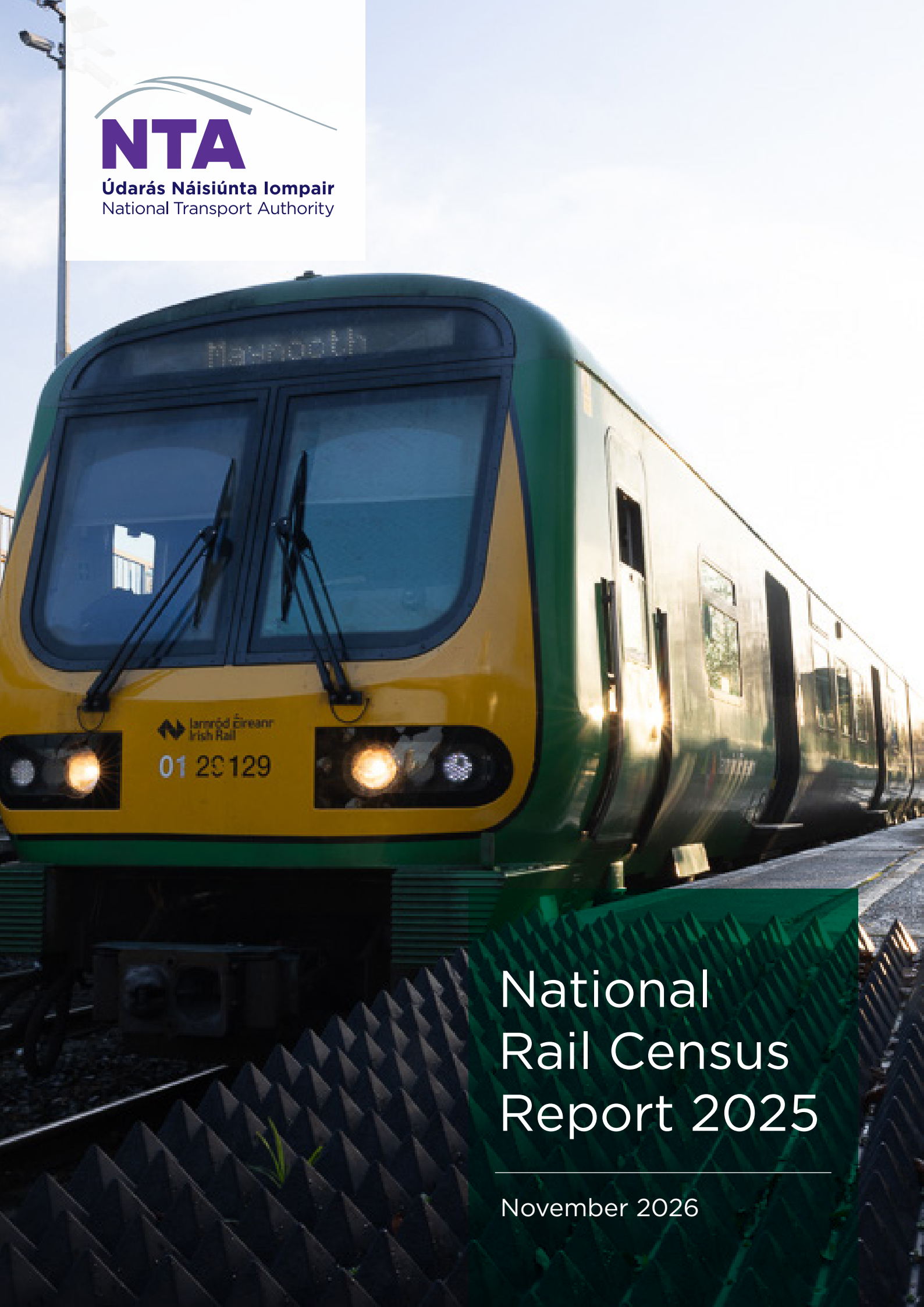
NTA
Údarás Náisiúnta Iompair
National Transport Authority



National Rail Census Report 2025

November 2026

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Introduction

Iarnród Éireann commissioned Amárach Research to carry out the annual National Rail Census (or "the Census"), a census of rail patronage (as measured by the total number of people boarding), on behalf of the National Transport Authority on November 6th, 2025. The 2025 annual National Rail Census (or "the 2025 Census") is the eleventh national Census. Prior to 2012, the Census was limited to the Greater Dublin Area (GDA) comprising of counties Dublin, Meath, Kildare, and Wicklow.

The 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, and so on. It is nonetheless a useful barometer of usage of the rail network.

Overall, on Census Day, there were 215,962 passenger journeys across the network. This is a slight increase compared to the 215,333 journeys in 2024. Iarnród Éireann reported 55 million passenger journeys in the year 2025, which is an increase of 10% compared to 2024 when 50.7 million journeys were recorded.

This report provides an overview of the 2025 Census and discusses the changes in rail journeys throughout the country. It also describes the changes in rail usage in the GDA in 2025 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 background to the 2025 Census with key events;
- **Chapters 3 and 4:** assess how the findings of the Census compare with other indicators related to rail usage;
- **Chapter 5:** analyses the trends in rail journeys and discusses in detail the findings from the 2025 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

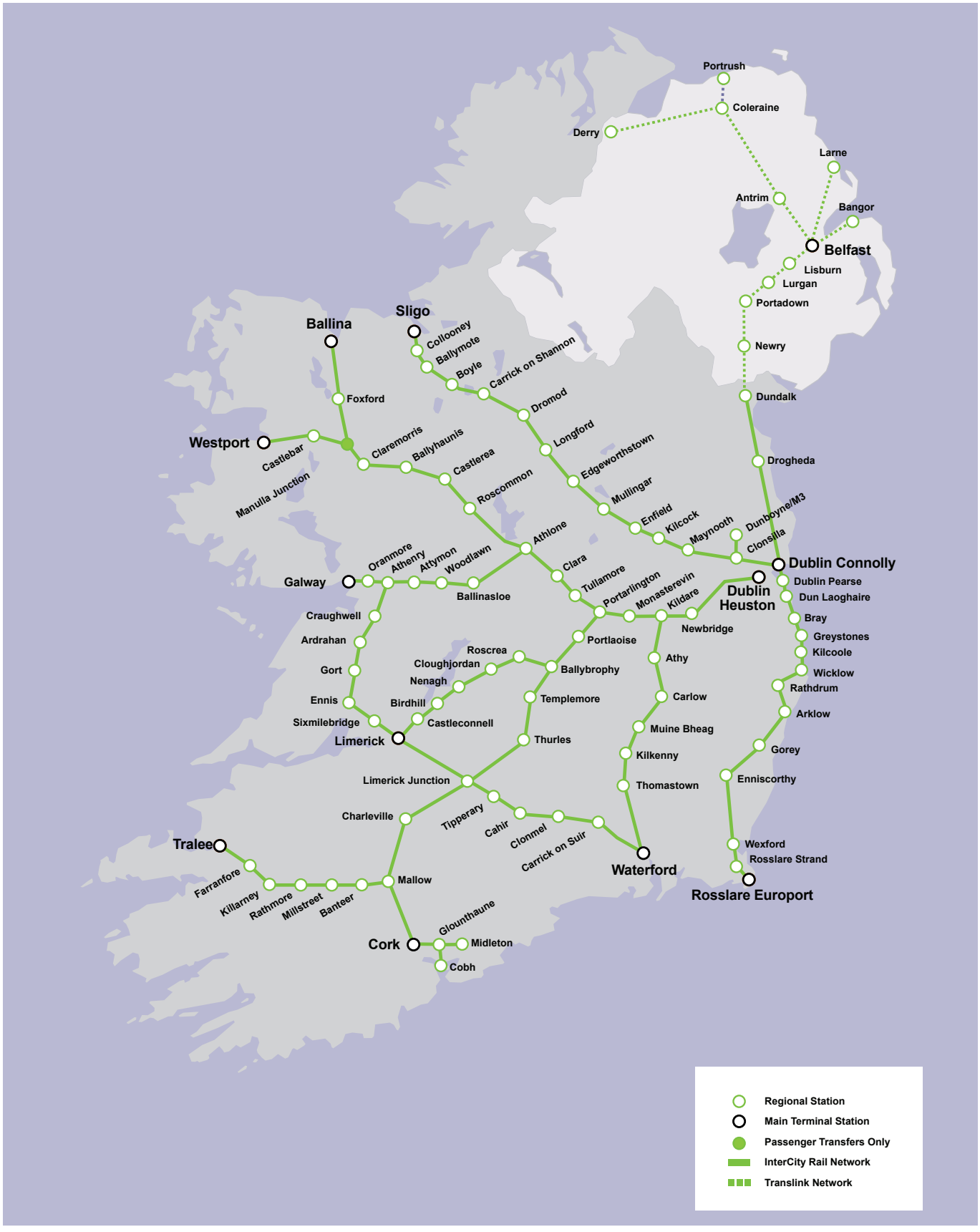
The rail network in Ireland consists of approximately 2,400 km of railway track and includes 146[1] stations (not counting the five stations in Northern Ireland served directly by cross-border services) and 1 halt. Three distinct categories of service operate on the national rail network: InterCity, 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. 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 (Parkwest & Cherry Orchard–Grand Canal Dock)
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[2] – does not include all commuter stations in Dublin and Cork



[2]The map is available at https://www.irishrail.ie/en-ie/travel-information/station-and-route-maps.

Figure 2: Dublin Commuter Network[2]

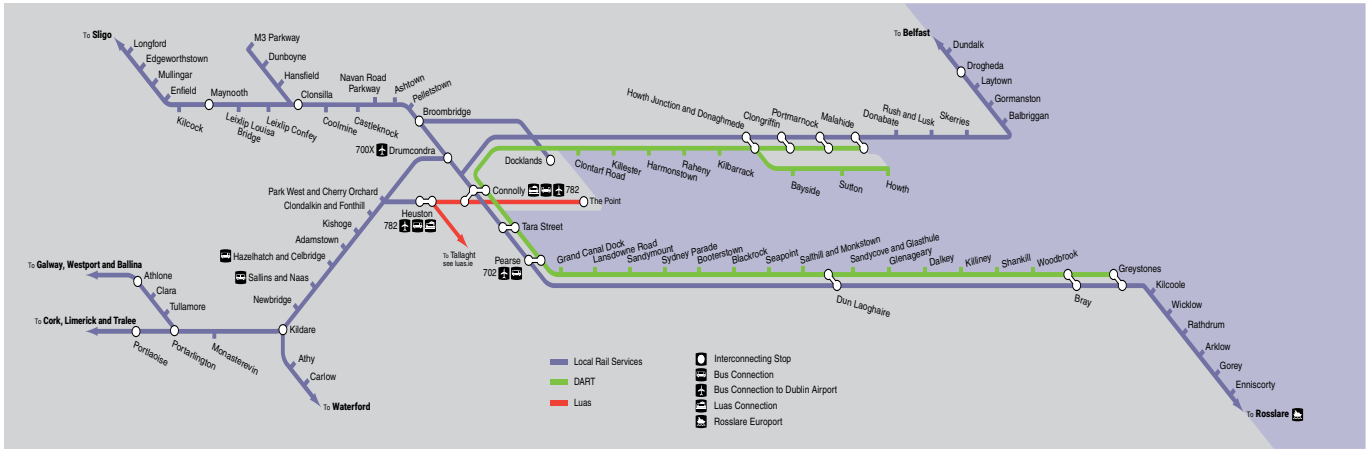
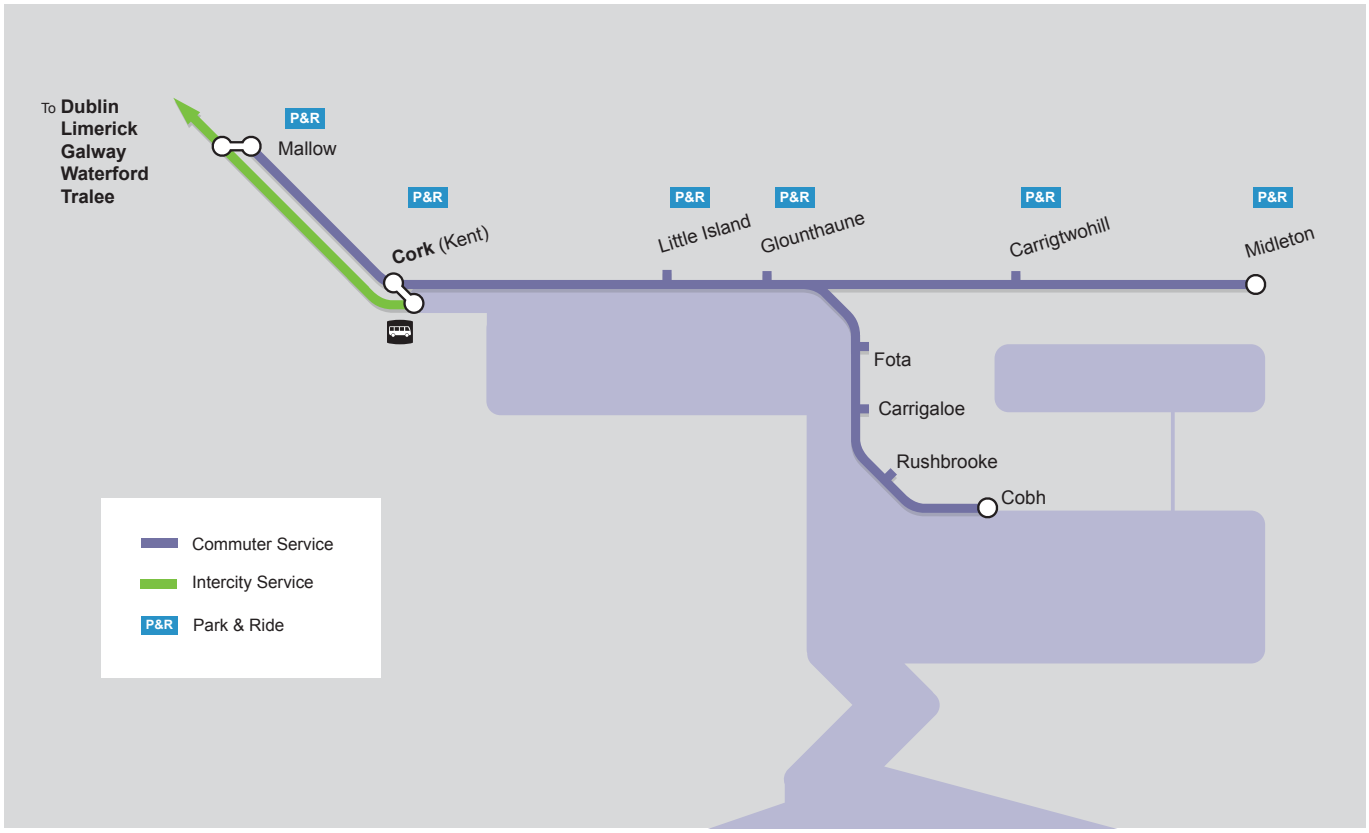


Figure 3: Cork Commuter Network[2]



[2]The map is available at https://www.irishrail.ie/en-ie/travel-information/station-and-route-maps.

