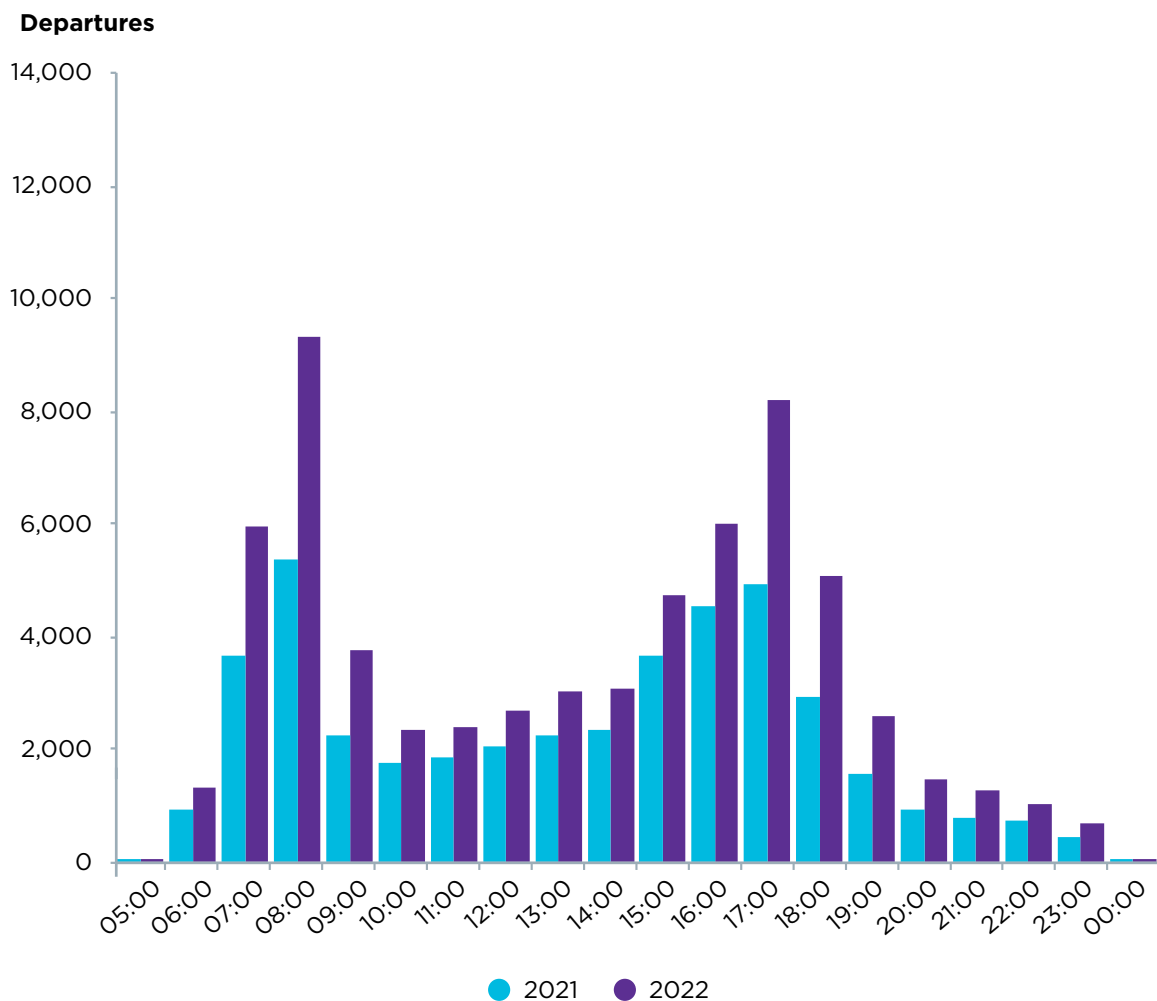
**Table 10 Total daily patronage on DART lines, 2022**

Line	2021	2022	% Change on 2021
DART Northbound	21,720	32,712	+51%
DART Southbound	21,146	32,031	+51%
<b>Total</b>	<b>42,866</b>	<b>64,743</b>	<b>+51%</b>

## Hourly Profile of Demand

Chart 10 shows variations in demand throughout the day on the DART line in 2021 and 2022. This is based on passenger boarding numbers (total boardings across all DART stations) and illustrates that the passenger numbers increased significantly during morning peak (7:00-9:00) and evening peak (16:00-18:00) hours compared to 2021.

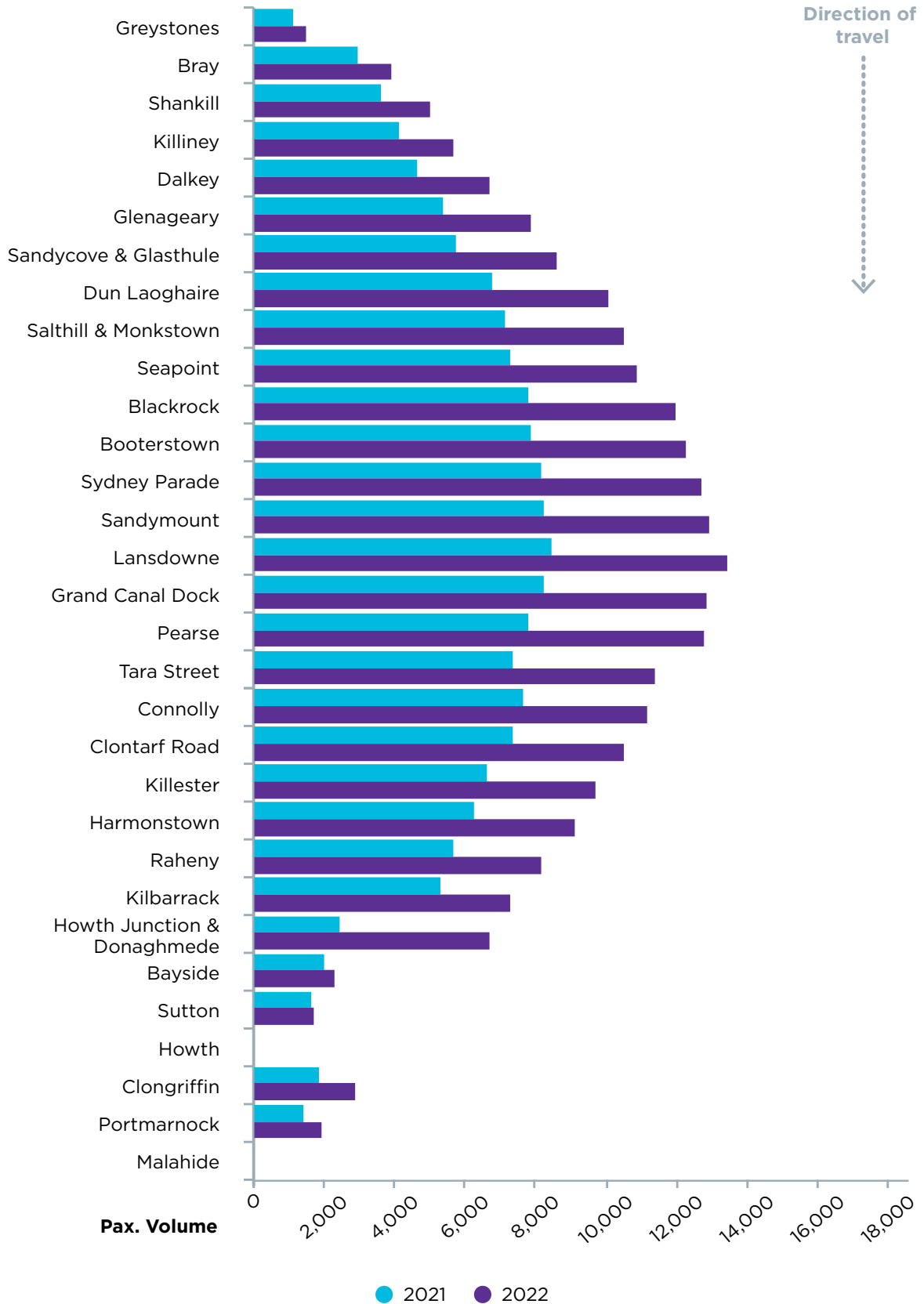


**Chart 10 Hourly profile of demand on DART 2021 and 2022**

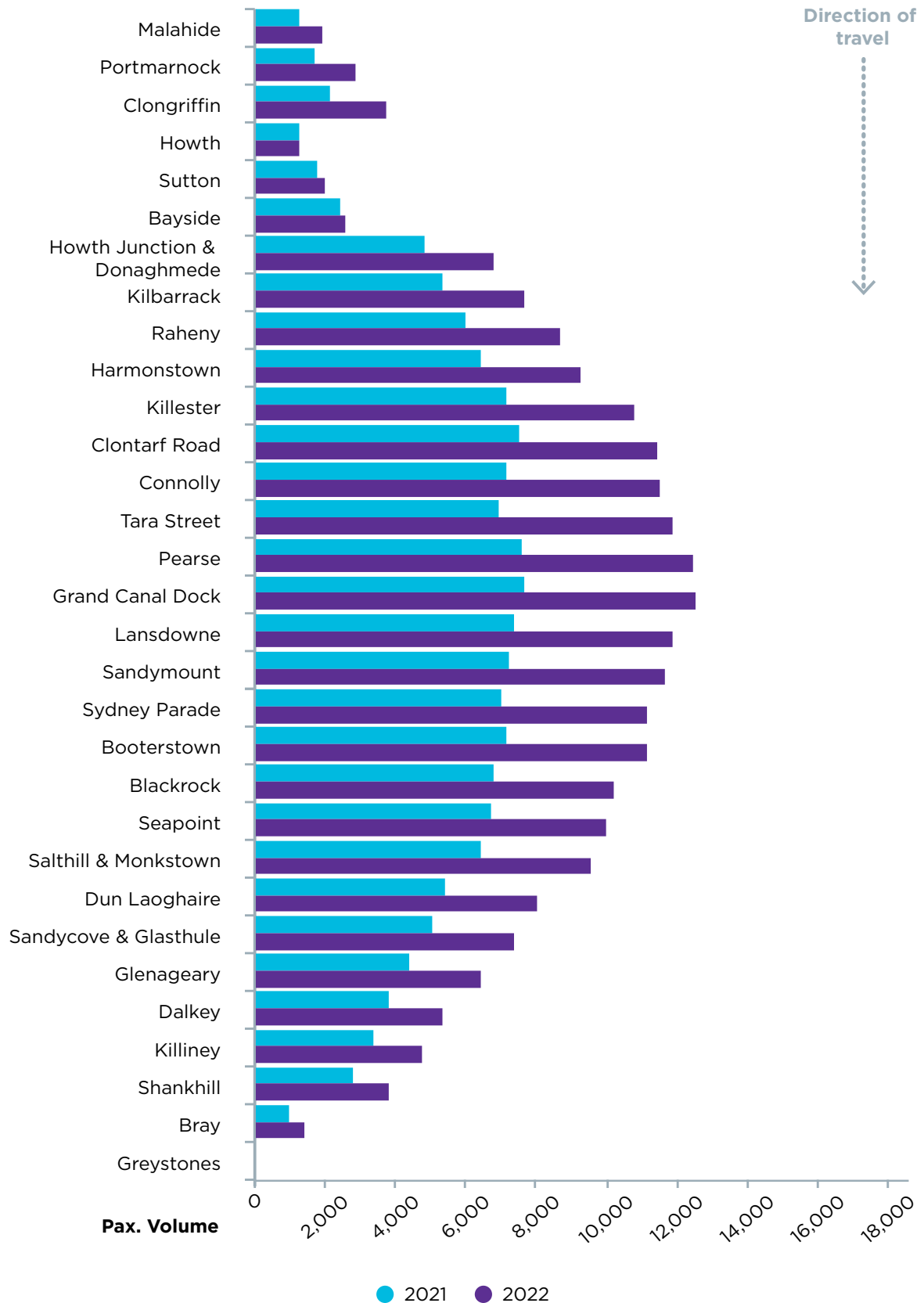
## Profile of Demand by Station

Chart 11 shows the daily demand profile (daily total of people on board the DART as it departs each station) 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, 2021 and 2022**



**Chart 12 Profile of Demand by Station, DART Southbound, 2021 and 2022**



## 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 2022 was 21,914, up by 54% on 2021 levels.

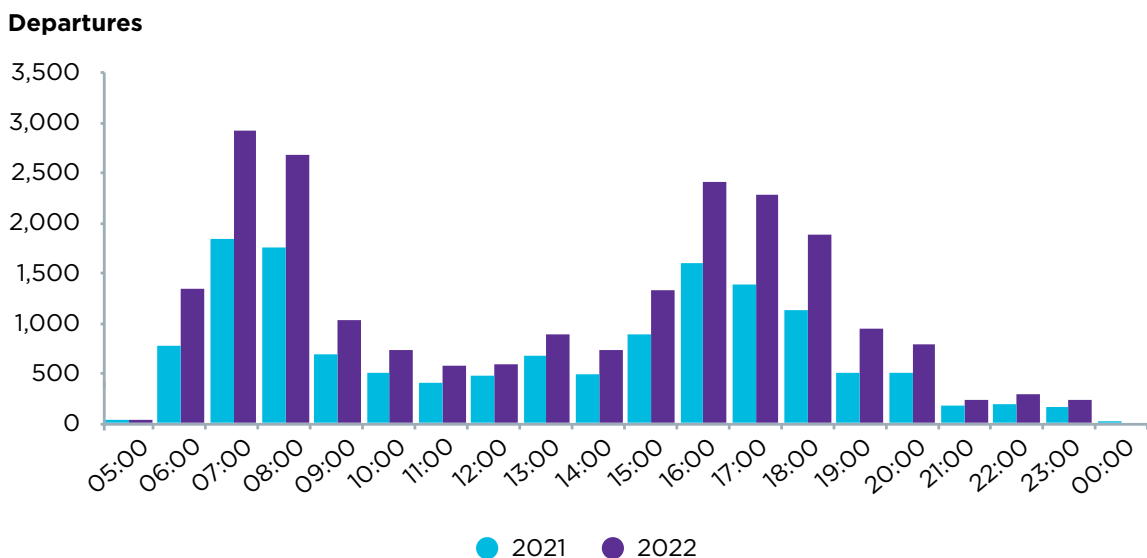
**Table 11 Total daily patronage on Connolly Northbound/Southbound lines, 2022**

Line	2021	2022	% Change on 2021
Connolly Northbound	6,928	10,878	+57%
Connolly Southbound	7,255	11,036	+52%
<b>Total</b>	<b>14,183</b>	<b>21,914</b>	<b>+54%</b>

### Hourly profile of Demand

Chart 13 shows variations in demand throughout the day on the Connolly Northbound/Southbound line in 2021 and 2022. As with DART, the passenger numbers increased significantly during morning peak (7:00-9:00) and evening peak (16:00-18:00) hours compared to 2021.

**Chart 13 Hourly profile of demand, Connolly Northbound/Southbound, 2021 and 2022**

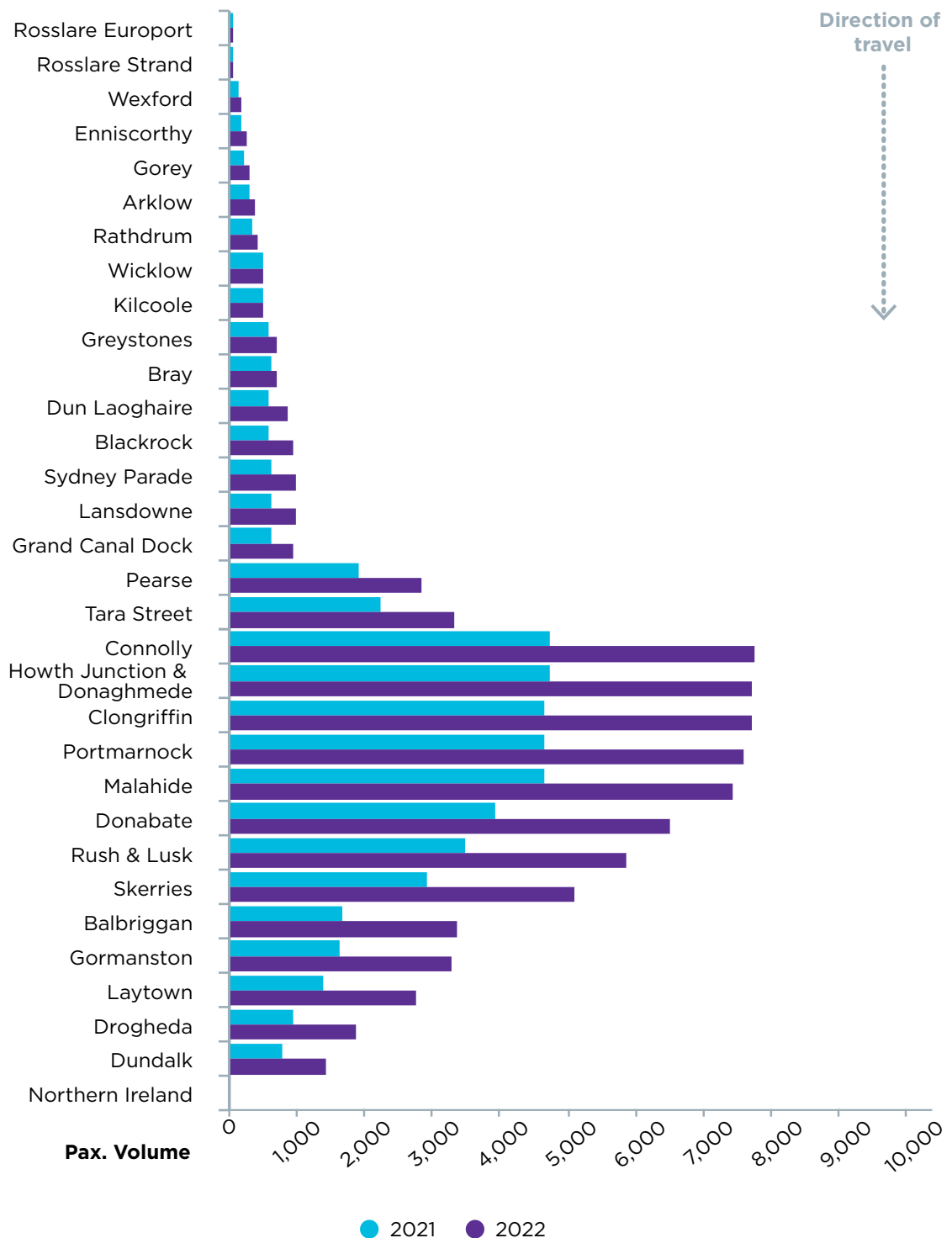




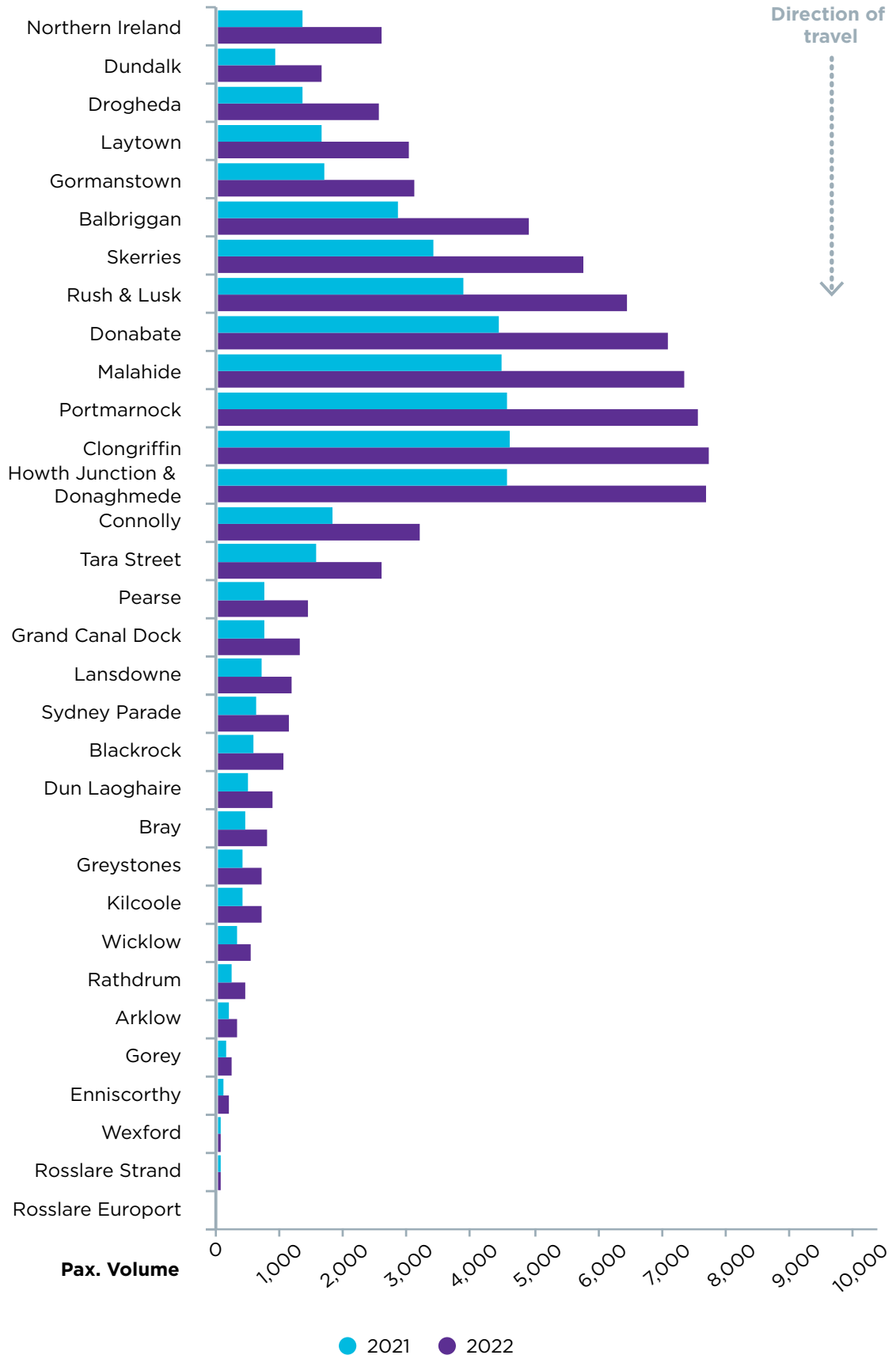
## Profile of Demand by Station

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, 2021 and 2022**



**Chart 15 Profile of Demand by Station, Connolly Southbound, 2021 and 2022**



## 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 of approximately 96% between 2021 and 2022. Table 12 shows the total boardings on Enterprise services on census day in 2021 and 2022.

Although the Enterprise service operates between Dublin and Belfast, 2,707 (70%) of all Enterprise trips crossed the border on census day 2022 compared to 1,428 (74%) in 2021<sup>18</sup>. There has been an 87% increase in trips crossing the border northbound, this equates to 658 daily journeys. Meanwhile there has been a 93% increase in journeys southbound from Northern Ireland (621 daily journeys). Overall, there was a 90% increase in cross border trips between 2021 and 2022. Table 13 shows the total cross border trips on Census day 2021 and 2022.

**Table 12 Total Patronage on the Enterprise Service**

Enterprise Services	2021	2022	% Change on 2021
Northbound	1,000	2,025	+103%
Southbound	929	1750	+88%
<b>Total</b>	<b>1,929</b>	<b>3,775</b>	<b>+96%</b>

**Table 13 Total Cross Border Patronage on the Enterprise Service**

Enterprise Services	2021	2022	% Change on 2021
Northbound	759	1417	+87%
Southbound	669	1290	+93%
<b>Total</b>	<b>1,428</b>	<b>2,707</b>	<b>+90%</b>

<sup>18</sup> 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 2022 was 23,850, up by 64% on 2021 levels.

**Table 14 Total daily patronage on Connolly Eastbound/Westbound lines, 2021 and 2022**

Line	2021	2022	% Change on 2021
Connolly Eastbound	7,353	11,908	+62%
Connolly Westbound	7,178	11,942	+66%
<b>Total</b>	<b>14,531</b>	<b>23,850</b>	<b>+64%</b>

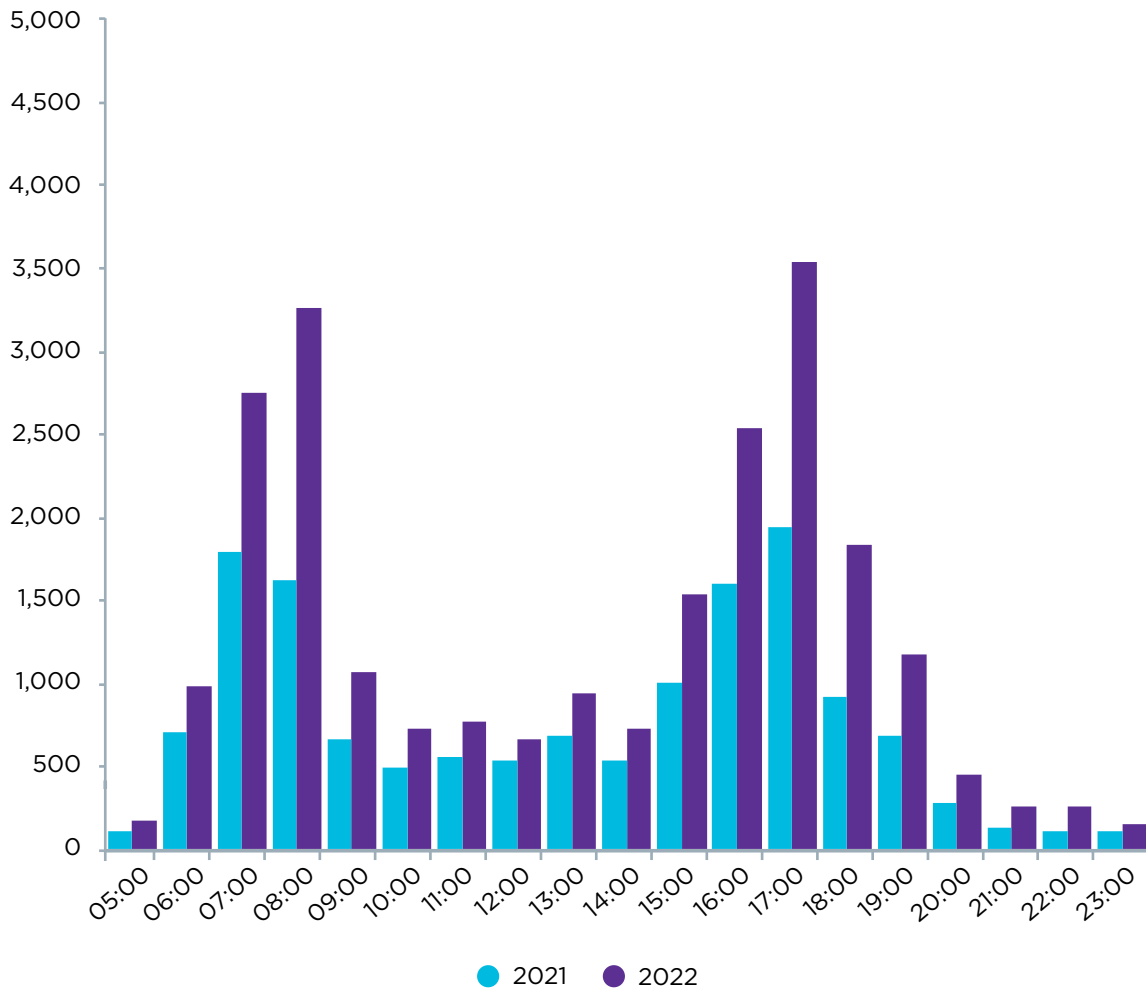
### Hourly Profile of Demand

Chart 16 shows variations in demand throughout the day on the Eastbound/Westbound services in and out of Connolly in 2021 and 2022. This is based on passenger boarding numbers and shows that the passenger numbers increased significantly during morning peak (7:00-9:00) and evening peak (16:00-18:00) hours compared to 2021.