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 2025 for both directions.

Table 2: InterCity Journey Times and Service Frequency[3] 2025

Route	Fastest journey time 2025	Number of services per weekday
Dublin–Cork	02:14	30
Dublin–Belfast Grand Central[4]	02:08	30
Dublin–Galway/Athlone	01:35	24
Dublin–Westport	03:12	9
Dublin–Sligo	03:00	16
Dublin–Tralee	03:40	2
Dublin–Limerick	02:01	7
Dublin–Waterford	02:10	16
Dublin–Rosslare	02:57	8

Table 3: Key Commuter Journey Times and Service Frequency 2025[5]

Route	Fastest journey time 2025	Number of services per weekday
Dublin–Portlaoise	00:46	39
Dublin–Newbridge (Grand Canal Dock/ Heuston/Pearse–Newbridge)	00:32	24
Dublin–Maynooth	00:31	73
Dublin–Drogheda	00:57	44
Dublin–Dundalk	01:23	10
Cork–Mallow	00:21	16
Cork–Midleton	00:23	62
Cork–Cobh	00:25	64

Table 4: DART Journey Times and Service Frequency 2025

Direction	Route	Fastest journey time 2025	Number of services per weekday
Southbound	Howth/Malahide-Bray/Greystones	00:52	99[6]
Northbound	Bray/Greystones-Howth/Malahide	01:07	97[7]

[3]Total number of InterCity services in both directions.
[4]Previously went to Belfast Lanyon Place.
[5]Total number of daily direct commuter services in both directions, excluding InterCity Service.
[6]Three DART Southbound services terminate at Connolly. Two DART Southbound services depart from Connolly.
[7]Two DART Northbound services terminate at Connolly. One DART Northbound service departs from Connolly.

2. Key Events in 2025

Changes to Rail Fares, Services and Infrastructure

Fare Adjustments

As part of the NTA fares strategy, zones and their fares changed on April 28th. This included replacing the Short Hop Zone (SHZ) with the Dublin Commuter Zone, which extends beyond the former SHZ limits. Fares were adjusted to accommodate these changes.

Timetable and Service Changes

The first implementation of an autumn timetable went into effect on September 22nd to account for seasonal leaf fall. Most changes involved an average of 3 minutes added to total journey times during peak commuting hours, with morning services departing slightly earlier and evening services arriving slightly later than usual.

A revised timetable from December 14th brought a few changes to the network. The network reverted to the pre-autumn timetable, and a peak-time direct services from Mallow to Cobh/ Middleton using the new platform at Kent station was added. Revised journey and departure times were implemented at stations on Dublin-Cork, Dublin-Portlaoise, and Dublin-Waterford routes.

New Station at Woodbrook

A new station on the DART line opened on August 10th between Bray and Shankill stations. Woodbrook station had 331 boardings and 313 alightings on Census Day. This station impacts services and timetables on the Dublin-Rosslare Europort, Dublin-Maynooth/M3 Parkway, and Dublin-Drogheda lines.

Conditions on the Day of the Census

The Census took place on Thursday November 6th, 2025. Throughout the network, operating conditions were normal with no service cancellations or significant delays or disruptions on the network. The weather on the day did not influence patronage. No major events took place on Census Day.



3. Comparison of Rail Census and Annual Rail Statistics

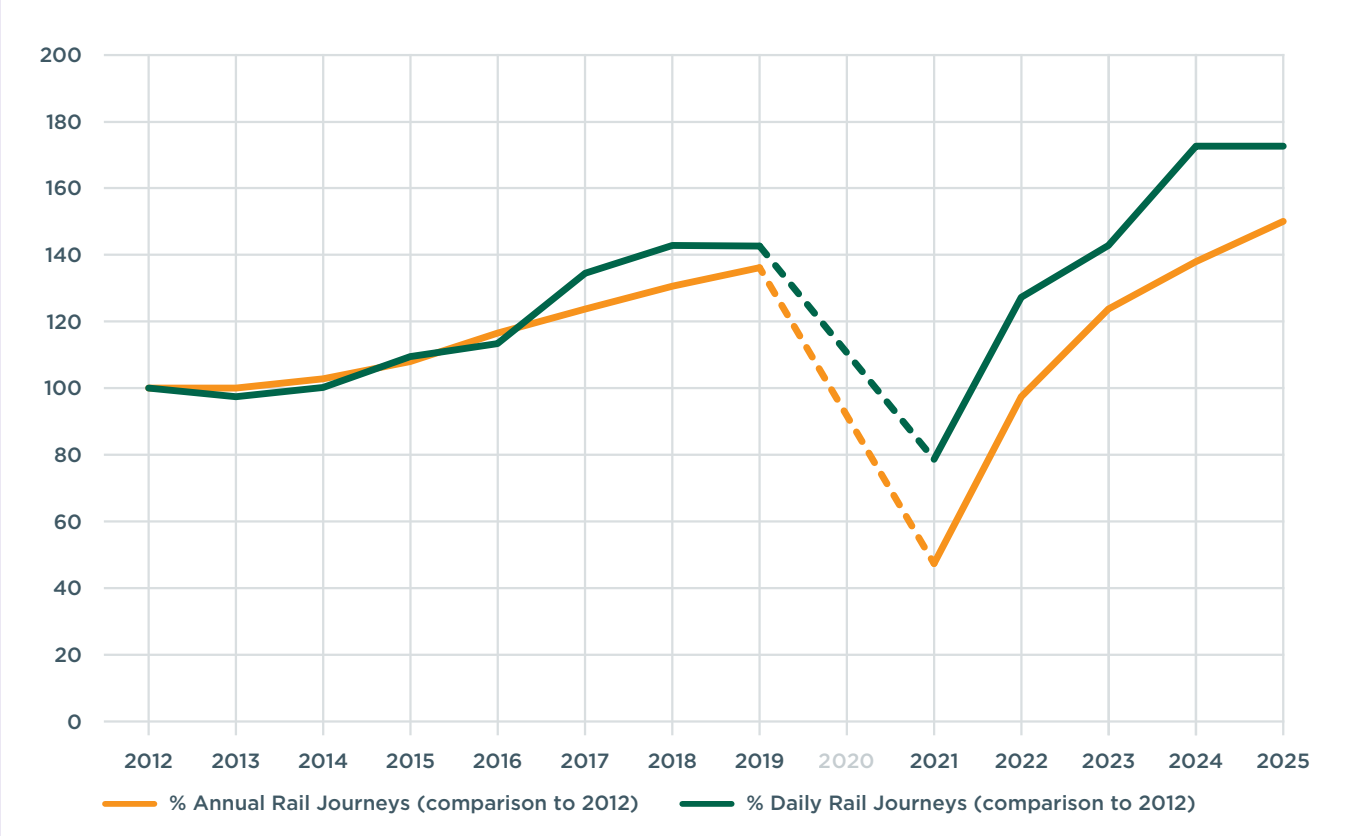
Iarnród Éireann produces statistics on the number of journeys taken nationally on the rail network on an annual basis.

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 a reasonable proxy for annual trends. The period 2014-2019 showed significant growth in both daily and annual passenger journeys. As a result of the Covid-19 pandemic, in 2021, both patronage in the GDA and annual passenger journeys decreased with the latter experiencing a larger relative reduction. 2022 subsequently saw a partial recovery, with annual passenger journeys doubling from 2021.

Rail journeys continue to increase beyond pre-pandemic numbers, with annual journeys increasing almost 10% and daily journeys increasing just over 21% compared to 2019. There was just under an 8% increase in annual rail journeys in 2025 compared to 2024.

Chart 1 compares the percentage change in daily rail journeys taken nationally (from the Rail Census) with the percentage change in annual rail journeys nationally, using 2012 as a baseline (prior to 2012, the Rail Census was carried out within the GDA only).

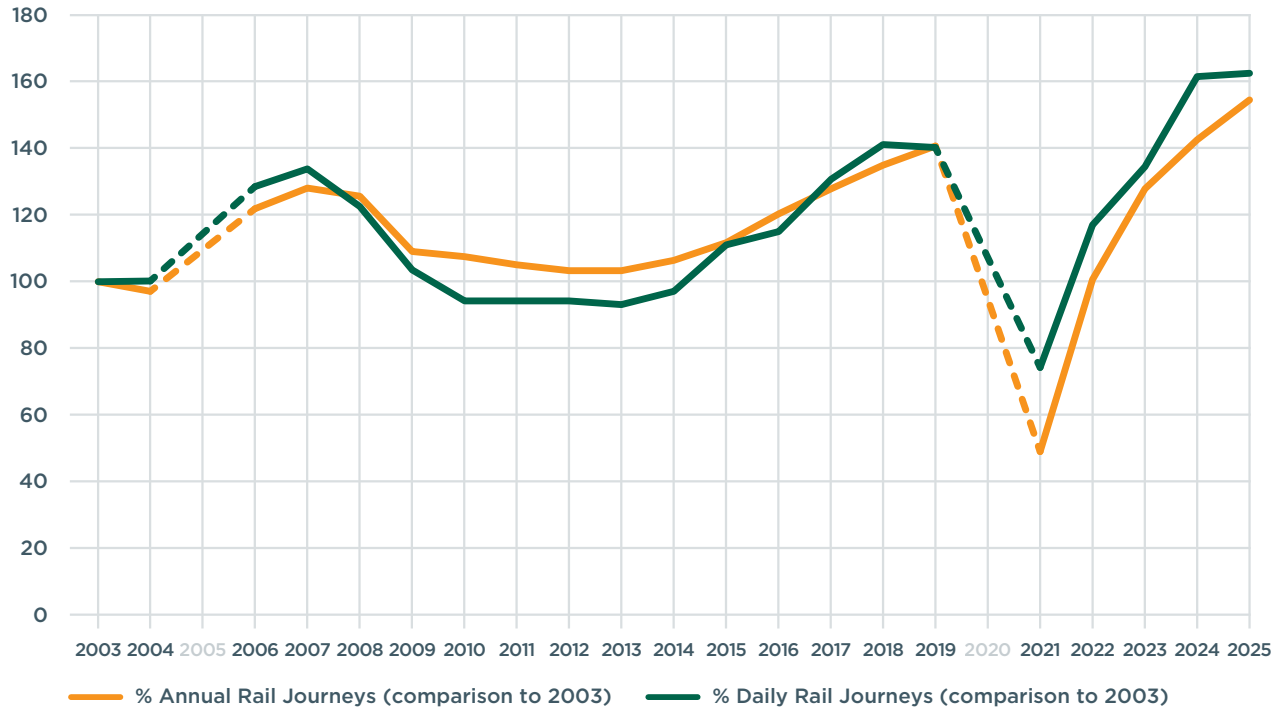
Chart 1: Daily Rail Journeys Nationally Compared to Annual Rail Journeys 2012-2025[8] (Index: 2012=100)



[8]The census was not completed in 2020 due to the Covid-19 pandemic.

Chart 2 compares the percentage change in daily rail journeys within the GDA (from the Rail Census) with the percentage change in annual passenger journeys nationally, using 2003 as a baseline.