**Chart 16 Hourly Profile of Demand, Connolly Eastbound/Westbound, 2021 and 2022**

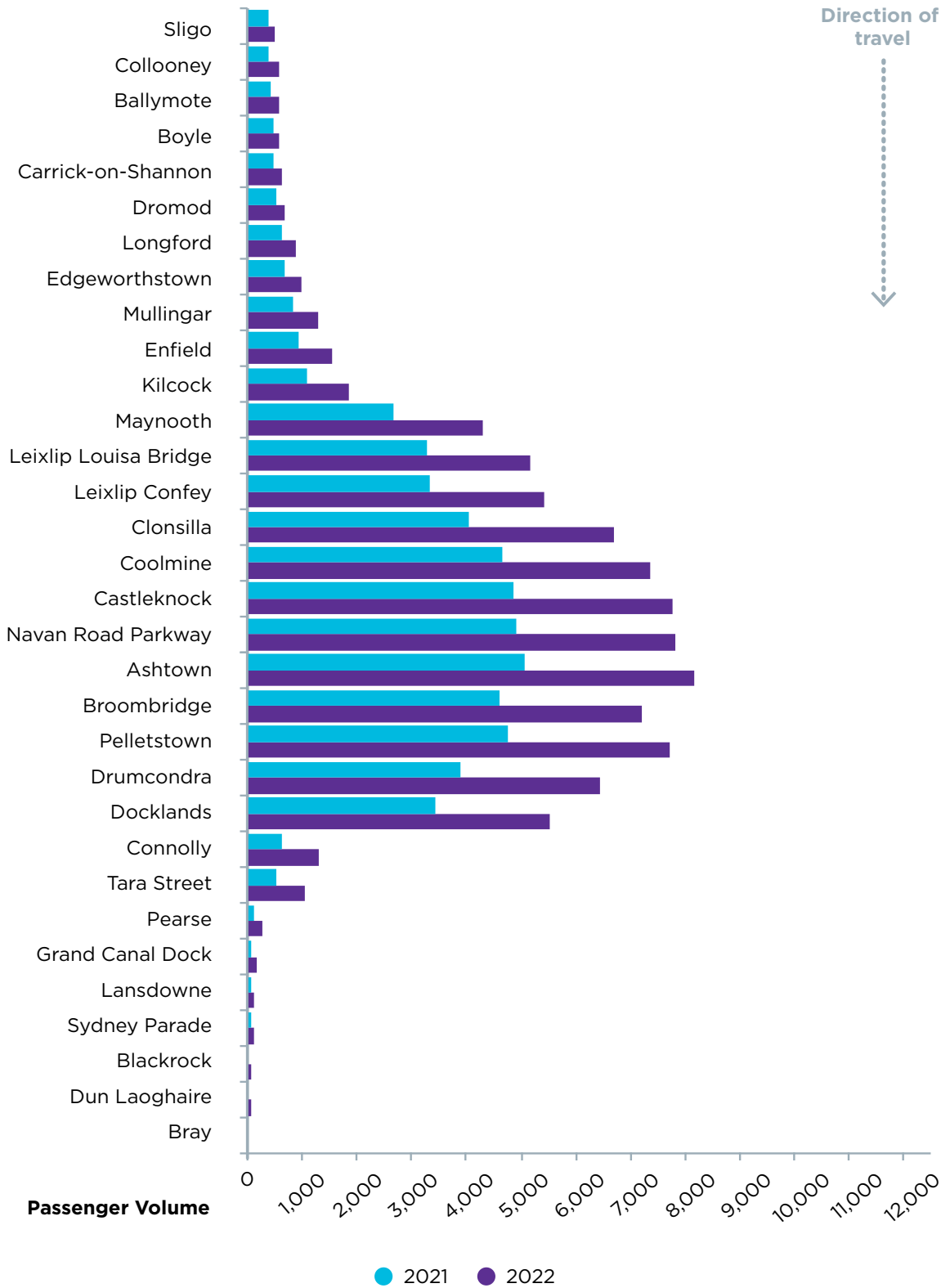
**Departures**



**Profile of Demand by Station**

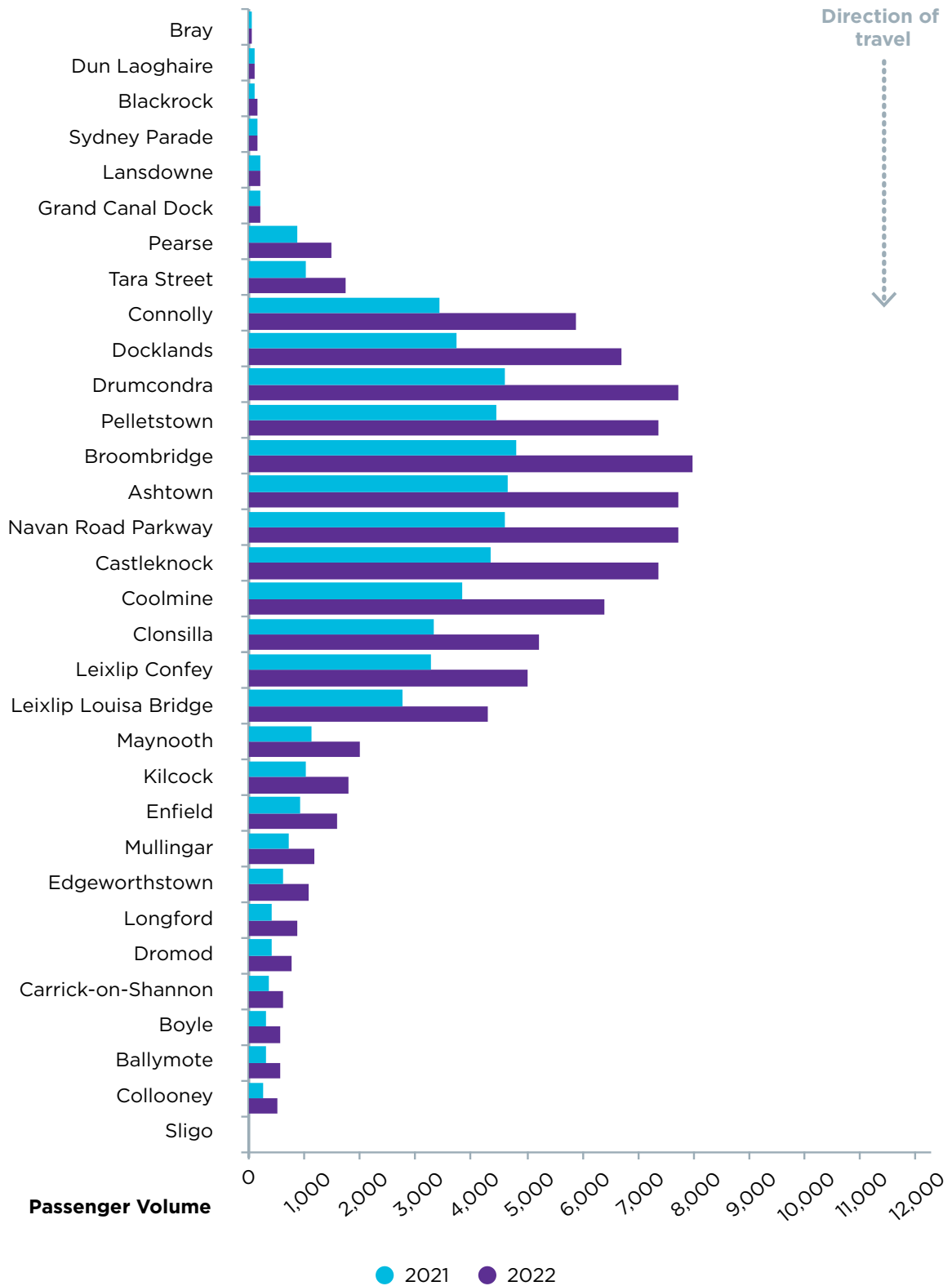
Charts 17 and 18 show the demand profile of patronage on the Connolly Eastbound/Westbound line in 2021 and 2022.

**Chart 17 Profile of Demand by Station, Connolly Eastbound, 2021 and 2022<sup>19</sup>**



<sup>19</sup> 'Dunboyne spur' Patronage (M3 Parkway - Dunboyne - Hansfield) represented at Clonsilla.

**Chart 18 Profile of Demand by Station, Connolly Westbound, 2021 and 2022**



## 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 2022 was 11,356, an increase of 90% on 2021 levels.

**Table 15 Total daily patronage on Heuston Commuter, 2021 and 2022**

Line	2021	2022	% Change on 2021
Heuston South & Westbound (Commuter)	2,990	5,706	+91%
Heuston North & Eastbound (Commuter)	3,000	5,650	+88%
<b>Total</b>	<b>5,990</b>	<b>11356</b>	<b>+90%</b>

In December 2016, Iarnród Éireann reintroduced passenger services via Dublin's Phoenix Park Tunnel. Table 16 below presents a comparison of patronage on these particular services in 2021 and 2022.

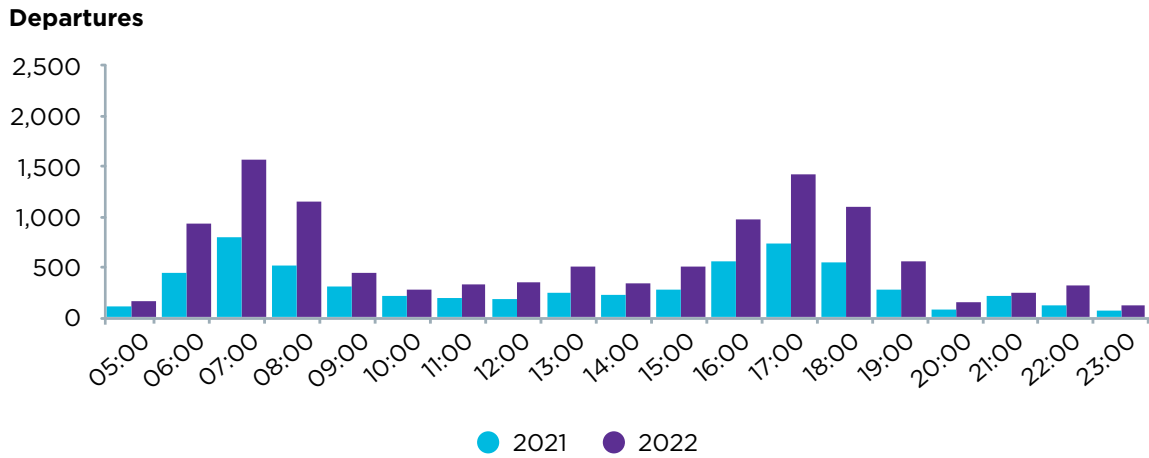
**Table 16 Total daily patronage on Commuter Services to & from Grand Canal Dock via Phoenix Park Tunnel, 2021 and 2022**

Line	2021	2022	% Change on 2021
From Grand Canal Dock	1,022	2,398	+134%
To Grand Canal Dock	1,004	2,025	+102%
<b>Total</b>	<b>2,026</b>	<b>4,423</b>	<b>+118%</b>

## Hourly Profile of Demand

Chart 19 shows variations in demand throughout the day on Heuston Commuter services in 2021 and 2022, based total passenger boarding numbers at each station on the service.