Chart 2: Daily Rail Journeys in the GDA Compared to Annual Rail Journeys Nationally 2003-2025 (Index: 2003= 100)

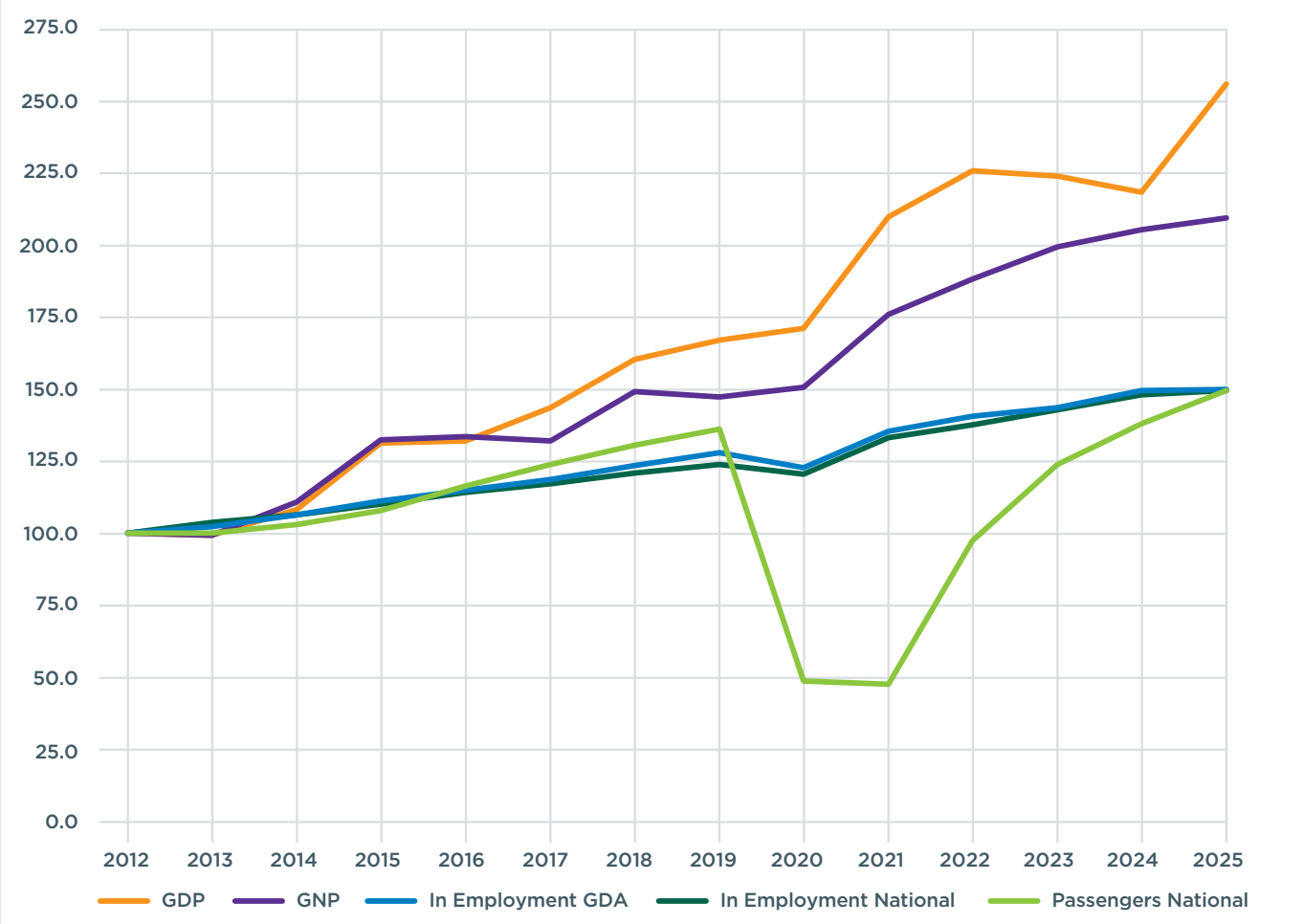


4. Rail Usage and Economic Trends

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 can 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 Gross National Product (GNP) and the Level of Employment.

A long-term relationship between patronage and these indicators is clearly evident between 2006 and 2019, as changes in economic activity are reflected in rail passenger numbers. Passenger numbers fell in 2020 and 2021 due to the Covid-19 pandemic while economic activity remained steady or increased. Chart 3 below shows that economic indicators have continued on an upward trajectory since 2022, and passenger numbers have surpassed the pre-pandemic maximum in 2019.

Chart 3: Rail Journeys and Key Economic Indicators[9] Indexed to 2012



[9]Sources: CSO – Gross Domestic Product (GDP) and Gross National Product (GNP) at Constant Market Prices (Euro Million). Labour Force Survey Quarterly Series, Persons aged 15-89 years in Employment. IÉ – Annual Route Statistics



5. Trends in Daily Rail Patronage

This chapter discusses the trends in national rail journeys since 2012 and in the GDA since 2003. Prior to 2012, the Census was undertaken for the GDA only.

Trends in Daily National Rail Patronage

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

- DART Northbound: Greystones/Bray–Howth/Malahide
- DART Southbound: Howth/Malahide–Greystones/Bray
- Connolly Northbound: Rosslare–Dundalk
- Connolly Southbound: Dundalk–Rosslare
- Connolly Eastbound: Sligo–Longford–Bray
- Connolly Westbound: Bray–Longford–Sligo
- Heuston Northbound & Eastbound[10]: Kildare/Newbridge/Athlone/Carlow/Portlaoise/Cork/Limerick/Galway/Westport/Waterford/Tralee–Heuston
- Heuston Southbound & Westbound[11]: 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–Tralee/Mallow
- Regional Northbound: Limerick–Galway/Ballybrophy/Limerick Junction & Waterford–Limerick Junction
- Regional Southbound: Galway/Ballybrophy/Limerick Junction–Limerick & Limerick Junction to Waterford

Trends in the Greater Dublin Area

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

- DART line;
- Longford–Gorey line;
- Dundalk–Arklow line; and
- Dublin–Kildare line.

Note that in analysing the GDA, the Longford-Dublin-Gorey line only includes stations from Enfield to Bray, the Dundalk-Arklow line only includes stations from Laytown to Arklow, and the Dublin-Kildare line only includes stations from Dublin to Newbridge.

[10]Includes Ballina to Manulla Junction and Westport/Galway to Athlone services.
[11]Includes Manulla Junction to Ballina and Athlone to Westport/Galway services.

Trends in Daily National Rail Patronage

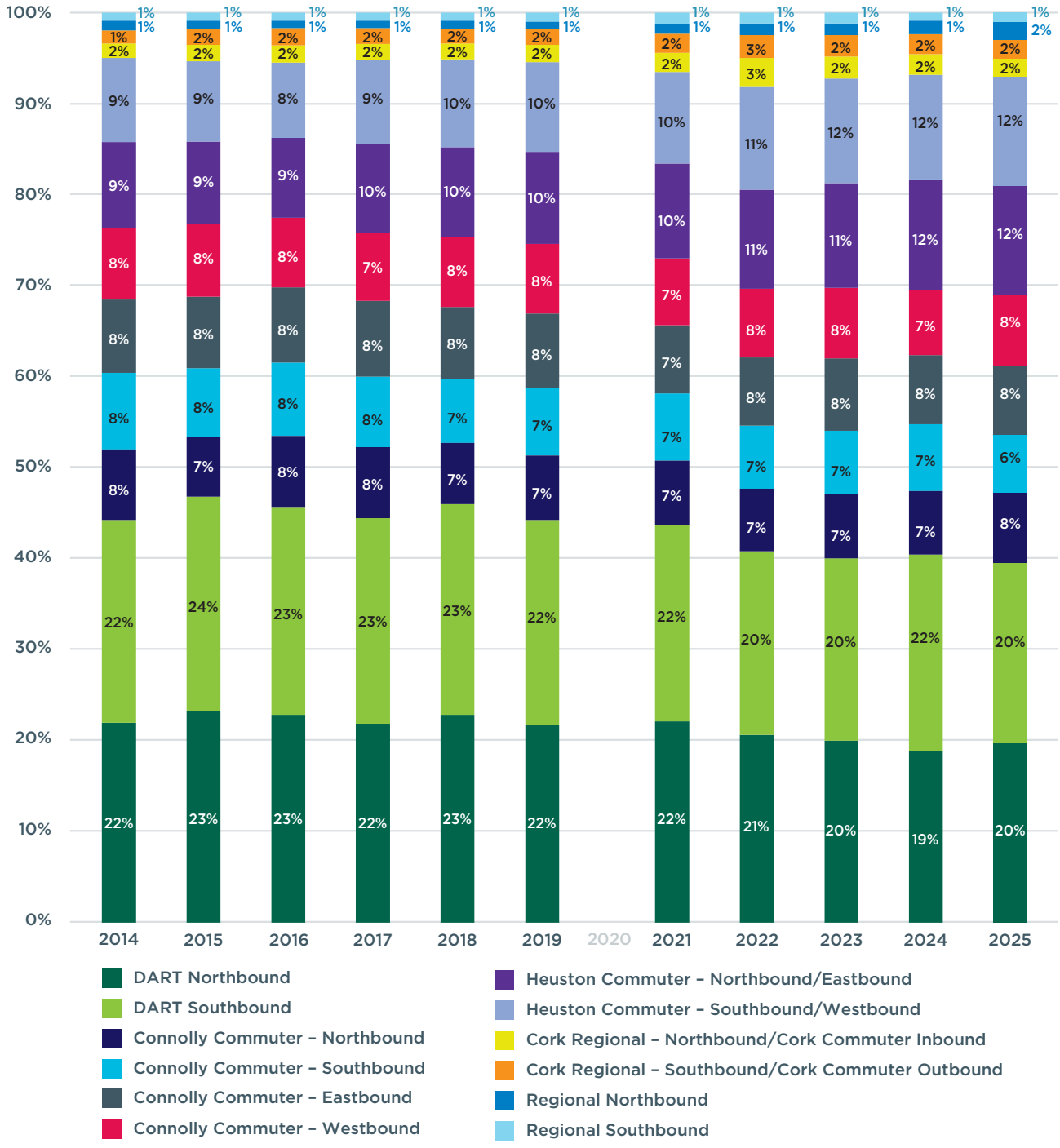
Table 5 below shows the national daily passenger journeys by direction and line since 2015. The period to 2018 saw a growth in patronage of 43%. The patronage stabilised in 2019 when there was a slight (0.1%) decrease in the total passenger numbers compared to 2018. During the Covid-19 pandemic, with associated travel restrictions, national patronage in 2021 decreased by 45% compared to 2019 before recovering by 62% in 2022. There was an increase in patronage on all lines except Regional Southbound from 2023 to 2024. There was no significant change in national patronage from 2024 to 2025. The Regional Southbound line had the greatest change in patronage from 2024 with a decrease of 33%. Connolly Commuter Northbound services increased 18% from 2024.

Table 5: National Daily Passenger Journeys by Direction and by Line 2015-2025

Line	2015	2016	2017	2018	2019	2021	2022	2023	2024	2025
DART Northbound	32,239	33,595	36,691	40,704	38,668	21,720	32,712	36,113	40,577	42,980
DART Southbound	32,666	33,528	37,974	41,201	40,021	21,146	32,031	35,783	46,481	42,219
Connolly Commuter-Northbound	9,143	11,480	13,056	11,998	12,595	6,928	10,878	12,098	15,041	17,746
Connolly Commuter-Southbound	10,467	11,808	13,049	12,431	13,244	7,255	11,036	12,370	15,859	13,221
Connolly Commuter-Eastbound	10,903	12,177	13,890	14,172	14,559	7,353	11,908	14,178	16,352	16,385
Connolly Commuter-Westbound	11,097	11,228	12,493	13,685	13,565	7,178	11,942	13,837	15,320	16,682
Heuston Commuter–North & Eastbound	12,538	12,891	16,476	17,553	17,984	10,238	17,276	20,431	26,274	25,894
Heuston Commuter–South & Westbound	12,255	12,161	15,514	17,147	17,554	9,885	17,929	20,578	24,764	25,777
Cork Regional-Northbound/Cork Commuter Inbound	2,448	2,803	2,974	3,111	3,362	2,073	4,997	4,254	4,791	5,332
Cork Regional–Southbound/Cork Commuter Outbound	2,442	2,788	2,920	2,864	3,162	2,044	4,038	4,173	4,826	5,159
Regional Northbound	1,274	1,190	1,368	1,655	1,460	1,001	2,039	2,288	3,138	3,285
Regional Southbound	1,229	1,299	1,462	1,537	1,730	1,272	1,865	2,159	1,910	1,282
Total	**138,701**	**146,948**	**167,867**	**178,058**	**177,904**	**98,093**	**158,651**	**178,262**	**215,333**	**215,962**

Chart 4 below shows the proportional contribution each line of the rail network makes to daily national rail patronage. This chart shows that these proportions have been relatively consistent over the last ten years. Similar to previous years, the largest portion of rail journeys are from the DART service which made up 44% of all journeys in 2025. The Connolly Commuter Northbound and Westbound services make up the next largest portion at 18% of all rail journeys. The Regional North and Southbound services and the Cork Regional services combined make up 7% of all rail journeys.

Chart 4: Percentage Composition of Daily National Rail Patronage, 2014-2025[12]



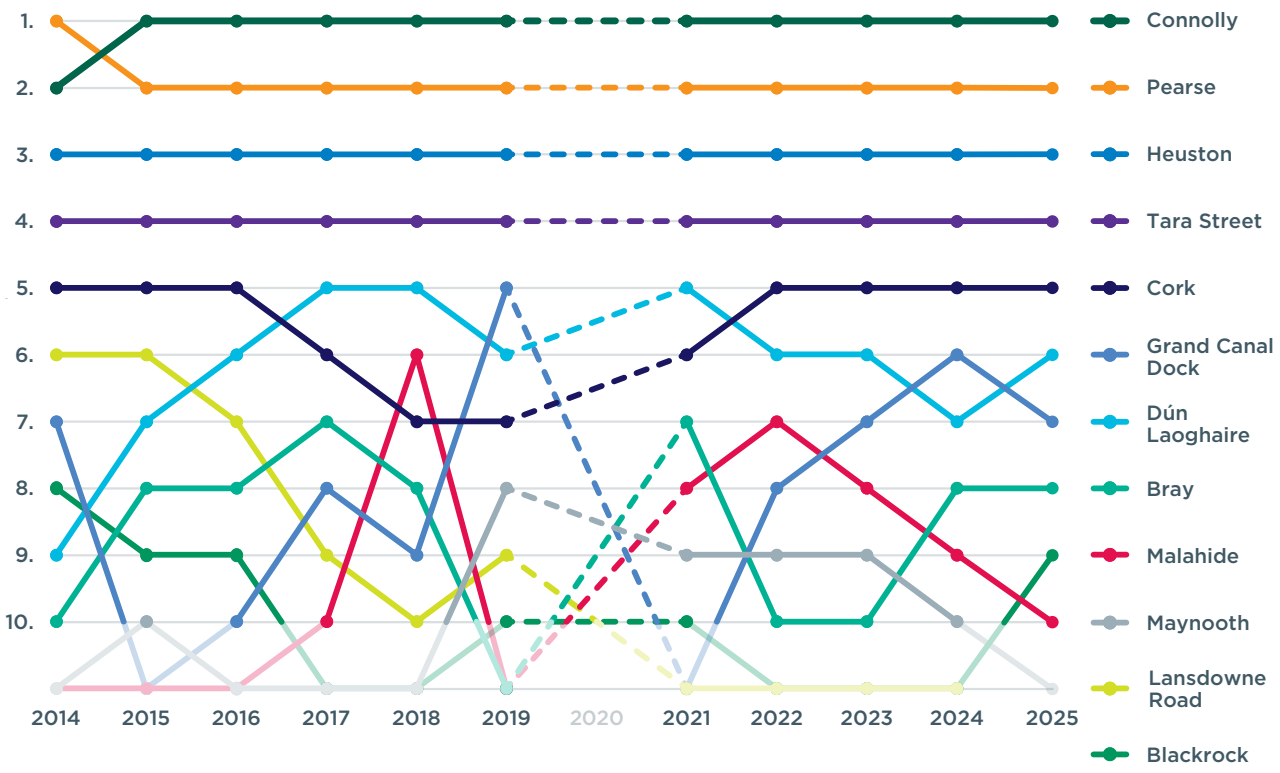
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[13]Some annual figures do not sum up to 100% due to rounding.

Busiest Stations

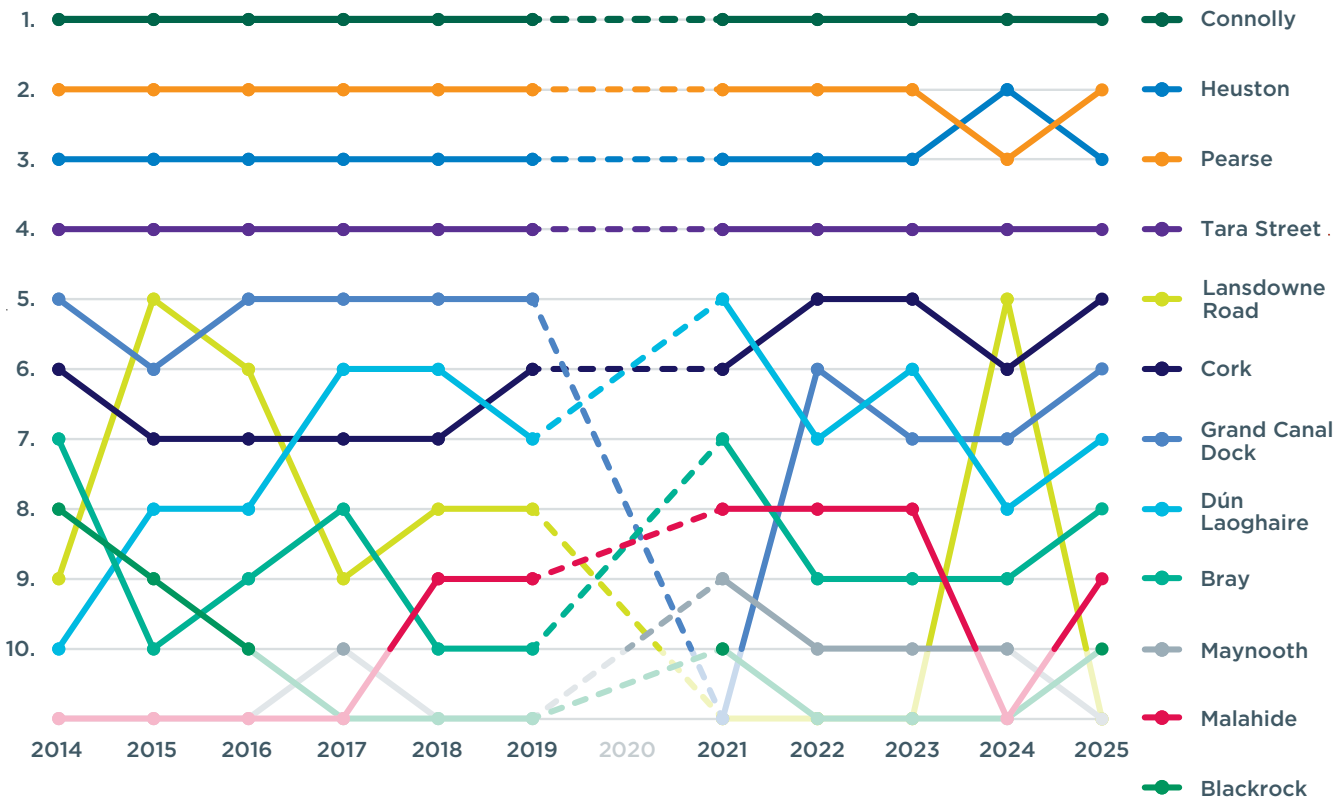
Charts 5 and 6 below illustrate the top 10 busiest stations between 2014 and 2025 in terms of all day boardings and alightings. There has been no change in the top 4 station rankings since 2015. This year, Dun Laoghaire station overtook Grand Canal Dock for 5th place. Malahide station was knocked down a place for the third year in a row as Blackrock made a return to the top 10 list. The top 10 stations make up almost 43% of all boardings on the network in 2025. Just like in 2024, Connolly, Pearse, Heuston, and Tara Street stations in Dublin account for just over 30% of all station footfall.

Chart 5: Top 10 Stations by Number of Boardings, 2014-2025



The top 10 stations make up 44% of the total network alightings in 2025, a slight decrease from the 46% of total network alightings in 2024. Landsdowne Roads' inclusion in the top 10 list for 2024 was influenced by a sporting event on the 2024 Census Day and it did not remain in the top 10 list in 2025. Pearse and Heuston stations swapped second and third places again, and Blackrock joined the list in 10th place for the first time since 2021.

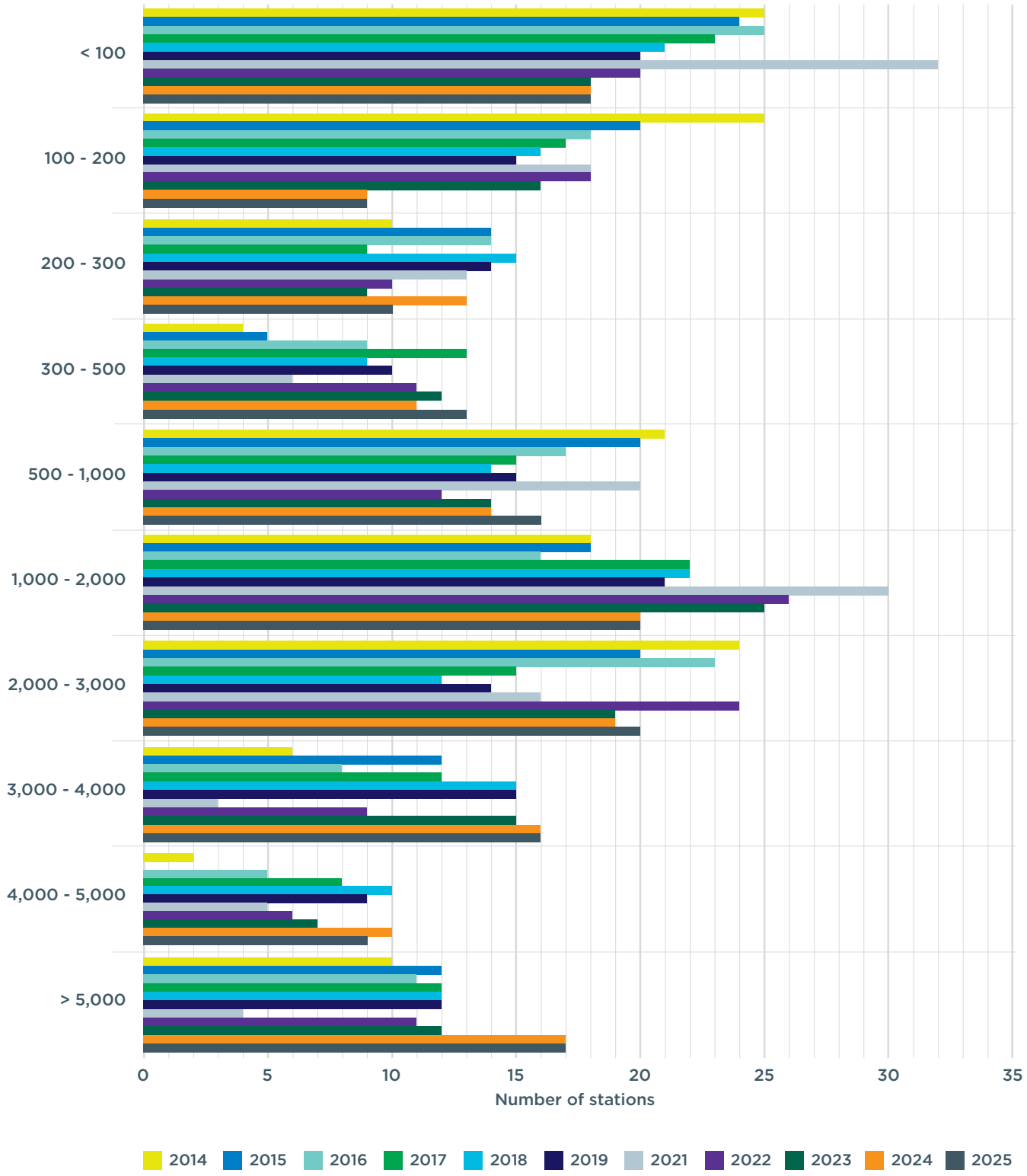
Chart 6: Top 10 Stations by Number of Alightings, 2014-2025



Variation in Station Usage

Chart 7 shows the variation in station usage across the rail network from 2014 to 2025. Station usage, or the number of daily journeys, is the sum of the number of boardings and alightings at each station. The 2025 Census Day shows similar patterns to last year, with 17 stations generating more than 5,000 journeys and over 82 stations producing more than 1,000 journeys per day. There was a 23% decrease in the number of stations with 200-300 journeys per day from 2024.

Chart 7: Variations in Station Usage 2014-2025



Trends in the Greater Dublin Area

Table 6 shows daily boardings in the GDA since 2003. Boardings are defined as the number of passengers that got onto a particular rail service at any station. Since 2012, at least 79% of boardings on the national rail network occurred within the GDA. This share rose to 81% in 2024 and did not change in 2025. Trends remain much the same to the previous year, with just under half of boardings occurring on the DART lines, and the Dundalk-Arklow line having the smallest share of boardings at 16%. Phoenix Park Tunnel had an 18% increase in patronage compared to 2024, with a total of 7,761 boardings on Census Day.

Table 6: Daily Passenger Boardings by Network Section 2003-2025

Year	DART	Dundalk–Arklow	Longford–Dublin–Bray	Dublin–Kildare (including Phoenix Park Tunnel from 2017)[13]	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	**140,586**
2018	81,905	22,899	26,868	19,965	**151,637**
2019	78,689	23,998	26,238	21,747	**150,672**
2021	42,866	13,328	12,787	10,764	**79,745**
2022	64,743	20,345	20,890	19,881	**125,859**
2023	71,896	22,910	25,721	23,896	**144,513**
2024	87,058	28,574	28,988	29,026	**173,646**
2025	85,199	28,878	29,830	31,266	**175,173**

[13]Phoenix Park Tunnel services included from 2017 onwards.

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.

The proportion of rail journeys taken on DART have steadily declined from 63% in 2003 to 49% in 2025. Conversely, the Dublin–Kildare line has steadily increased in proportional terms growing from 8% in 2003 to 18% in 2025. The proportional contribution of the Dundalk-Arklow line to overall daily patronage has remained relatively stable. The proportional contribution of the Longford–Gorey line increased from 11% to 18% between 2003 and 2009 and has been stable since then.

Overall, rail passenger numbers in the GDA and nationally continued to increase from the relatively low level observed in 2021, which was caused by Covid-19 related travel restrictions.