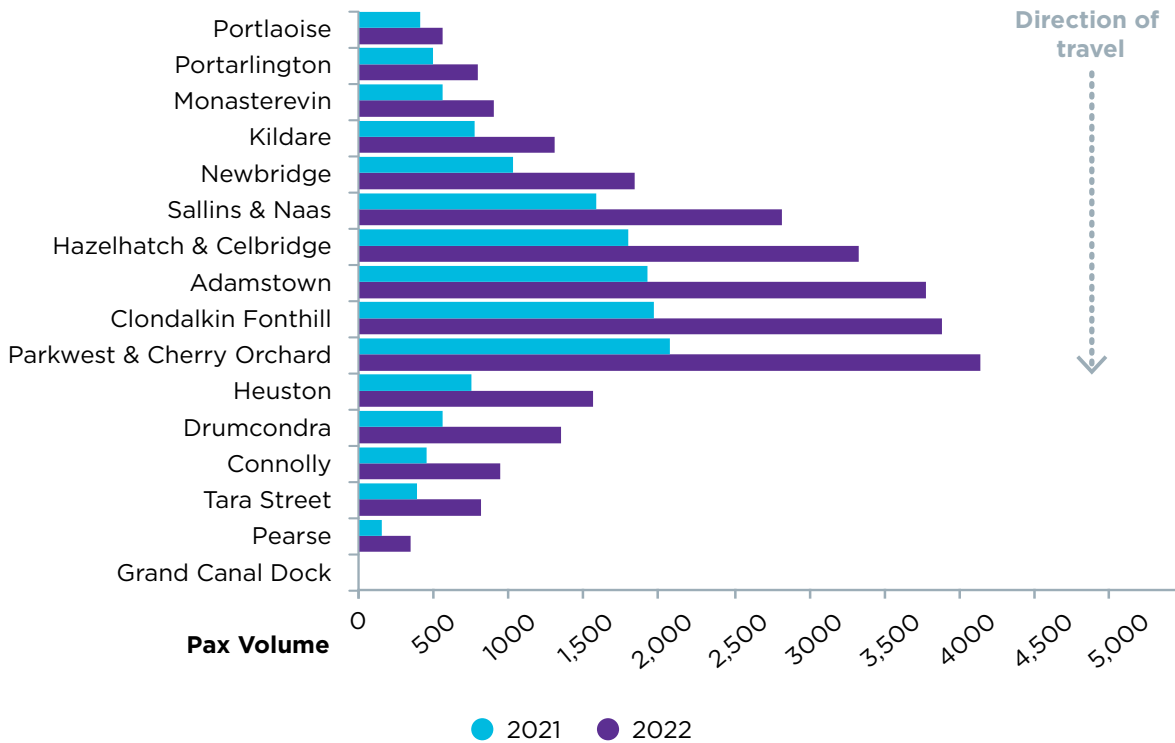
**Chart 19 Hourly Profile of Demand, Heuston Commuter, 2021 and 2022**



**Profile of Demand by Station**

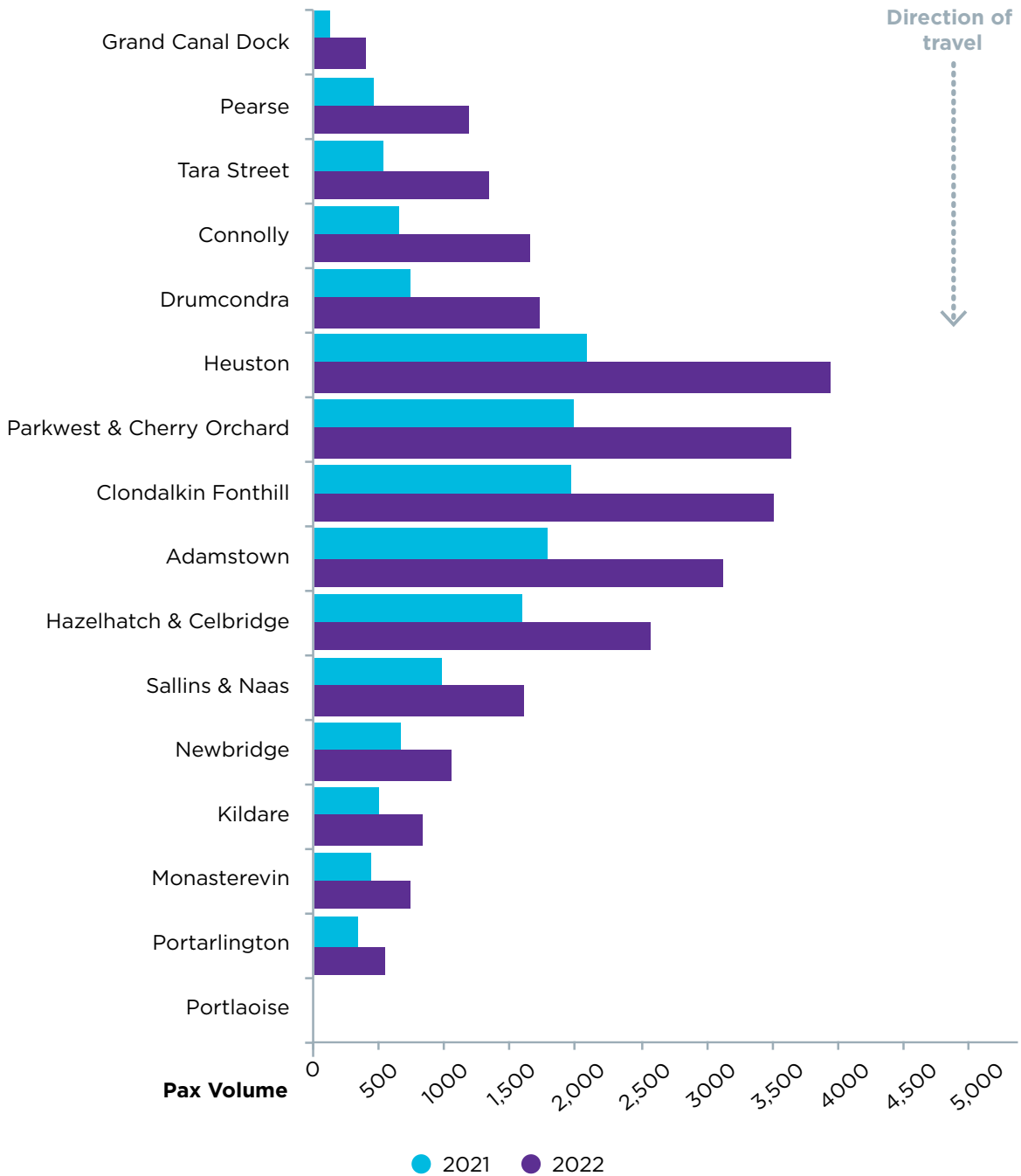
Charts 20 and 21 show the daily demand profile on the Heuston Commuter Services in 2021 and 2022.

**Chart 20 Profile of Demand by Station, Heuston Eastbound, 2021 and 2022<sup>20</sup>**



<sup>20</sup> Patronage at Athlone, Clara and Tullamore represented at Portarlington; from Athy and Carlow at Kildare

**Chart 21 Profile of Demand by Station, Heuston Westbound, 2021 and 2022<sup>21</sup>**



<sup>21</sup> Patronage at Athlone, Clara and Tullamore represented at Portarlington; from Athy and Carlow at Kildare



## Heuston InterCity Services

Services included:

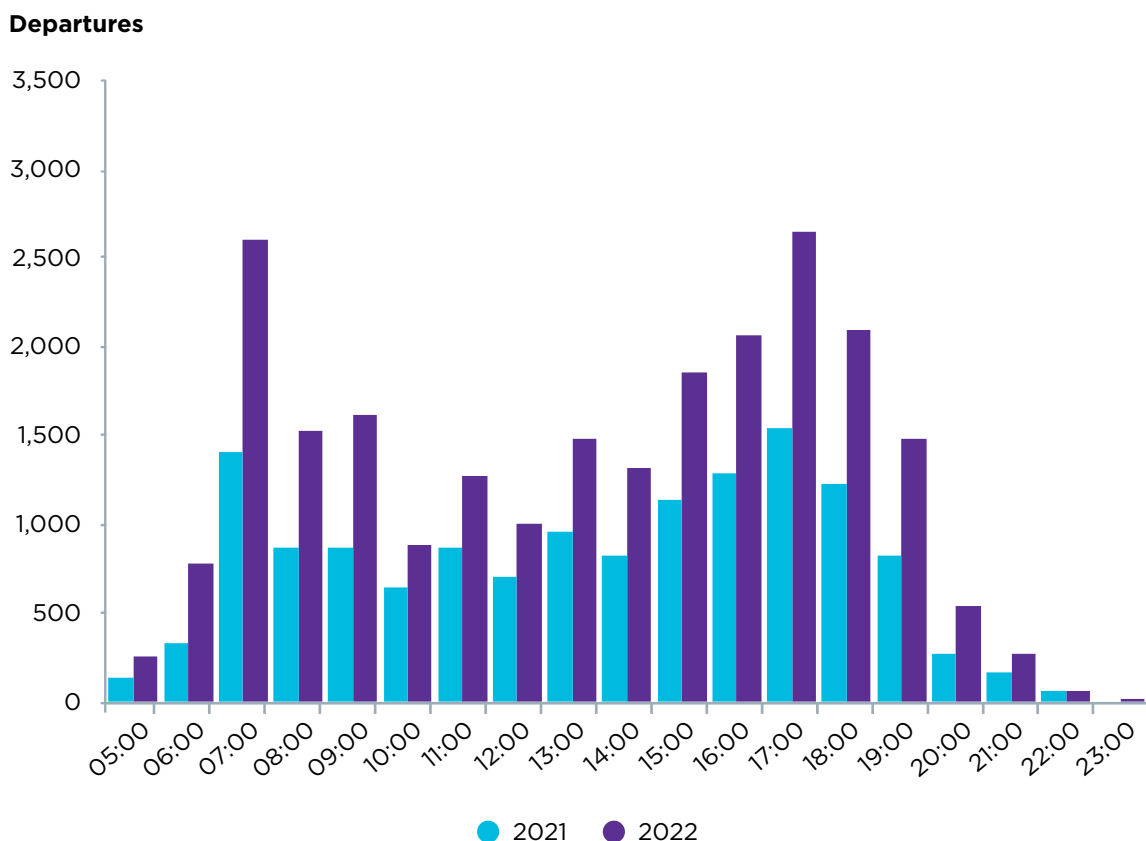
- Dublin - Kildare/Newbridge/Athlone/Carlow/Portlaoise/Cork/  
Limerick/Galway/Westport/Waterford/Tralee

The number of total daily journeys on the Heuston InterCity Services in 2022 was 23,849, up by 69% on 2021 levels.

**Table 17 Total daily patronage on InterCity Services to & from Heuston, 2021 and 2022**

Line	2021	2022	% Change on 2021
Heuston South & Westbound (InterCity)	6,895	12,223	+77%
Heuston North & Eastbound (InterCity)	7,238	11,626	+61%
<b>Total</b>	<b>14,133</b>	<b>23,849</b>	<b>+69%</b>

**Chart 22 Hourly Profile of Demand, Heuston InterCity services, 2021 and 2022**



## 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 2022 was 9,035, up by 119% on 2021 levels. As noted in Chapter 2, there was an increase in daily services on the Cork-Cobh and Cork-Midleton routes during the day which would account for some of this increase. Additionally, there are two items to note about the Cork Commuter and Regional Services in this year's census:

- A major sporting event took place in Pairc Uí Chaoimh, Cork City on the evening of the census day, 10th November. This also would have contributed to a considerable increase in passenger numbers in the late afternoon / evening.
- Significant engineering works took place on the Mallow-Tralee section of the regional service, which was substituted by a bus service. As a result of this, services on the Mallow-Tralee line were counted for the census two weeks later, on 24th November. Results of this supplementary survey have been included in the table below.