Chart 8: Composition of Daily GDA Rail Patronage, 2003-2025

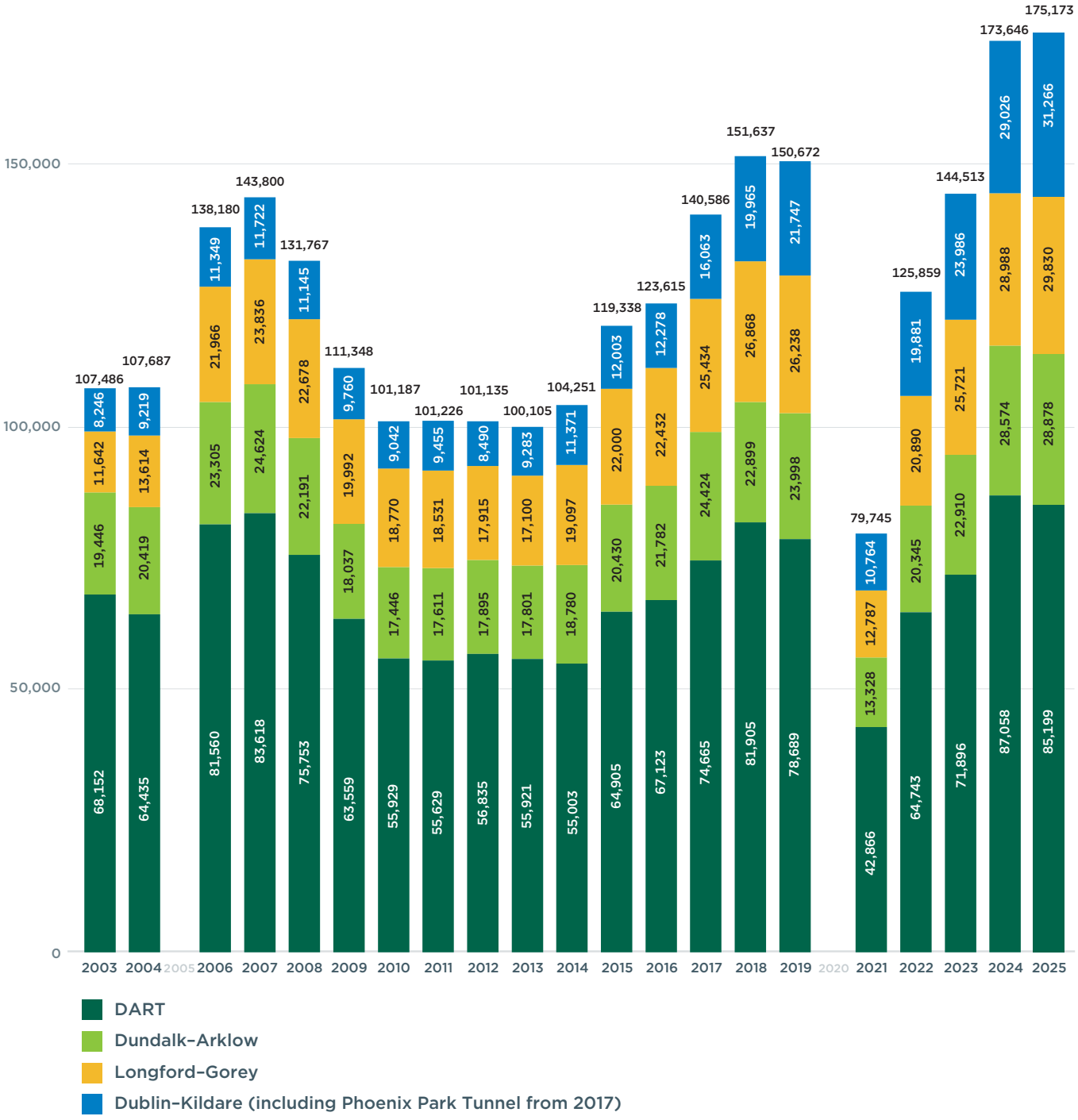
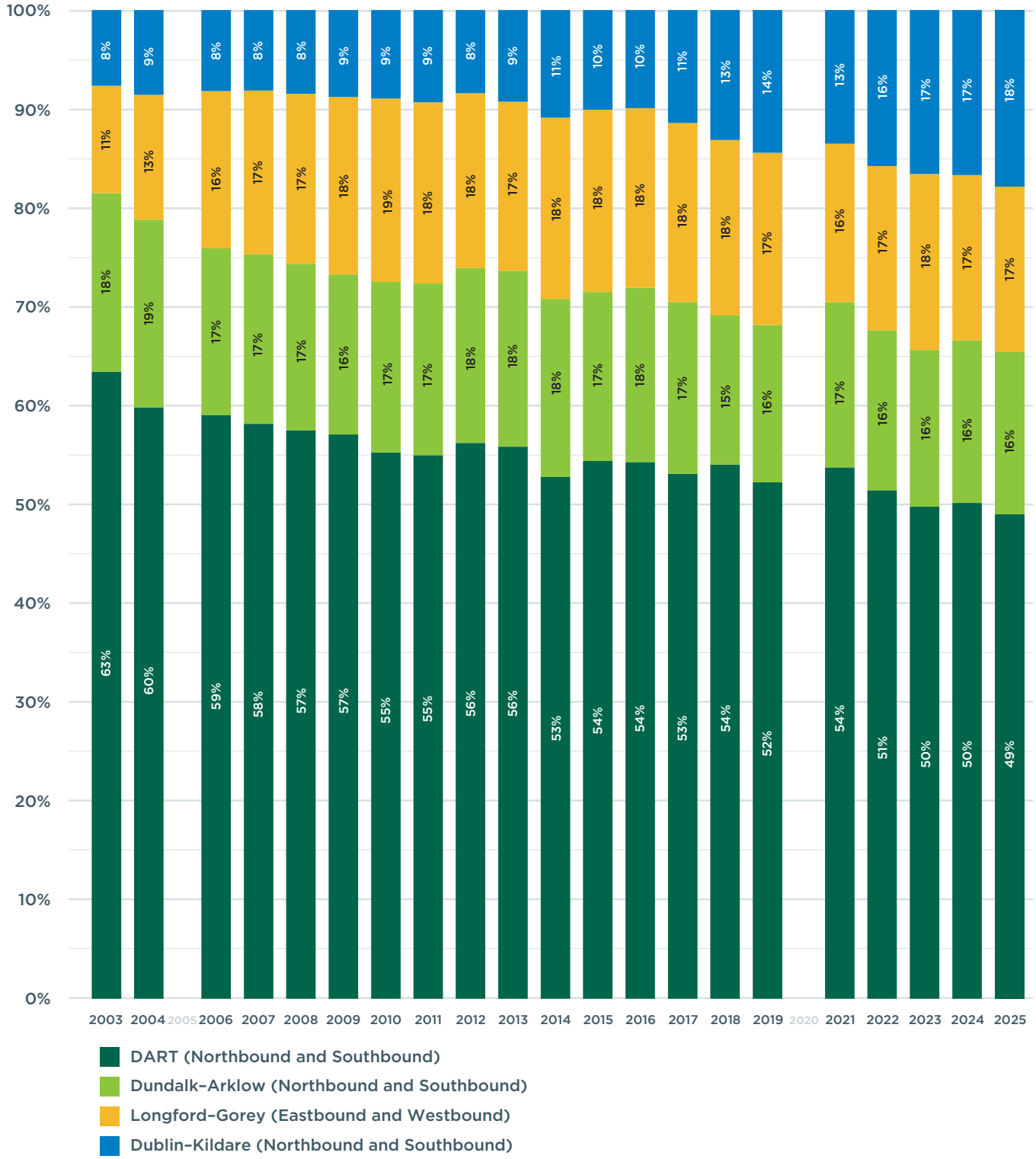


Chart 9: Percentage Composition of daily GDA rail patronage, 2003-2025




Ardáin 5,6 & 7
Platforms 5,6 & 7

6. Rail Patronage

National and Greater Dublin Area

The total patronage (as measured by the total number of people boarding) on the rail network on the 2025 Census Day was 215,962 passengers, an increase of less than 1% compared to the 215,333 passengers seen in 2024. Table 7 shows the total rail patronage both within and outside the GDA, along with the relative change since 2024. Much like the last few years, 81% of rail journeys were taken within the GDA.

Table 7: Rail Patronage – GDA and Outside GDA

	2024	2025	% Change on 2024
GDA	173,646	175,173	<1%
Outside GDA	41,687	40,789	-2%

Rail Usage according to Service Categories

Table 8 shows the total number of journeys taken by service category on the national Iarnród Éireann network on the day of the 2025 Census. While some services had decreases in patronage compared to 2024, the total network patronage increased from the previous year.

Table 8: Journeys Taken by Service Category

Service	2024	2025	% Change on 2024
DART	87,058	85,199	-2%
Commuter Services	62,857	65,997	5%
InterCity Services	50,753	49,708	-2%
Cork Commuter and Regional Services	9,617	10,491	9%
Regional Services	5,048	4,567	-10%
Total	**215,333**	**215,962**	**<1%**

Rail Usage on Individual Lines

Table 9 shows the number of journeys on each of the lines on the 2025 Census Day and the percentage change relative to 2024 data. The most significant change comes from the Regional Southbound line which had a 33% decrease in patronage from 2024 to 2025. Connolly Eastbound patronage had the least amount of change, while the largest increase of 18% occurred on the Connolly Northbound line.

Table 9: Journeys by Direction and by Line, 2025

Line	Route	2024	2025	% Change on 2024
DART Northbound	Greystones/Bray–Howth/ Malahide	40,577	42,980	6%
DART Southbound	Malahide/Howth–Greystones/ Bray	46,481	42,219	-9%
Connolly Northbound	Rosslare–Dundalk/Belfast	15,041	17,746	18%
Connolly Southbound	Dundalk/Belfast–Rosslare	15,859	13,221	-17%
Connolly Eastbound	Sligo–Longford–Bray	16,352	16,385	<1%
Connolly Westbound	Bray–Longford–Sligo	15,320	16,682	9%
Heuston North & Eastbound[14]	Kildare/Newbridge/Athlone/ Carlow/Portlaoise/Cork/ Limerick/Galway/Westport/ Waterford/Tralee–Heuston	26,274	25,894	-1%
Heuston South & Westbound[15]	Heuston-Kildare/Newbridge/ Athlone/Carlow/Portlaoise/ Cork/Limerick/Galway/ Westport/Waterford/Tralee	24,764	25,777	4%
Cork Commuter and Regional Inbound	Cobh/Midleton–Cork/; Tralee/ Mallow–Cork	4,791	5,332	11%
Cork Commuter and Regional Outbound	Cork-Cobh/Midleton; Cork–Mallow/Tralee	4,826	5,159	7%
Regional Northbound	Limerick–Galway/Ballybrophy/ Limerick Junction; Waterford–Limerick Junction	3,138	3,285	5%
Regional Southbound	Galway/Ballybrophy/Limerick Junction–Limerick; Limerick Junction -Waterford	1,910	1,282	-33%

[14]Includes Ballina to Manulla Junction and Galway to Athlone services
[15]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 (as measured by the total number of people boarding);
- Hourly Profile of Demand: variations in passenger demand throughout the day measured by the total number of boardings across all stations on the line on Census Day;
- Profile of Demand by Station: Shows the passenger demand–or the daily total of people on board the train as it departs each station. The change in the cumulative number of passengers at each station is the net impact of the number of passengers alighting and boarding trains.
- The lines are evaluated as follows:
  - DART;
  - Connolly Northbound/Southbound;
  - Dublin-Belfast (Enterprise);
  - Connolly Eastbound/Westbound;
  - Heuston Commuter Services;
  - Cork Commuter and Regional; and
  - Regional Lines

DART

Services Included:

- DART: Malahide/Howth–Bray/Greystones

The number of total daily journeys on the DART line in 2025 was 85,199, a slight decrease from the previous year. In 2025, 39% of all rail journeys nationally were on DART services, and just under half of all boardings in the GDA were on DART services.

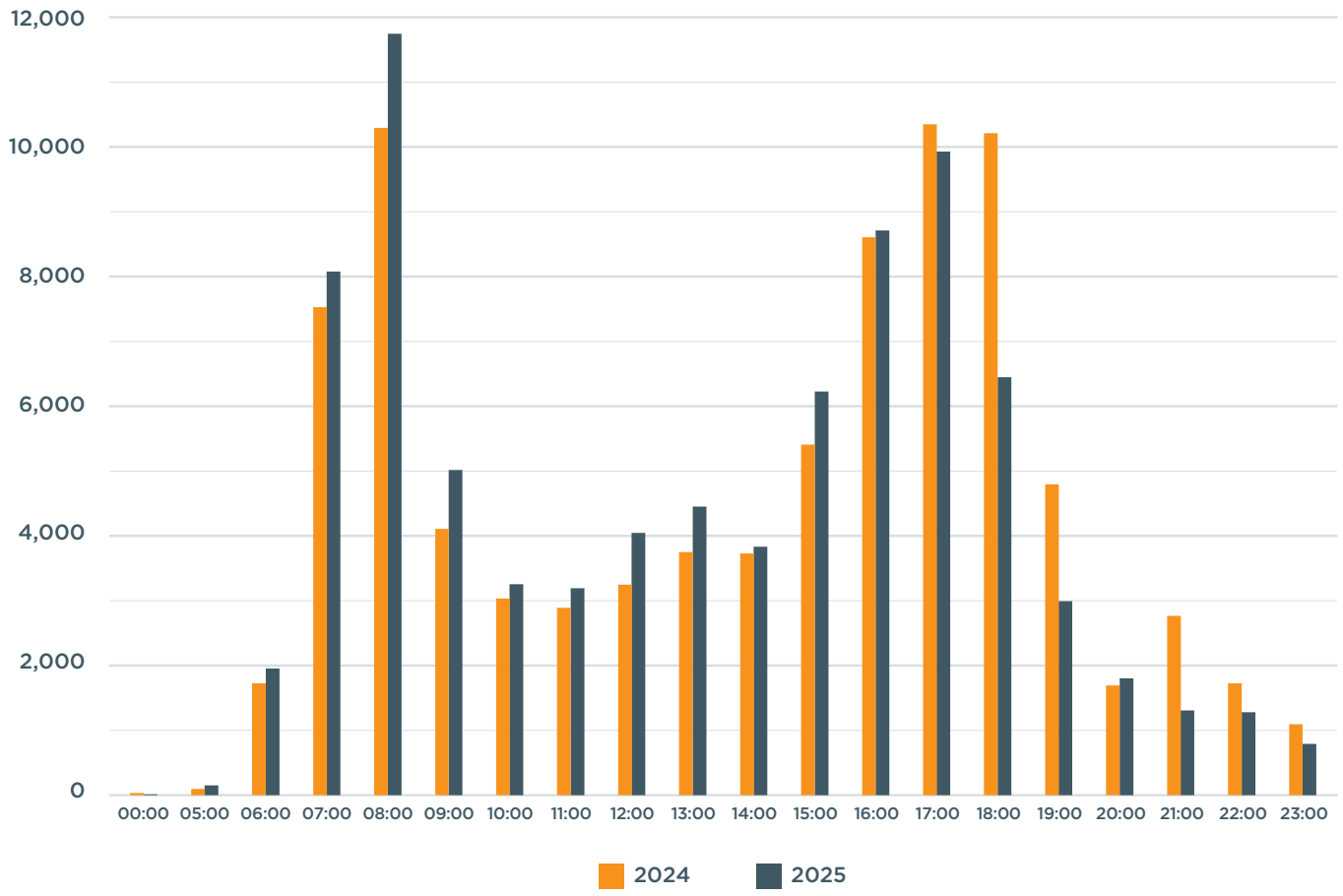
Table 10: Total Daily Patronage on DART Lines, 2025

Line	2024	2025	% Change on 2024
DART Northbound	40,577	42,980	6%
DART Southbound	46,481	42,219	-9%
Total	**87,058**	**85,199**	**-2%**

Hourly Profile of Demand

Chart 10 shows variations in boardings throughout the day on the DART line in 2024 and 2025. Compared to 2024, there is a noticeable decrease in passenger numbers between 18:00 and 23:00, which can partially be attributed to attendance at the sporting event in Landsdowne Road in 2024. Most other times had an increase or maintenance of patronage, with a large increase of almost 1,500 more passengers at 8:00 than last year.

Chart 10: Hourly Profile of Demand on DART Lines 2024 and 2025



Profile of Demand by Station

Chart 11 shows the daily passenger demand profile, along the DART Northbound line from Greystones to Malahide. The branch stations (Bayside, Sutton, and Howth) are separated by the grey line on the chart. Their patronage is represented at Howth Junction & Donaghmede (bolded below).

Chart 11: Profile of Demand by Station, DART Northbound, 2024 and 2025

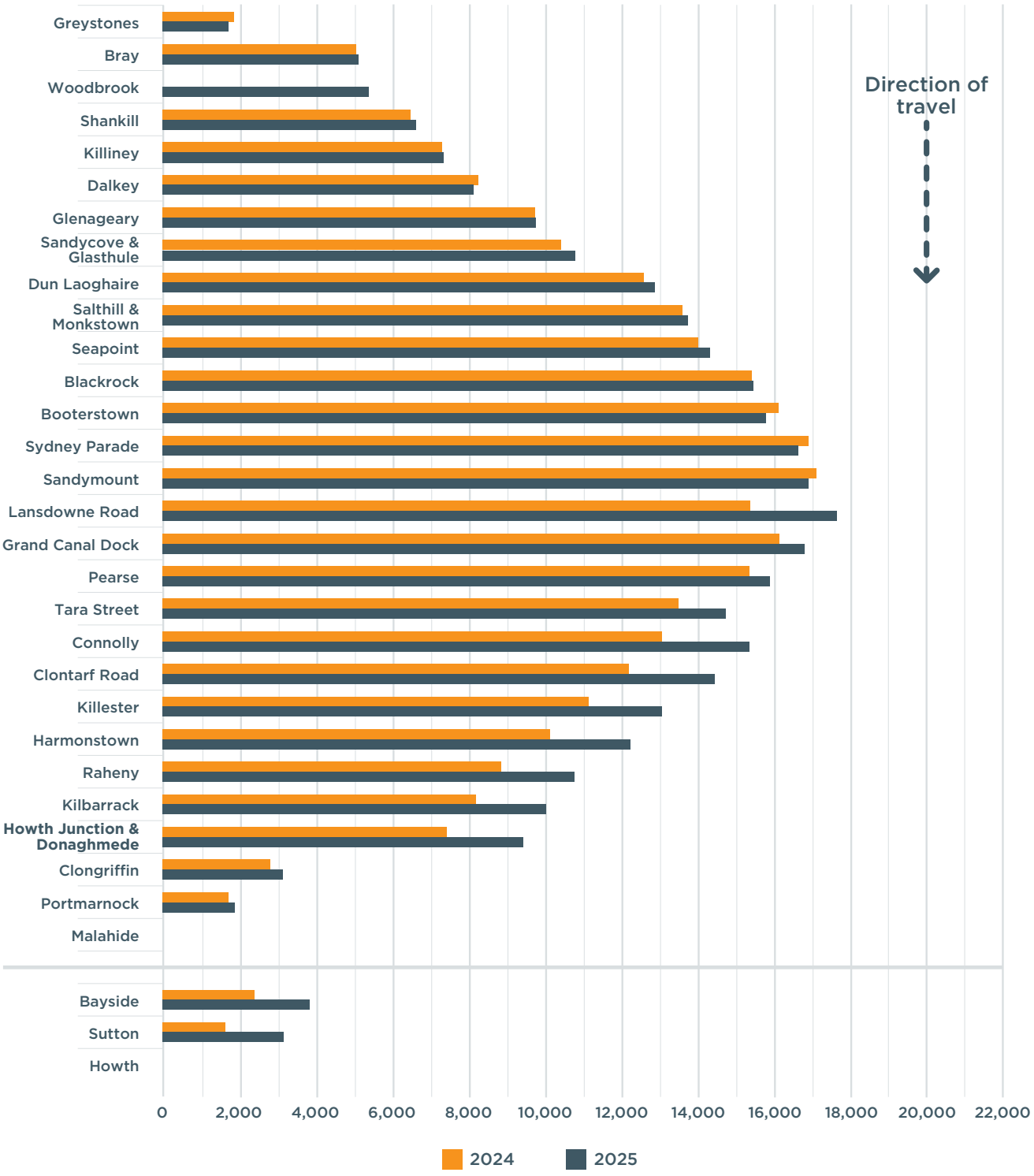
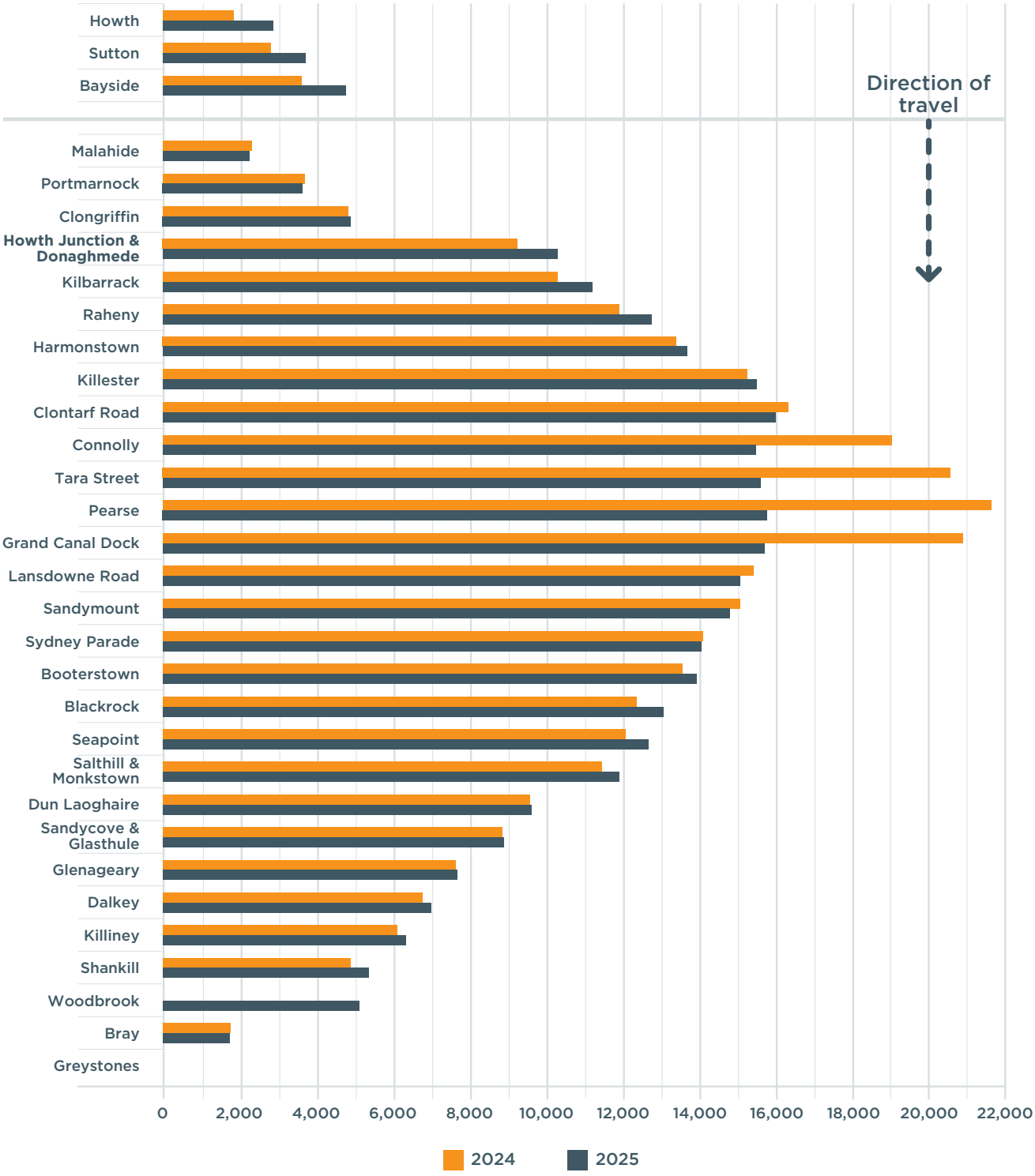


Chart 12 shows the profile of demand on the DART in the southbound direction, which, as would be expected, largely mirrored the northbound profile. The branch stations (Howth, Sutton, and Bayside) are separated by the grey line on the chart. Their patronage is represented at Howth Junction & Donaghmede station (bolded below). Note there was a sporting event at Aviva Stadium (near Lansdowne Road station) on Census Day 2024 which could have contributed to the spike in patronage from Connolly to Pearse stations last year.

Chart 12: Profile of Demand by Station, DART Southbound, 2024 and 2025



Connolly Northbound/Southbound

Services included:

- InterCity: Dublin–Belfast
- Commuter: Dublin–Dundalk/Drogheda/Belfast
- InterCity: Dublin–Rosslare/Wexford
- Commuter: Dublin–Gorey

Compared to 2024, Connolly Northbound and Southbound lines individually saw some of the greatest changes in patronage of all the lines on the network, yet their combined total patronage remains similar to the previous year.

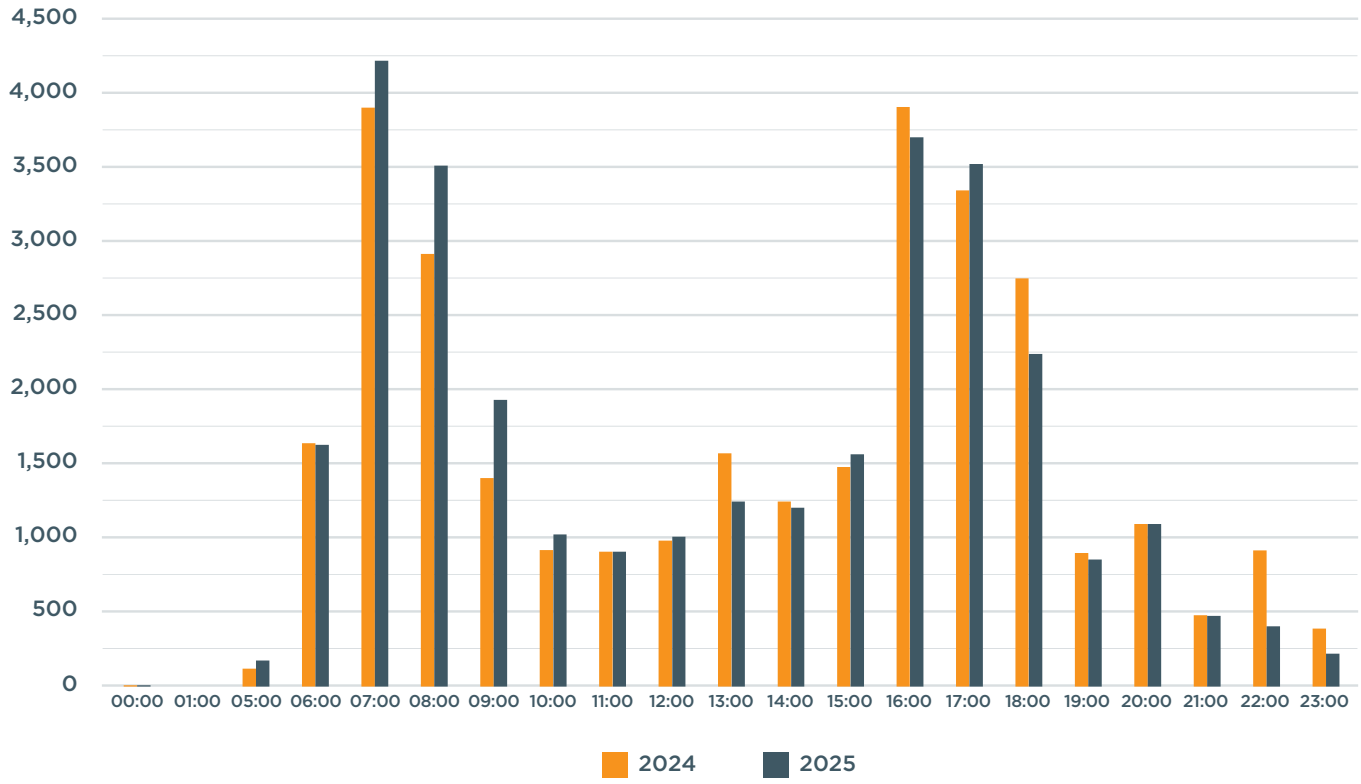
Table 11: Total Daily Patronage on Connolly Northbound/Southbound Lines, 2025

Line	2024	2025	% Change on 2024
Connolly Northbound	15,041	17,746	18%
Connolly Southbound	15,859	13,221	-17%
Total:	**30,900**	**30,967**	**<1%**

Hourly Profile of Demand

Chart 13 shows variations in passenger demand throughout the day on the Connolly Northbound/Southbound line in 2024 and 2025. There was an increase in patronage from 07:00-10:00 compared to 2024.