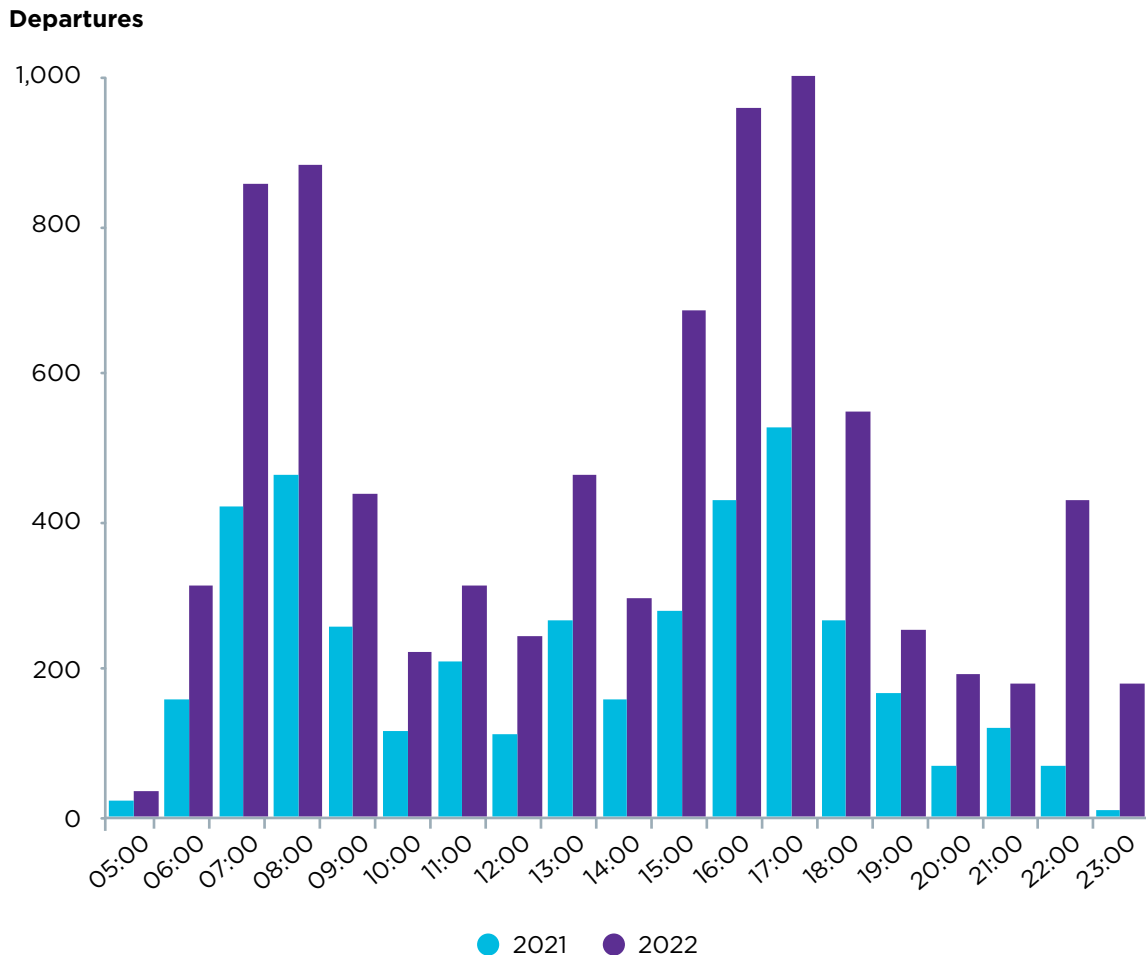
**Table 18 Total daily patronage on Cork Commuter and Regional Lines, 2021 and 2022**

Line	2021	2022	% Change on 2021
Cork Commuter and Regional Inbound	2,073	4,997	+141%
Cork Commuter and Regional Outbound	2,044	4,038	+98%
<b>Total</b>	<b>4,117</b>	<b>9,035</b>	<b>+119%</b>

### Hourly Profile of Demand

Chart 23 shows the hourly profile of demand on the Cork Commuter and Regional lines for 2022 and 2021

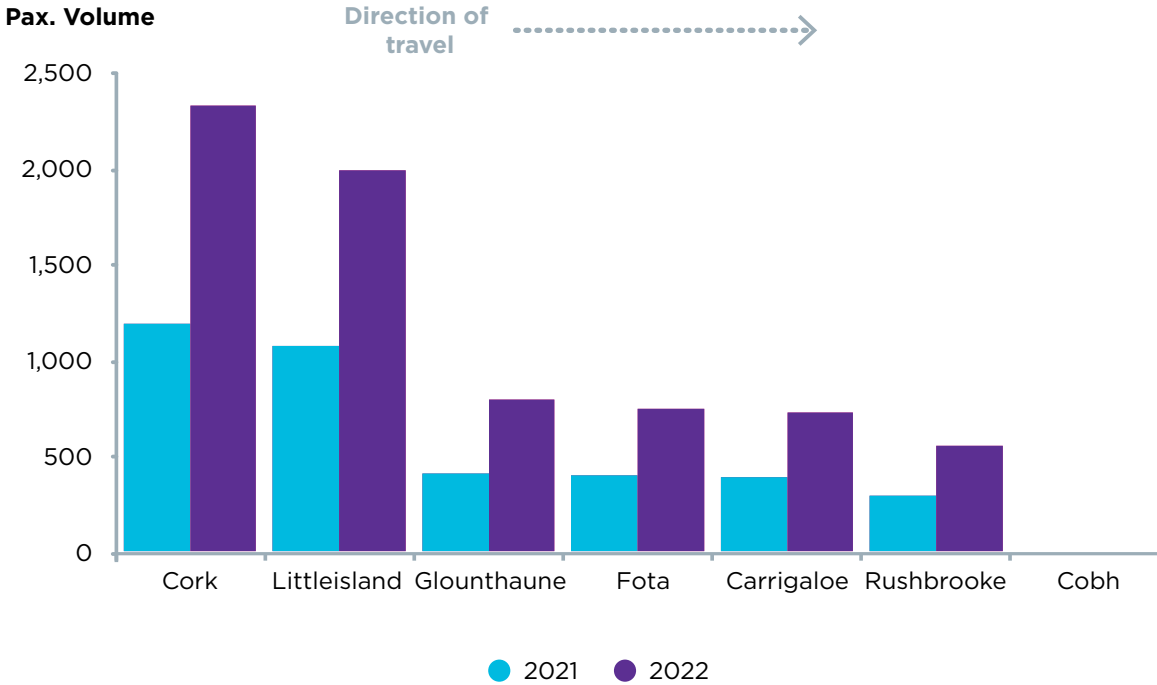
**Chart 23 Hourly Profile of Demand, Cork Commuter and Regional Lines, 2021 and 2022**



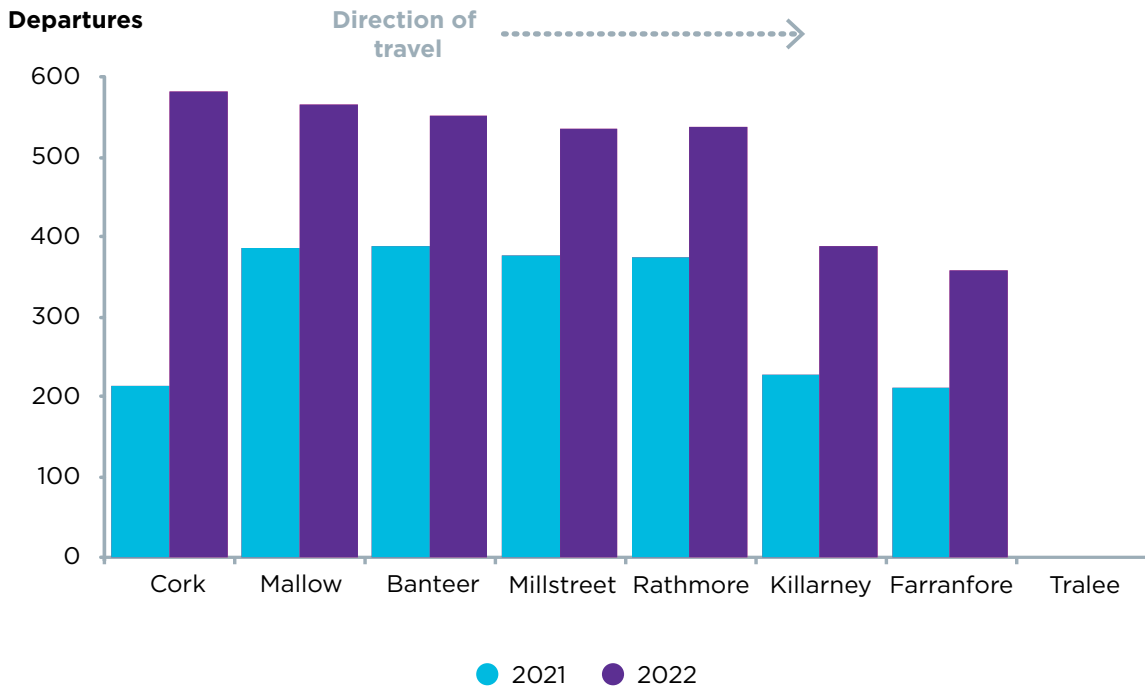
### Profile of Demand by Station

Chart 24a shows the daily profile of demand 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 profile of demand 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 2021 and 2022<sup>22</sup>**

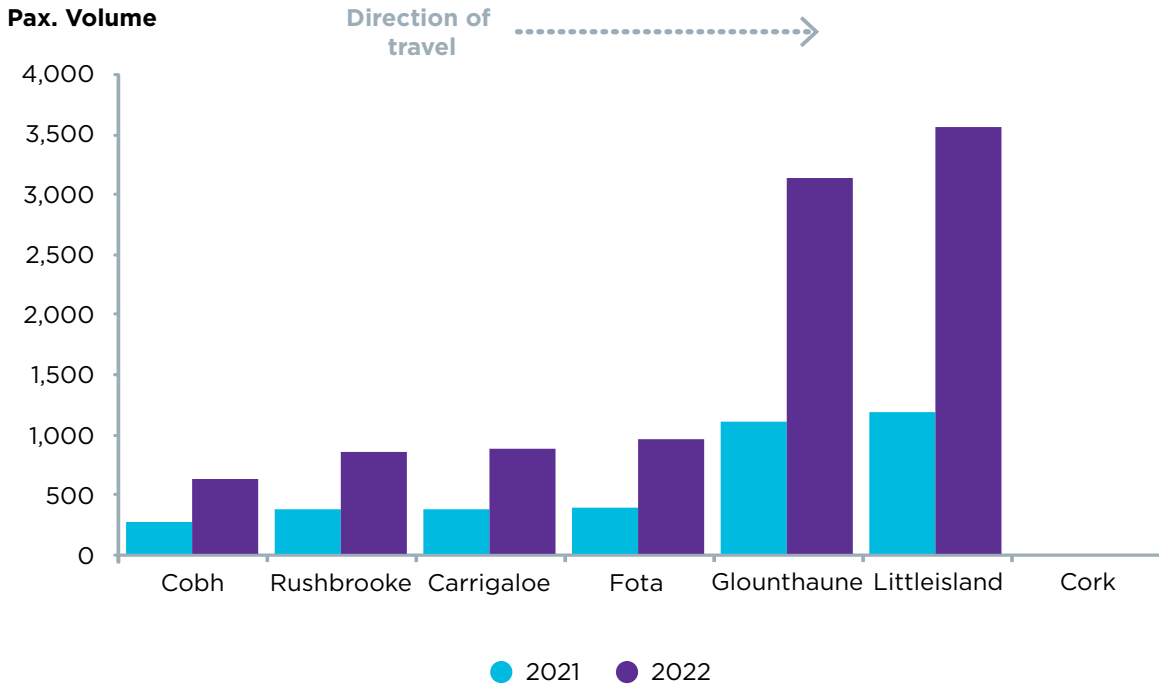


**Chart 24b Profile of Demand by Station, Services from Cork to Tralee 2021 and 2022**

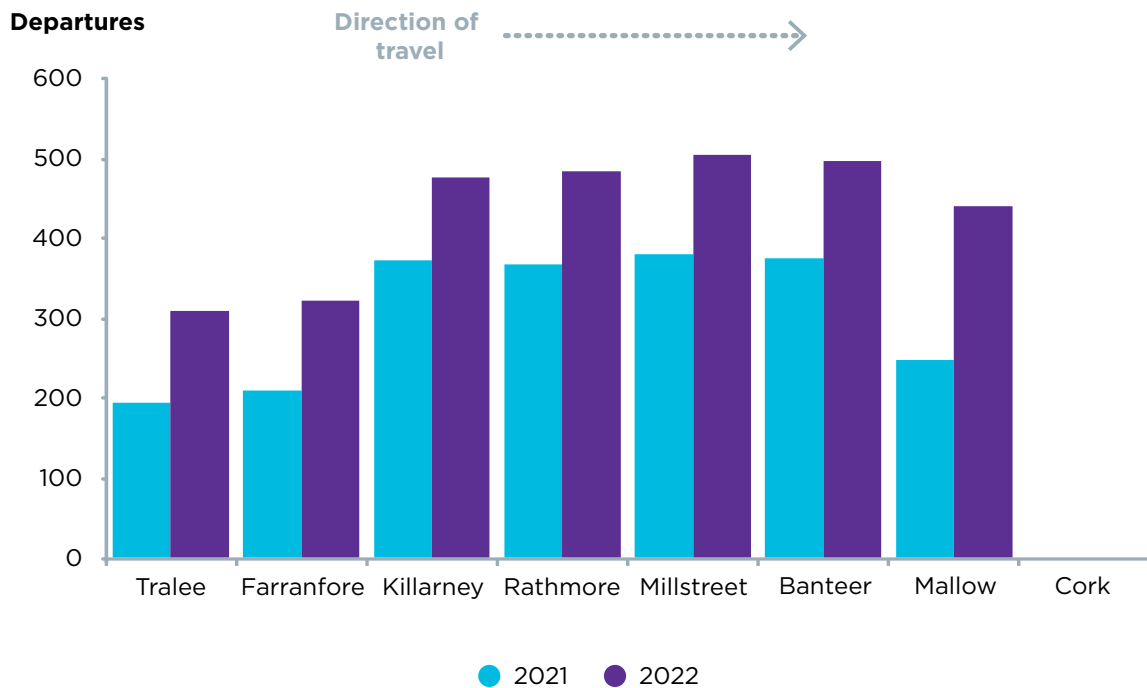


<sup>22</sup> Line branches at Glounthaune, patronage at Carrigtwohill and Midleton represented at Glounthaune.

**Chart 25a Profile of Demand by Station, Commuter Services to Cork 2021 and 2022<sup>23</sup>**



**Chart 25b Profile of Demand by Station, Services from Tralee to Cork 2021 and 2022**



<sup>23</sup> Line branches at Glounthaune, patronage at Carrigtwohill and Midleton 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 2022 was 3,904, up by 72% on 2021 levels.

**Table 19 Total daily patronage on Regional Lines, 2021 and 2022**

Route	2021	2022	% Change on 2021
Waterford, Ballybrophy, Thurles, Nenagh, Athenry, Limerick, Limerick Junction – Limerick, Galway, Ennis, Limerick Junction	1,001	2,039	+103%
Limerick, Ennis, Galway – Limerick Junction, Ballybrophy, Athenry, Ennis, Waterford, Limerick	1,272	1,865	+47%
<b>Total</b>	<b>2,273</b>	<b>3,904</b>	<b>+72%</b>





## 7 Radial Rail Usage in Dublin

To understand how demand compares across the radial corridors in and out of Dublin, this section examines the demand on the different rail corridors serving Dublin. Table 20 and Charts 26 and 27 illustrate the number of passengers entering the city centre by service type (i.e.: DART, Commuter and InterCity services) on each corridor.

Tables 21 and 22, respectively, show the maximum line flow on each corridor for morning and evening peaks as well as the route section where the maximum flow is located. Tables 23 and 24 respectively show the busiest trains during the morning and evening peaks, in addition to the service and route segment where the maximum loads occurred.

### Daily Line Flow into Dublin City Centre by Radial Corridor

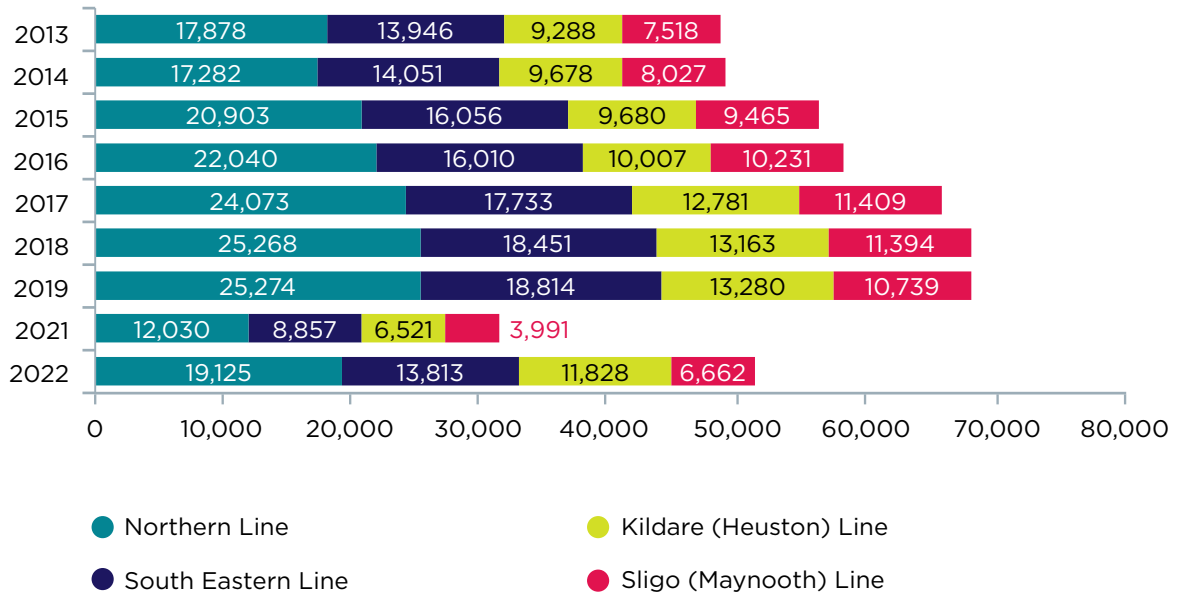
**Table 20 – Daily Passenger Flow by Corridor Inbound to the City Centre**

Radial Corridor	Total Line Flow Entering Dublin City Centre									
Line	Service	2013	2014	2015	2016	2017	2018	2019	2021	2022
Northern Line	DART	10,397	10,077	12,848	14,097	14,956	16,514	15,752	7,450	11,428
	Commuter	6,434	6,103	6,982	6,754	7,581	7,297	7,696	3,796	6162
	InterCity	1,047	1,102	1,073	1,189	1,536	1,457	1,826	784	1535
	<b>Total</b>	<b>17,878</b>	<b>17,282</b>	<b>20,903</b>	<b>22,040</b>	<b>24,073</b>	<b>25,268</b>	<b>25,274</b>	<b>12,030</b>	<b>19,125</b>
South Eastern Line	DART	13,081	12,916	14,898	14,721	16,372	17,248	17,453	8,248	12,847
	Commuter	865	1,135	1,076	1,228	1,229	1,038	714	275	431
	InterCity <sup>24</sup>	-	-	82	61	132	165	647	334	535
	<b>Total</b>	<b>13,946</b>	<b>14,051</b>	<b>16,056</b>	<b>16,010</b>	<b>17,733</b>	<b>18,451</b>	<b>18,814</b>	<b>8,857</b>	<b>13,813</b>
Kildare (Heuston) Line	Commuter	2,585	2,677	2,377	2,645	4,051	4,524	5,060	1,963	3954
	InterCity	6,703	7,001	7,303	7,362	8,730	8,639	8,220	4,558	7874
	<b>Total</b>	<b>9,288</b>	<b>9,678</b>	<b>9,680</b>	<b>10,007</b>	<b>12,781</b>	<b>13,163</b>	<b>13,280</b>	<b>6,521</b>	<b>11,828</b>
Sligo (Maynooth) Line	Commuter	7,518	8,027	7,957	8,779	9,778	9,602	9,322	3,249	5390
	InterCity <sup>25</sup>	-	-	1,508	1,452	1,631	1,792	1,417	742	1272
	<b>Total</b>	<b>7,518</b>	<b>8,027</b>	<b>9,465</b>	<b>10,231</b>	<b>11,409</b>	<b>11,394</b>	<b>10,739</b>	<b>3,991</b>	<b>6,662</b>
<b>Grand Total</b>		<b>48,630</b>	<b>49,038</b>	<b>56,104</b>	<b>58,288</b>	<b>65,996</b>	<b>68,276</b>	<b>68,107</b>	<b>31,399</b>	<b>51,428</b>

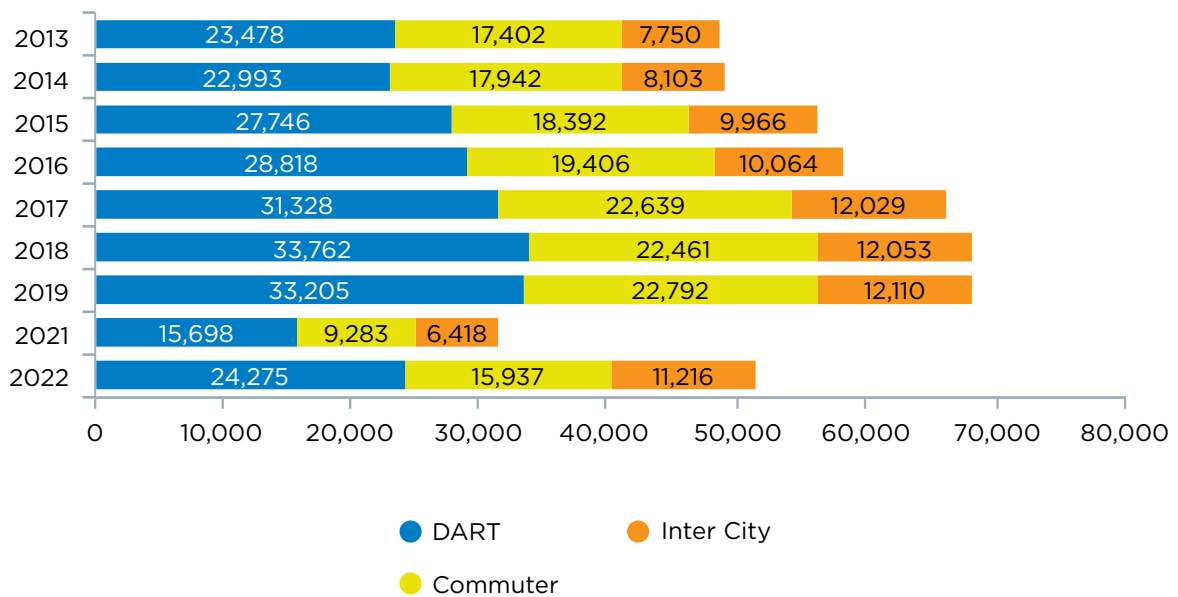
<sup>24</sup> InterCity & Commuter services combined in Census 2013 & 2014 on South Eastern Line

<sup>25</sup> InterCity & Commuter services combined in Census 2013 & 2014 on Sligo Line

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



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



## Peak hour flows by radial corridor

**Table 21 – Maximum Flows per Line in the Morning Peak Hours (8:00-9:00)**

Radial Corridor	Service	Max. hourly passenger flow	Location of Maximum Flow
Northern lines	DART	3,408	Clontarf Road-Connolly
	Commuter	1,520	Connolly-Tara Street
	InterCity	432	Drogheda-Connolly
<b>Total</b>		<b>5,360</b>	
South-eastern lines	DART	2,927	Blackrock-Boooterstown
	Commuter	301	Skerries-Balbriggan
	InterCity	301	Blackrock-Lansdowne
<b>Total</b>		<b>3,529</b>	
Heuston Lines	Commuter	857	Clondalkin Fonthill-Parkwest & Cherry Orchard
	InterCity	627	Newbridge-Heuston
<b>Total</b>		<b>1,484</b>	
Sligo lines	Commuter	2,523	Pelletstown-Broombridge
	InterCity	720	Kilcock-Maynooth
<b>Total</b>		<b>3,243</b>	

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

Radial Corridor	Service	Max. hourly Passenger Flow	Location of Maximum Flow
Northern lines	DART	2,065	Lansdowne-Sandymount
	Commuter	136	Balbriggan-Skerries
	InterCity	259	Pearse-Dun Laoghaire
<b>Total</b>		<b>2,460</b>	
South-eastern lines	DART	2,276	Tara Street-Connolly
	Commuter	1,257	Connolly-Malahide
	InterCity	254	Dundalk-Belfast
<b>Total</b>		<b>3,787</b>	
Heuston Lines	Commuter	589	Parkwest & Cherry Orchard-Clondalkin Fonthill
	InterCity	671	Heuston-Sallins & Naas
<b>Total</b>		<b>1,260</b>	
Sligo lines	Commuter	1,490	Broombridge-Pelletstown
	InterCity	469	Connolly-Leixlip Louisa Bridge
<b>Total</b>		<b>1,959</b>	



## Train loadings by radial corridor

**Table 23 - Most Heavily Loaded Trains in the Morning Period**

Corridor	Service	Maximum Load	Train	Location
Northern lines	DART	877	08:10 Malahide-Bray	Clontarf Road-Connolly
	Commuter	635	07:10 Dundalk-Pearse	Malahide-Connolly
	InterCity	432	06:50 Belfast-Connolly	Drogheda-Connolly
South Eastern lines	DART	775	07:54 Greystones-Malahide	Blackrock-Boooterstown
	Commuter	257	06:40 Limerick-Heuston	Sallins & Naas-Heuston
	InterCity	301	05:35 Rosslare Europort-Dundalk	Blackrock-Lansdowne
Heuston Lines	Commuter	282	07:30 Malahide-Bray	Clongriffin-Howth Junction & Donaghmede
	InterCity	442	05:55 Waterford-Heuston	Newbridge-Heuston
Sligo lines	Commuter	599	07:54 Maynooth-Bray	Pelletstown-Broombridge
	InterCity	367	05:40 Sligo-Connolly	Maynooth-Drumcondra

**Table 24 - Most Heavily Loaded Trains in the Evening Period**

Corridor	Service	Maximum Load	Train	Location
Northern lines	DART	512	17:00 Howth-Greystones	Lansdowne-Sandymount
	Commuter	200	16:20 Heuston-Portlaoise	Parkwest & Cherry Orchard-Clondalkin Fonthill
	InterCity	259	17:33 Connolly-Rosslare Europort	Pearse-Dun Laoghaire
South Eastern lines	DART	517	17:00 Bray-Maynooth	Broombridge-Pelletstown
	Commuter	629	18:00 Pearse-Dundalk	Connolly-Clongriffin
	InterCity	391	19:00 Connolly-Belfast	Connolly-Drogheda
Heuston Lines	Commuter	280	18:05 Heuston-Portlaoise	Parkwest & Cherry Orchard-Clondalkin Fonthill
	InterCity	425	17:30 Heuston-Galway	Heuston-Sallins & Naas
Sligo lines	Commuter	517	17:00 Bray-Maynooth	Broombridge-Pelletstown
	InterCity	469	17:10 Connolly-Sligo	Connolly-Leixlip Louisa Bridge