Chart 13: Hourly Profile of Demand, Connolly Northbound/Southbound, 2024 and 2025



Profile of Demand by Station

Chart 14 shows the passenger demand profile on the Northbound Connolly Commuter section of the network. This section includes the Enterprise service from Dublin to Belfast, InterCity services from Rosslare Europort, and Commuter services to Dundalk/Drogheda and Commuter services from Gorey. Patronage from Connolly station to Belfast is considerably higher than patronage at stations south of Connolly.

Chart 14: Profile of Demand by Station, Connolly Northbound, 2024 and 2025

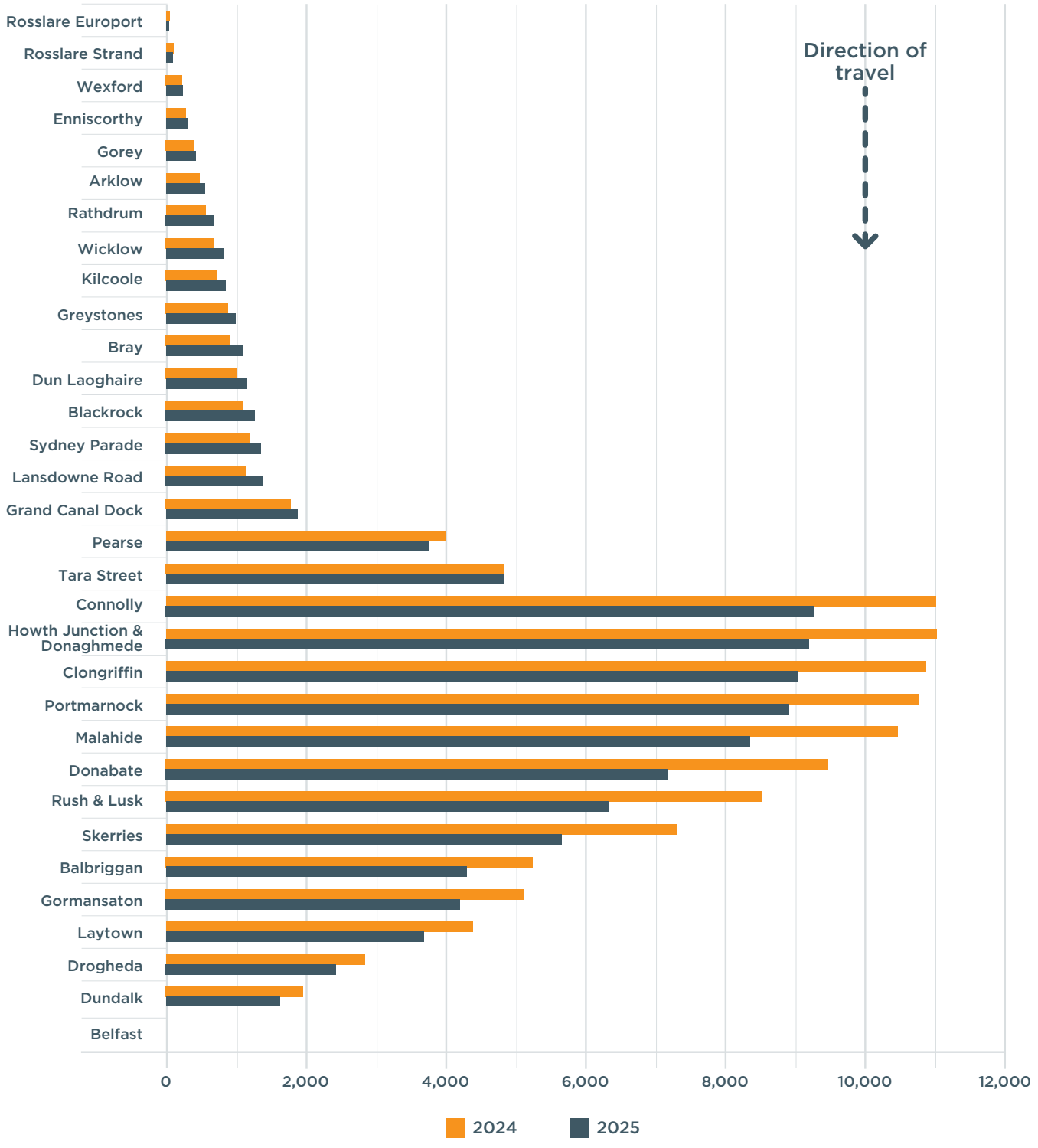
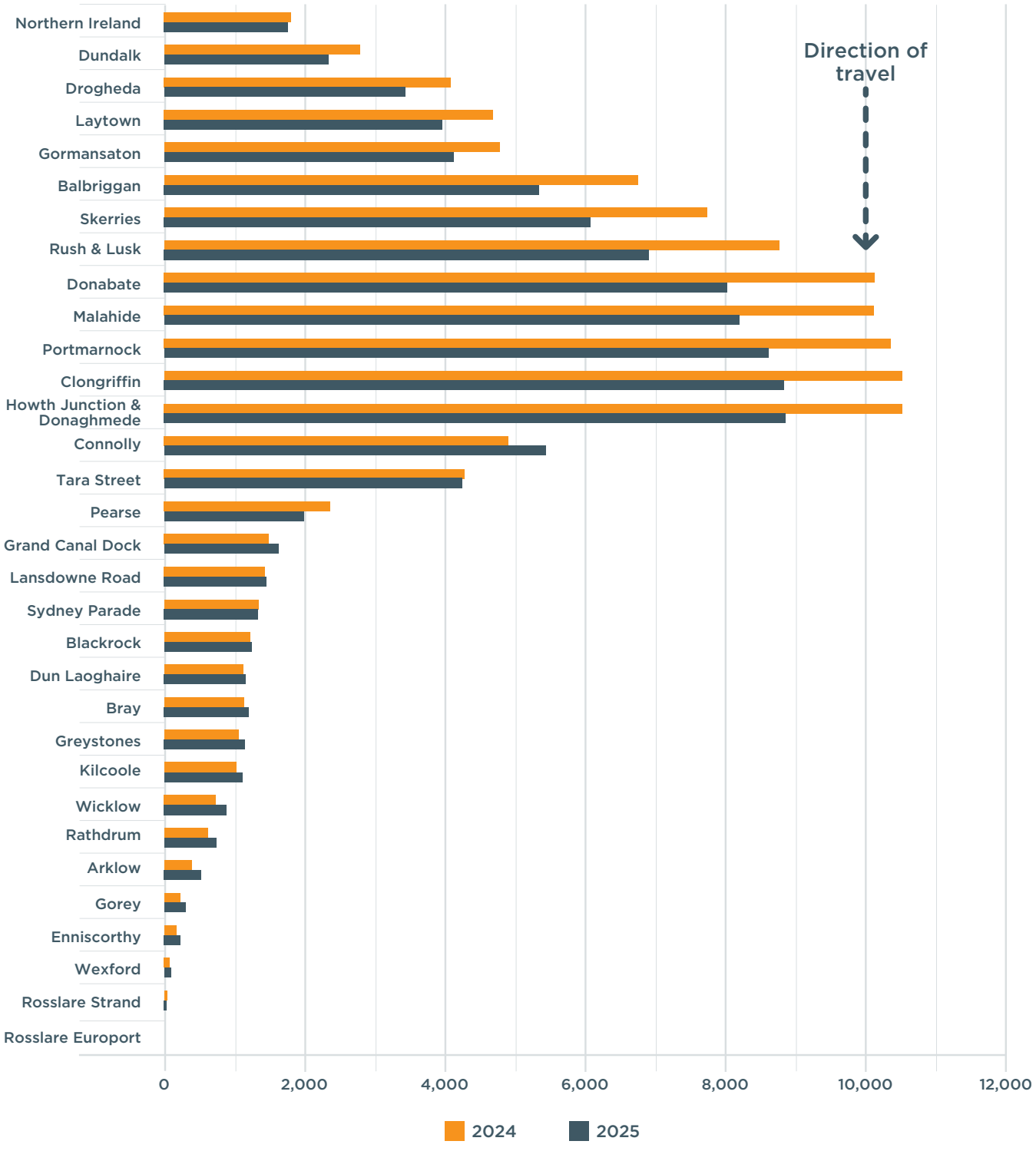


Chart 15 shows the passenger demand profile on the Southbound Connolly Commuter section of the network which largely mirrors the Northbound direction. This section includes the Enterprise service from Belfast to Dublin, InterCity services to Rosslare Europort, Commuter services from Dundalk and Drogheda, and Commuter services to Gorey. Patronage decreases significantly just after Connolly station.

Chart 15: Profile of Demand by Station, Connolly Southbound, 2024 and 2025



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. Table 12 shows the total boardings on Enterprise services on the Census Day in 2024 and 2025.

Table 12: Total Patronage on the Enterprise Service

Enterprise Services	2024	2025	% Change on 2024
Northbound	3,272	3,100	-5%
Southbound	2,942	2,512	-15%
Total:	**6,214**	**5,612**	**-10%**

Table 13 shows the total cross border trips on the day of the Census in 2024 and 2025. The Southbound Enterprise line had a greater decrease in overall patronage despite the slight decrease in its cross-border passenger numbers. The percentage of all cross-border Enterprise trips remained the same as last year.

Table 13: Total Cross Border Patronage on the Enterprise Service

Enterprise Services	2024	2025	% Change on 2024
Northbound	1,950	1,613	-17%
Southbound	1,798	1,751	-3%
Total:	**3,748**	**3,364**	**-10%**
% of Enterprise trips that cross the border:	**60%**	**60%**	**<1%**

Connolly Eastbound/Westbound

Services included:

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

There were 33,067 total daily journeys on the Connolly Eastbound/Westbound lines on the 2025 Census Day, making up about 16% of the network's total patronage.

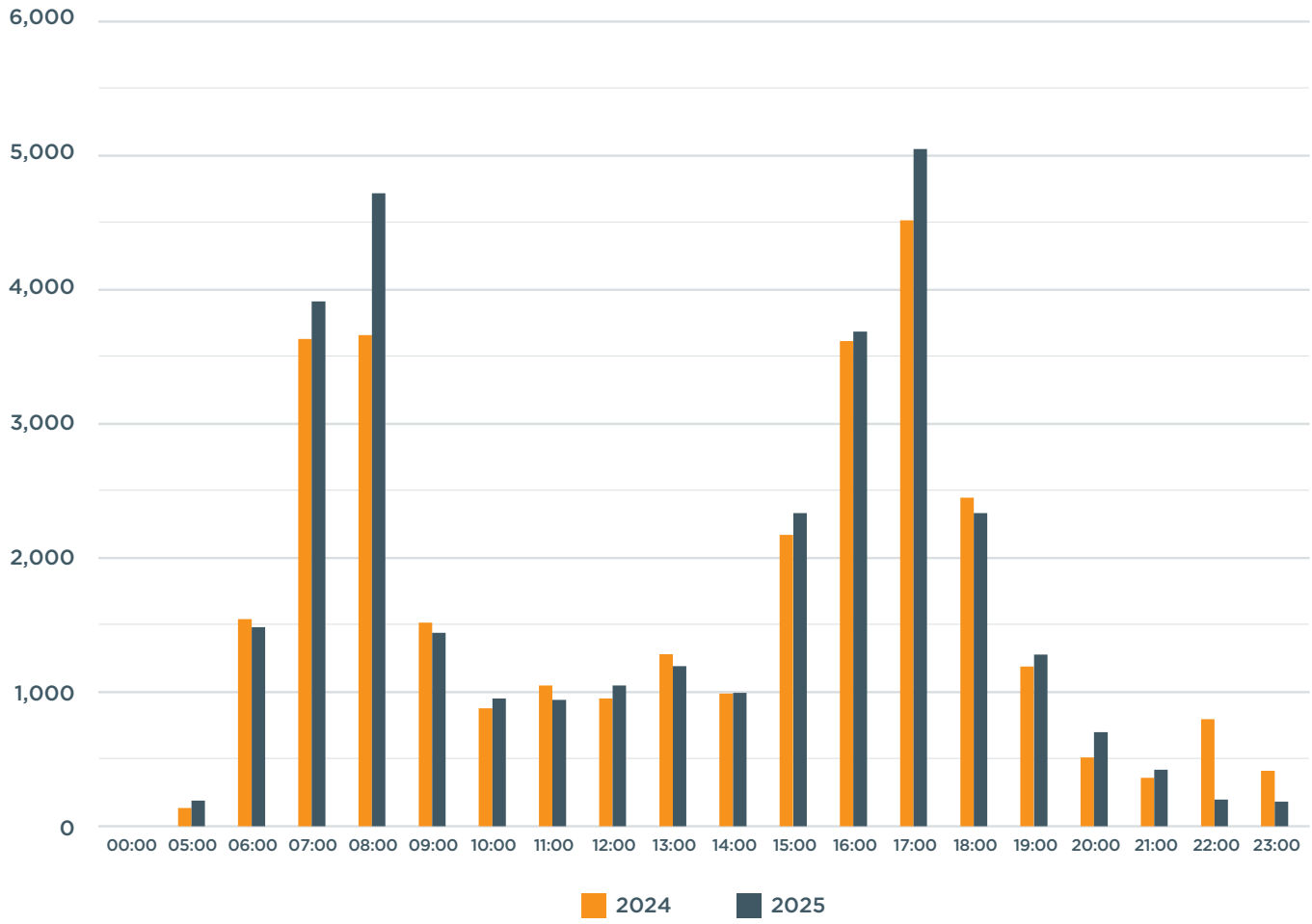
Table 14: Total Daily Patronage on Connolly Eastbound/Westbound Lines, 2024 and 2025

Line	2024	2025	% Change on 2024
Connolly Eastbound	16,352	16,385	<1%
Connolly Westbound	15,320	16,682	9%
Total	**31,672**	**33,067**	**4%**

Hourly Profile of Demand

Chart 16 shows variations in passenger demand throughout the day on the Connolly Eastbound/ Westbound services in 2024 and 2025. The most significant change occurs at 08:00, with just over 1,000 more passengers boarding the line in 2025 compared to 2024.