## 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	2022	2021	2019	2018	2017	2016	2015	2014	2013
Rosslare Euro Port			12	0			12	8	12	12	7	11	21	13	20
Rosslare Strand			21	0			21	22	25	28	19	16	24	14	21
Wexford			154	5			159	109	103	133	147	76	115	78	68
Enniscorthy			61	10			71	26	41	36	65	54	57	38	43
Gorey			78	9			87	77	78	98	76	73	86	78	86
Arklow			57	3			60	93	102	83	121	85	88	91	109
Rathdrum			63	7			70	71	106	59	69	68	111	75	98
Wicklow			93	15			108	170	245	328	269	168	155	152	166
Kilcoole			19	2			21	25	59	47	99	39	24	33	31
Greystones	1481	0	209	31			1721	1234	2345	2326	2568	1927	1951	1561	1783
Bray	2590	260	148	118	13	0	3129	2367	3324	3838	3946	3144	2974	2573	2909
Shankill	1164	109					1273	882	1581	1496	1342	1367	1456	1085	1149
Killiney	810	138					948	738	876	988	989	853	792	731	882
Dalkey	1406	398					1804	1400	1819	1921	1748	1621	1634	1301	1531
Glenageary	1398	205					1603	1060	1910	1840	1839	1666	1661	1388	1568
Sandycove & Glasthule	1066	308					1374	913	1475	1422	1289	1208	1157	1004	1022
Dun Laoghaire	2388	934	241	69	74	12	3718	2446	4364	4135	4129	3574	3315	2610	3168
Salthill & Monkstown	835	281					1116	756	1241	1495	1323	1387	1379	1065	1168
Seapoint	579	219					798	544	803	863	808	836	869	682	785
Blackrock	1962	833	116	25	48	6	2990	1875	3468	3571	3155	2974	2862	2699	2091
Boosterstown	932	648					1580	1174	1770	1824	1612	1644	1320	1274	1334
Sydney Prde	1139	603	40	27	21	8	1838	1295	1896	1884	2193	1883	1847	1552	1327
Sandymount	650	412					1062	656	1370	1343	1080	1044	1243	828	889
Lansdowne	1309	734	44	13	82	6	2188	1200	3605	3700	3429	3500	3459	2868	2529
Grand Canal Dock	1293	1467	46	10	83	3	2902	1352	4240	3390	3252	2896	2671	2712	2579



Route	DART		Rosslare – Belfast Line		Maynooth (Sligo) Line		TOTAL								
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2022	2021	2019	2018	2017	2016	2015	2014	2013
Pearse	4280	4446	2222	371	1298	43	12660	7799	15247	15605	15010	14827	13292	13560	12168
Tara Street	2314	3384	678	293	283	53	7005	4315	9274	9639	9302	7952	7730	6746	6344
Connolly	2763	2918	4873	589	4231	49	15423	9724	17823	18867	17540	14857	14679	12029	12512
Clontarf Rd	338	1077					1415	869	2172	2115	2052	1946	1694	1272	1377
Killester	374	1837					2211	1210	2665	2347	2197	2225	1786	1595	1575
Harmonstwn	190	833					1023	716	1406	1609	1314	1396	1071	998	1011
Raheny	300	1314					1614	1097	2207	2417	2150	2024	1883	1758	1641
Kilbarrack	216	1119					1335	1023	1663	1694	1516	1373	1368	1106	1043
Howth Junc Donaghmede	520	884	2	54			1460	1059	1727	1886	2163	1818	1715	1613	1667
Bayside	129	652					781	924	1329	1799	1502	1400	1403	1222	1156
Sutton	84	827					911	623	931	1004	974	963	741	669	689
Howth	0	1250					1250	1233	1379	1805	1439	1240	1259	875	1073
Clongriffin	127	1042	3	169			1341	727	1640	1576	1296	1256	1013	830	767
Portmarnock	75	1004	4	232			1315	678	2121	1401	1981	1450	1191	1182	1186
Malahide	0	1895	581	833			3309	2141	3456	3952	3324	2626	2604	2086	2177
Donabate			275	903			1178	991	1663	1646	1371	1392	1386	1105	1149
Rush & Lusk			142	834			976	662	1176	1072	947	972	905	808	920
Skerries			219	1110			1329	845	1628	1716	1585	1424	1446	1314	1365
Balbriggan			168	1950			2118	1542	2180	2209	2238	1782	1872	1757	1753
Gormanston			10	76			86	45	87	80	84	101	72	87	113
Laytown			6	493			499	325	490	476	432	397	392	305	371
Drogheda			162	1016			1178	664	1047	1203	1119	1086	1264	957	962
Dundalk			131	463			594	337	623	623	516	579	465	394	492
Belfast			0	1290			1290	669	1499	1183	1322	1011	853	1094	1047
Docklands					803	0	803	294	1610	1587	1466	1326	1064	874	850
Drumcondra					1286	248	1534	1127	1397	1192	1112	1183	1258	1291	1065
Pelletstown					179	655	834	369	-	-	-	-	-	-	-
Broombridge					898	163	1061	597	1099	957	504	418	370	221	249
Ashtown					113	414	527	330	1087	1095	1110	995	928	930	743

Route	DART		Rosslare – Belfast Line		Maynooth (Sligo) Line		TOTAL								
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2022	2021	2019	2018	2017	2016	2015	2014	2013
Navan Road Parkway					181	175	356	100	373	311	285	323	270	245	232
Castleknock					248	615	863	506	1052	957	888	792	781	716	841
Coolmine					289	922	1211	987	1868	2125	2916	1502	1544	1332	1554
Clonsilla					686	1235	1921	1222	2242	2153	1599	1767	1698	1480	1161
Hansfield					8	214	222	53	244	255	211	210	143	87	58
Dunboyne					0	243	243	146	256	308	294	279	184	220	171
M3 Parkway					0	218	218	177	654	559	422	400	298	174	206
Leixlip Conf.					159	388	547	376	676	627	616	529	520	416	497
Leixlip Louisa Bridge					223	1068	1291	769	1286	1334	1059	1112	1067	1054	834
Maynooth					348	2837	3185	2084	3784	3359	3136	2695	2831	2006	2232
Kilcock					27	320	347	233	424	337	342	237	258	225	233
Enfield					5	243	248	103	262	209	213	137	127	100	110
Mullingar					97	441	538	334	541	537	533	473	509	492	370
Edge'stown					22	143	165	76	96	139	133	116	130	104	122
Longford					90	296	386	222	288	337	372	254	322	266	181
Dromod					21	92	113	49	86	86	90	112	79	124	88
Carrick-on-Shannon					35	104	139	110	120	143	142	105	141	103	95
Boyle					26	65	91	76	81	118	89	67	77	58	54
Ballymote					44	48	92	67	95	118	87	91	131	74	93
Collooney					21	55	76	29	67	64	59	56	56	50	46
Sligo					0	526	526	412	512	460	482	426	401	307	379

Route	Heuston		Cork Commuter & Regional		Regional		TOTAL								
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2022	2021	2019	2018	2017	2016	2015	2014	2013
Grand Canal Dock	0	393					393	131	560	395	441				
Pearse	24	802					826	368	502	469	455				
Tara Street	36	279					315	93	402	253	140				
Connolly	119	481					600	293	751	558	522				
Drumcondra	177	318					495	273	559	459	293				
Heuston	0	10108					10108	5703	11365	11505	10700	9537	9997	9394	8497
Parkwest & C'yOrchard	414	151					565	307	651	495	410	255	202	184	155
Clondalkin / Fonthill	168	77					245	137	282	212	164	54	40	54	56
Adamstown	487	49					536	203	261	334	270	134	108	87	71
Hazelhatch & Celbridge	702	155					857	405	969	769	497	299	271	270	260
Sallins Naas	1402	237					1639	915	2276	2088	1783	1026	964	1123	814
Newbridge	1153	369					1522	827	1538	1530	1283	1224	1067	1081	1058
Kildare	641	391					1032	570	956	898	888	775	683	612	806
Athy	396	165					561	419	519	526	464	464	442	314	360
Carlow	726	192					918	557	790	853	768	745	593	575	657
M'asterevin	169	18					187	120	156	149	110	101	87	91	72
P'tarlinton	576	365					941	555	634	695	728	565	705	806	677
Portlaoise	914	198					1112	772	1123	1097	1036	825	804	727	721
Ballybrophy	128	8			29	0	165	79	174	129	153	161	121	99	146
Templemore	52	46					98	57	96	90	96	77	106	70	62
Thurles	413	340			24	0	777	467	706	817	601	563	557	559	483
Limerick Junc	782	421			955	77	2235	1339	1988	2056	1836	1501	1562	1409	1109
Limerick	201	0			449	931	1581	987	1510	1508	1287	1112	1157	1073	963
Charleville	56	36					92	58	105	77	102	73	84	65	119
Mallow	511	841	440	571			2363	1191	1848	1488	1430	1454	1451	1368	1569
Cork	1924	0	0	2921			4845	2431	4046	3839	4071	3752	3462	2896	3188

Route	Heuston		Cork Commuter & Regional		Regional		TOTAL								
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2022	2021	2019	2018	2017	2016	2015	2014	2013
Muine Bheag	91	25					116	82	173	151	140	145	127	146	129
Kilkenny	332	80					412	303	442	492	473	400	355	350	362
T'mastown	73	9					82	45	54	66	53	52	39	39	53
Waterford	554	0			67	0	621	311	437	549	622	494	447	518	68
Tullamore	484	163					647	399	618	593	654	470	618	475	452
Clara	94	26					120	91	130	125	132	137	109	83	61
Athlone	530	500					1030	691	781	828	830	713	705	560	560
Ballinasloe	119	135					254	204	190	231	228	195	204	68	121
Woodlawn	7	54					61	42	55	58	68	35	38	22	24
Attymon	0	23					23	7	13	7	14	8	7	3	1
Athenry	142	221			178	35	576	438	520	615	466	376	393	266	141
Galway	1733	0			0	436	2169	1256	1875	1998	1727	1260	1402	1218	1053
Roscommon	104	10					114	76	138	108	121	88	75	72	80
Castlerea	80	6					86	53	111	91	96	70	58	60	49
Ballyhaunis	34	23					57	42	122	69	106	80	67	64	45
Claremorris	68	8					76	64	105	80	88	113	86	87	66
Castlebar	140	3					143	109	146	138	163	145	120	114	82
Westport	199	0					199	114	180	139	106	153	135	104	85
Manulla Junc	70	91					161	140	103	223	223	146	119	78	101
Foxford	10	10					20	11	13	17	19	19	5	-	15
Ballina	105	0					105	54	62	101	96	62	50	-	51
Banteer	5	0	6	9			20	18	36	32	35	32	39	19	38
Millstreet	16	0	43	27			86	43	56	61	98	55	91	111	380
Rathmore	11	1	23	30			65	17	34	61	44	30	59	18	42
Killarney	31	5	286	147			469	256	367	250	356	213	224	228	357
Farranfore	7	0	20	5			32	32	32	53	25	21	21	14	32
Tralee	33	0	309	0			342	221	301	347	226	240	236	208	411
Littleisland			593	166			759	341	711	587	495	432	347	218	316
Gl'thaune			551	77			628	206	298	290	287	229	186	139	203

Route	Heuston		Cork Commuter & Regional		Regional		TOTAL								
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2022	2021	2019	2018	2017	2016	2015	2014	2013
C'twohill			318	52			<b>370</b>	<b>110</b>	<b>166</b>	<b>174</b>	<b>157</b>	<b>148</b>	<b>95</b>	<b>98</b>	<b>91</b>
Midleton			1438	0			<b>1438</b>	<b>559</b>	<b>817</b>	<b>759</b>	<b>608</b>	<b>638</b>	<b>461</b>	<b>458</b>	<b>495</b>
Fota			87	5			<b>92</b>	<b>21</b>	<b>116</b>	<b>19</b>	<b>26</b>	<b>14</b>	<b>10</b>	<b>9</b>	<b>82</b>
Carrigaloe			29	13			<b>42</b>	<b>12</b>	<b>23</b>	<b>33</b>	<b>36</b>	<b>40</b>	<b>37</b>	<b>19</b>	<b>31</b>
Rushbrooke			237	15			<b>252</b>	<b>110</b>	<b>115</b>	<b>159</b>	<b>169</b>	<b>194</b>	<b>195</b>	<b>87</b>	<b>156</b>
Cobh			617	0			<b>617</b>	<b>267</b>	<b>411</b>	<b>450</b>	<b>517</b>	<b>555</b>	<b>481</b>	<b>369</b>	<b>517</b>
Sixmilebrdg					19	78	<b>97</b>	<b>36</b>	<b>54</b>	<b>66</b>	<b>53</b>	<b>57</b>	<b>53</b>	<b>55</b>	<b>46</b>
Ennis					88	187	<b>275</b>	<b>141</b>	<b>195</b>	<b>218</b>	<b>190</b>	<b>153</b>	<b>261</b>	<b>173</b>	<b>236</b>
Gort					46	17	<b>63</b>	<b>29</b>	<b>27</b>	<b>21</b>	<b>16</b>	<b>31</b>	<b>19</b>	<b>20</b>	<b>13</b>
Ardrahan					7	7	<b>14</b>	<b>13</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>8</b>
Craughwell					21	11	<b>32</b>	<b>16</b>	<b>26</b>	<b>20</b>	<b>33</b>	<b>18</b>	<b>13</b>	<b>13</b>	<b>10</b>
Oranmore	33	96			99	36	<b>264</b>	<b>190</b>	<b>278</b>	<b>180</b>	<b>262</b>	<b>70</b>	<b>63</b>	<b>19</b>	<b>23</b>
Roscrea					5	0	<b>5</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>30</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>19</b>
Cl'Jordan					0	2	<b>2</b>	<b>7</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>8</b>	<b>15</b>
Nenagh					10	3	<b>13</b>	<b>24</b>	<b>28</b>	<b>19</b>	<b>24</b>	<b>13</b>	<b>17</b>	<b>9</b>	<b>14</b>
Birdhill					0	3	<b>3</b>	<b>5</b>	<b>15</b>	<b>3</b>	<b>7</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>10</b>
C'leconnell					2	12	<b>14</b>	<b>4</b>	<b>42</b>	<b>23</b>	<b>13</b>	<b>12</b>	<b>15</b>	<b>10</b>	<b>15</b>
Carrick-on-Suir					5	8	<b>13</b>	<b>7</b>	<b>4</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>-</b>	<b>6</b>
Clonmel					26	14	<b>40</b>	<b>27</b>	<b>22</b>	<b>27</b>	<b>29</b>	<b>27</b>	<b>23</b>	<b>20</b>	<b>29</b>
Cahir					5	1	<b>6</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>9</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>11</b>
Tipperary					4	7	<b>11</b>	<b>3</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>13</b>	<b>11</b>	<b>7</b>	<b>9</b>

## 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	2022	2021	2019	2018	2017	2016	2015	2014	2013
Rosslare Euro Port			0	22			22	9	16	39	19	25	27	16	21
Rosslare Strand			2	38			40	26	54	28	25	35	42	24	25
Wexford			7	127			134	75	140	187	240	82	137	82	31
Enniscorthy			9	51			60	44	60	47	101	51	53	65	49
Gorey			9	123			132	80	105	128	150	116	85	77	89
Arklow			11	121			132	71	119	120	151	126	93	95	122
Rathdrum			17	83			100	62	86	71	74	52	106	93	88
Wicklow			13	174			187	129	217	236	234	181	187	162	160
Kilcoole			0	37			37	14	65	54	93	9	96	25	26
Greystones	0	1403	26	111			1540	1076	2016	2196	2201	1743	1711	1460	1551
Bray	152	2627	120	180	0	14	3093	2320	3474	3540	3758	3220	2870	2997	2818
Shankill	118	1069					1187	822	1354	1412	1315	1278	1147	1049	1012
Killiney	83	716					799	613	764	880	932	772	741	734	750
Dalkey	414	1494					1908	1505	1767	1813	1776	1742	1650	1258	1594
Glenageary	229	1142					1371	1045	1674	1699	1590	1454	1468	1324	1311
Sandycove & Glasthule	319	972					1291	806	1325	1271	1092	1084	1067	968	957
Dun	899	2433	106	245	4	43	3730	2497	4467	4409	4096	3492	3430	2633	3178
Laoghaire															
Salthill & Monkstown	420	736					1156	705	1270	1355	1260	1182	1084	949	981
Seapoint	177	462					639	466	700	771	663	554	629	514	551
Blackrock	847	1732	37	102	2	38	2758	1768	2933	3277	3006	2985	2866	2764	2265
Boosterstown	705	681					1386	941	1634	1774	1669	1445	1429	1098	1144
Sydney Prde	659	1110	0	104	3	25	1901	1276	2319	2331	2365	2175	1898	1716	1542
Sandymount	469	632					1101	658	1337	1266	1107	981	1355	846	836



Route	DART		Rosslare – Belfast Line		Maynooth (Sligo) Line		TOTAL								
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2022	2021	2019	2018	2017	2016	2015	2014	2013
Lansdowne	780	1347	39	133	9	67	2375	1293	3830	3896	3657	3888	4089	2722	3328
Grand Canal Dock	1838	1441	86	126	93	88	3672	1477	4610	4598	4410	3958	3759	3355	3051
Pearse	4339	3856	298	1541	14	878	10926	6904	14922	15846	15128	14221	14127	12021	11238
Tara Street	3713	3005	199	881	41	271	8110	4871	10063	10802	9614	8461	9645	7513	7473
Connolly	3050	2867	402	5095	70	4286	15770	10412	19796	18807	18322	16109	15220	12931	13311
Clontarf Rd	979	409					1388	866	2343	2175	2091	2206	1713	1405	1337
Killester	1190	313					1503	1198	2052	2061	2024	2170	1547	1511	1386
Harmonstwn	759	274					1033	686	1310	1440	1284	1312	990	897	823
Raheny	1268	272					1540	1071	2131	2254	2089	2161	1789	1698	1493
Kilbarrack	1125	210					1335	758	1473	1663	1552	1331	955	1112	1072
Howth Junc Donaghmede	1089	410	17	83			1599	1184	2015	2151	2169	2044	2179	1708	1836
Bayside	798	116					914	813	1341	1211	1281	1250	1113	1091	1048
Sutton	672	72					744	529	914	912	919	662	536	640	616
Howth	1670	0					1670	1588	1329	1625	1560	1138	1286	898	1255
Clongriffin	987	154	32	12			1185	879	1706	1431	1219	985	875	726	567
Portmarnock	1091	76	135	3			1305	598	1318	1289	1729	974	899	940	978
Malahide	1873	0	715	599			3187	2269	3597	3629	3030	2158	2508	1992	2178
Donabate			1212	244			1456	1157	1570	1642	1347	1598	1161	1057	1051
Rush & Lusk			812	152			964	646	1073	894	872	894	775	795	828
Skerries			970	250			1220	870	1543	1623	1588	1320	1466	1227	1308
Balbriggan			1938	149			2087	1614	2539	2361	2262	1868	1422	1564	1711
Gormanston			78	11			89	50	111	105	112	55	82	71	99
Laytown			519	10			529	305	461	468	430	354	367	349	345
Drogheda			1057	122			1179	645	1056	1184	1138	917	1121	1041	979
Dundalk			580	107			687	294	547	536	535	516	475	453	532
Belfast			1417	0			1417	759	1473	1532	1477	1313	936	1126	1100
Docklands					0	922	922	426	1809	1960	2035	1515	1244	1141	966
Drumcondra					251	1512	1763	1139	1684	1590	1372	1413	1249	1154	1135

Route	DART		Rosslare – Belfast Line		Maynooth (Sligo) Line		TOTAL								
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2022	2021	2019	2018	2017	2016	2015	2014	2013
Pelletstown					571	142	713	341	-	-	-	-	-	-	-
Broombridge					273	1094	1367	741	1367	988	518	440	318	257	215
Ashtown					360	94	454	315	883	1072	956	750	787	773	665
Navan Road Parkway					187	110	297	117	282	246	256	303	253	222	202
Castleknock					616	221	837	557	816	930	1001	727	784	694	817
Coolmine					1233	254	1487	838	1587	1987	1634	1527	1682	1406	1317
Clonsilla					1267	591	1858	1220	1968	1823	1519	1477	1470	1126	1202
Hansfield					158	14	172	16	247	233	215	184	148	101	82
Dunboyne					214	4	218	77	309	249	326	228	202	211	138
M3 Parkway					224	0	224	123	627	473	427	344	283	215	231
Leixlip Conf.					389	140	529	347	625	534	611	556	473	436	428
Leixlip Louisa Bridge					951	232	1183	701	1195	1069	880	1097	933	1039	870
Maynooth					2621	358	2979	2135	3434	3366	3092	2567	2906	2276	2148
Kilcock					260	14	274	154	372	273	305	213	258	236	232
Enfield					210	9	219	96	266	233	223	141	144	142	148
Mullingar					473	111	584	392	651	658	583	516	558	564	407
Edge'stown					151	41	192	105	130	107	156	101	149	122	145
Longford					290	114	404	298	367	410	341	292	374	269	212
Dromod					102	34	136	70	114	97	118	96	138	120	86
Carrick-on-Shannon					199	64	263	131	179	143	170	118	140	94	135
Boyle					78	44	122	79	104	89	97	68	70	57	69
Ballymote					70	59	129	85	115	97	105	110	126	64	108
Collooney					66	20	86	59	82	76	90	75	92	74	84
Sligo					492	0	492	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	2022	2021	2019	2018	2017	2016	2015	2014	2013
Grand Canal Dock	342	0					342	137	396	276	227				
Pearse	490	11					501	290	805	679	508				
Tara Street	169	132					301	85	269	240	187				
Connolly	519	169					688	278	679	575	605				
Drumcondra	389	238					627	366	551	427	359				
Heuston	10471	0					10471	5895	11471	11660	11596	10007	9753	9273	8686
Parkwest & C'yOrchard	158	477					635	284	616	571	471	247	265	171	114
Clondalkin / Fonthill	72	206					278	117	270	249	165	64	48	51	48
Adamstown	37	445					482	258	495	327	291	122	114	97	98
Hazelhatch & Celbridge	178	722					900	376	1001	799	547	290	276	260	258
Sallins Naas	192	1532					1724	1021	1875	2084	1394	1128	1018	1006	908
Newbridge	371	1089					1460	861	1608	1567	1378	1169	1105	1034	999
Kildare	405	646					1051	647	1020	1046	874	739	662	731	733
Athy	130	368					498	388	629	449	477	466	510	408	371
Carlow	157	750					907	478	727	720	688	735	637	582	617
M'asterevin	24	152					176	102	153	165	84	70	71	82	64
P'tarlinton	327	577					904	595	588	546	686	615	705	754	587
Portlaoise	224	864					1088	751	954	1116	906	793	745	737	583
Ballybrophy	12	125			0	3	140	80	194	135	163	131	139	108	129
Templemore	45	55					100	56	110	102	87	84	80	90	89
Thurles	257	346			0	0	603	449	724	787	611	574	456	578	463
Limerick Junc	300	698			65	924	1987	1323	1912	1951	1792	1488	1552	1435	1263
Limerick	0	179			974	390	1543	894	1305	1382	1092	1203	1167	1000	849
Charleville	18	72					90	76	110	103	83	67	82	91	185
Mallow	487	630	498	586			2201	1053	1564	1454	1544	1270	1251	1276	1460
Cork	0	2474	4006	0			6480	2458	4515	4108	4022	3811	3354	2764	3322
Muine Bheag	24	119					143	88	176	146	155	166	162	153	174

Route	Heuston		Cork Commuter		Regional		TOTAL								
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2022	2021	2019	2018	2017	2016	2015	2014	2013
Kilkenny	88	428					516	340	481	501	499	348	285	404	346
T'mastown	13	81					94	42	62	70	61	65	48	41	55
Waterford	0	427			0	59	486	297	442	502	460	373	421	472	414
Tullamore	188	412					600	426	609	654	546	446	678	447	327
Clara	32	89					121	90	128	117	125	119	117	82	75
Athlone	424	576					1000	645	959	938	759	589	637	604	575
Ballinasloe	133	136					269	197	243	239	200	151	182	148	69
Woodlawn	47	14					61	38	63	76	60	38	43	25	18
Attymon	15	0					15	11	10	12	20	9	7	8	45
Athenry	218	142			55	182	597	378	563	556	523	368	422	297	133
Galway	0	1545			486	0	2031	1240	1963	1740	1820	1199	1162	778	1125
Roscommon	18	94					112	76	104	109	133	75	74	83	84
Castlerea	7	62					69	60	87	78	69	67	63	66	57
Ballyhaunis	23	39					62	50	89	79	68	59	70	48	45
Claremorris	17	91					108	71	122	80	94	95	89	63	128
Castlebar	14	127					141	102	156	148	178	150	79	103	110
Westport	0	158					158	138	166	147	137	101	133	123	124
Manulla Junc	110	106					216	123	146	227	214	151	123	69	15
Foxford	13	12					25	10	14	16	21	23	7	-	21
Ballina	0	78					78	73	72	113	93	62	59	-	72
Banteer	0	5	13	24			42	16	43	32	45	30	22	17	34
Millstreet	0	13	22	42			77	42	59	59	70	38	60	52	34
Rathmore	1	13	17	28			59	30	59	58	45	40	45	33	53
Killarney	11	82	131	297			521	263	430	289	349	308	238	254	328
Farranfore	2	8	6	36			52	40	33	51	36	29	36	24	33
Tralee	0	71	0	358			429	222	312	302	258	223	268	288	405
Littleisland			166	500			666	377	799	718	568	423	378	215	315
Gl'thaune			65	343			408	198	260	286	259	239	246	136	207
C'twohill			54	153			207	106	150	121	131	137	92	93	100

Route	Heuston		Cork Commuter		Regional		TOTAL								
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2022	2021	2019	2018	2017	2016	2015	2014	2013
Midleton			0	842			842	527	670	613	536	583	465	488	495
Fota			8	58			66	21	115	24	26	18	9	11	81
Carrigaloe			5	27			32	15	13	15	26	37	13	24	32
Rushbrooke			6	189			195	100	98	122	166	194	180	124	146
Cobh			0	555			555	290	376	427	500	623	455	396	517
Sixmilebrdg					65	20	85	53	62	54	46	55	30	54	28
Ennis					252	83	335	164	188	274	240	211	151	273	199
Gort					15	28	43	20	17	16	17	25	12	17	9
Ardrahan					7	12	19	3	11	5	8	2	8	12	6
Craughwell					14	14	28	12	28	21	30	17	14	28	10
Oranmore	104	44			23	71	242	103	249	215	160	89	73	54	22
Roscrea					2	9	11	8	3	8	10	5	3	5	7
Cl'Jordan					7	7	14	7	10	7	5	9	9	5	5
Nenagh					29	18	47	27	15	18	45	15	17	11	5
Birdhill					0	2	2	8	1	1	8	4	10	8	2
C'leconnell					3	2	5	12	8	7	7	5	5	3	2
Carrick-on-Suir					7	7	14	7	9	11	8	6	-	13	4
Clonmel					16	32	48	18	17	24	28	18	17	29	25
Cahir					7	5	12	14	11	7	8	11	2	11	11
Tipperary					14	4	18	4	10	16	7	11	10	17	7