Chart 16: Hourly Profile of Demand, Connolly Eastbound/Westbound, 2024 and 2025



Profile of Demand by Station

Charts 17 shows the passenger demand profile of patronage on the Connolly Eastbound line in 2024 and 2025. The branch stations (M3 Parkway, Dunboyne, Hansfield) are separated by the grey line on the chart. Their patronage is represented at Clonsilla station (bolded below).

Chart 17: Profile of Demand by Station, Connolly Eastbound, 2024 and 2025

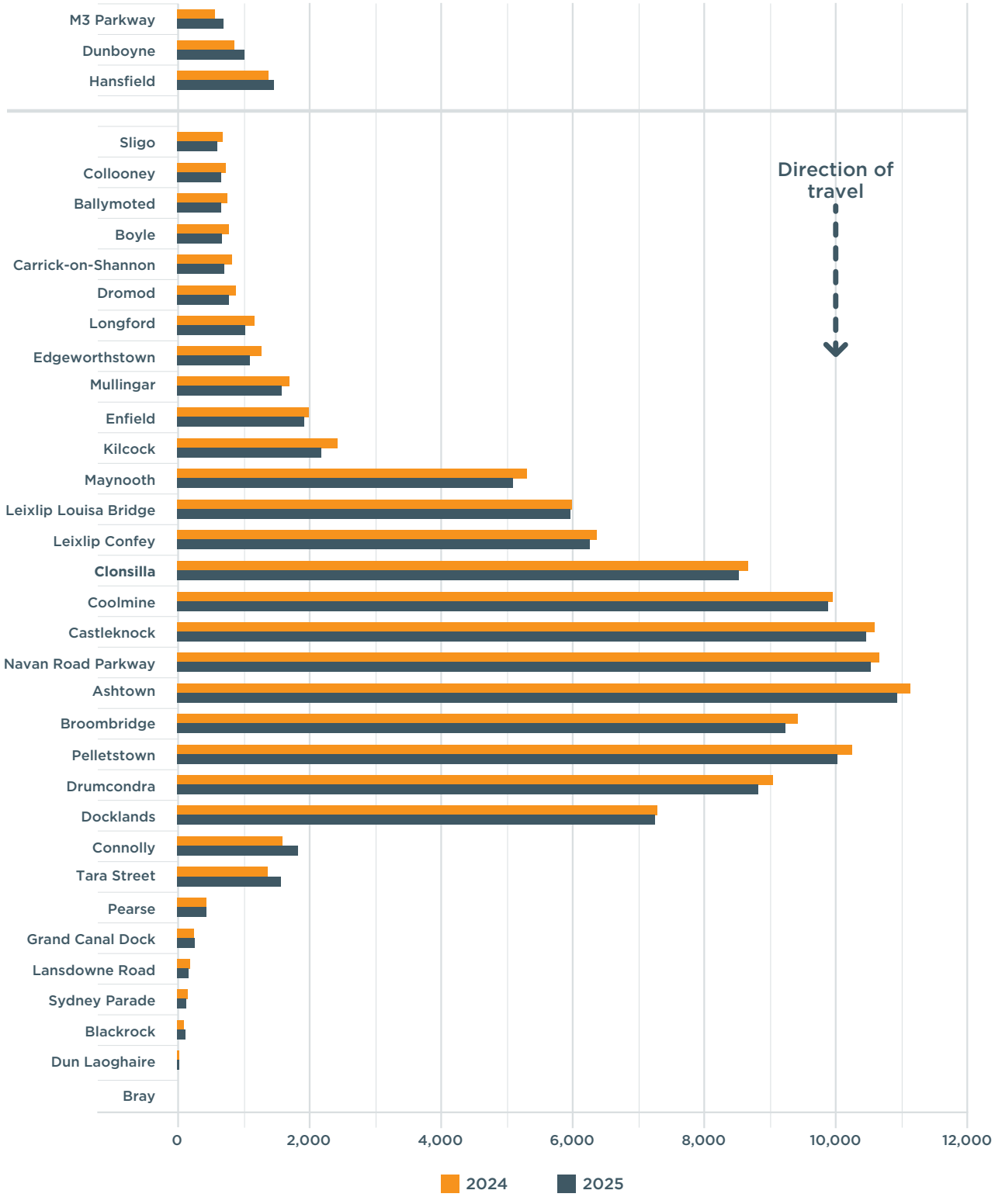
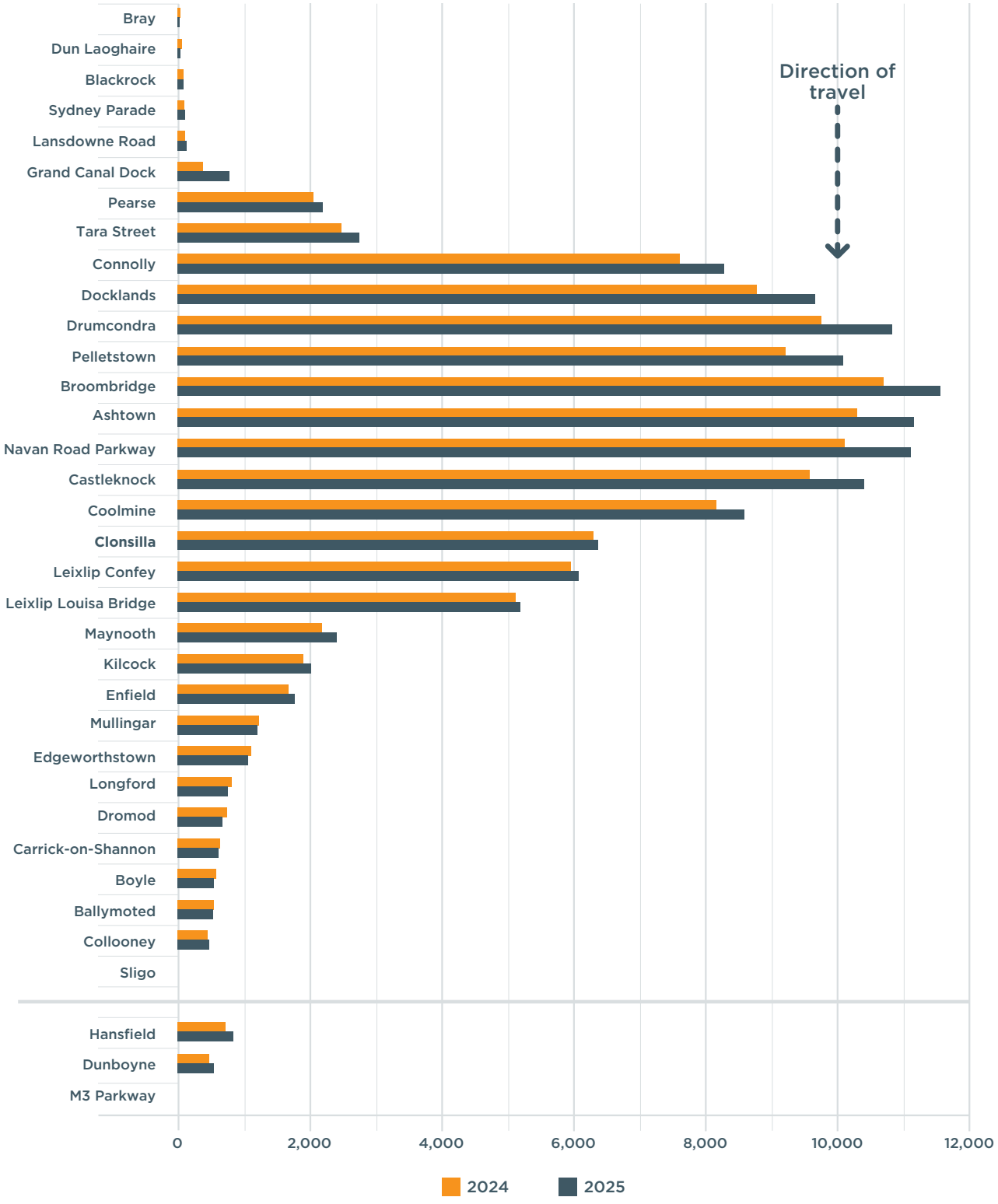


Chart 18: Profile of Demand by Station, Connolly Westbound, 2024 and 2025

Charts 18 shows the passenger demand profile of patronage on the Connolly Westbound line in 2024 and 2025. The branch stations (Hansfield, Dunboyne, M3 Parkway) are separated by the grey line on the chart. Their patronage is represented at Clonsilla station (bolded below).



Heuston Commuter Services

Services included:

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

Note the Heuston Commuter services in previous years included stations Carlow and Athy in the North and Eastbound directions. Patronage at these stations is now included in the Heuston InterCity services. Despite this change, the Heuston Commuter lines have increased patronage on all services compared to 2024.

Table 15: Total Daily Patronage on Heuston Commuter, 2024 and 2025

Line	2024	2025	% Change on 2024
Heuston South & Westbound (Commuter)	8,334	9,363	12%
Heuston North & Eastbound (Commuter)	9,382	9,655	3%
Total	**17,716**	**19,018**	**7%**

In December 2016, Iarnród Éireann reintroduced passenger services via Dublin's Phoenix Park Tunnel, which runs from Parkwest & Cherry Orchard to Grand Canal Dock. Table 16 below presents a comparison of patronage on these particular services in 2024 and 2025, where there was an 18% increase in passenger numbers.

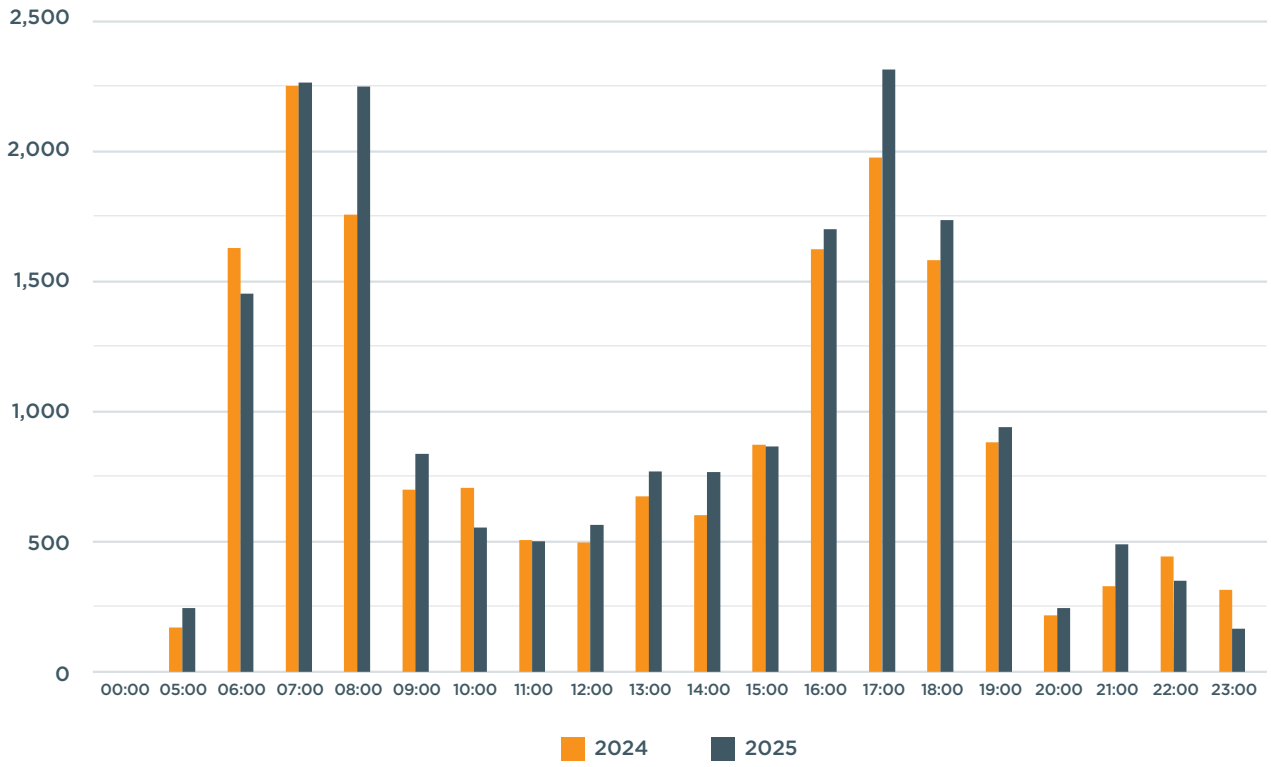
Table 16: Total Daily Patronage on Commuter Services to & from Grand Canal Dock via Phoenix Park Tunnel, 2024 and 2025

Line	2024	2025	% Change on 2024
From Grand Canal Dock	3,182	3,804	20%
To Grand Canal Dock	3,422	3,957	16%
Total	**6,604**	**7,761**	**18%**

Hourly Profile of Demand

Chart 19 shows variations in passenger demand throughout the day on Heuston Commuter services in 2024 and 2025, based on total passenger boarding numbers at each station on the service. Most stations had a slight increase in patronage compared to 2024, with the greatest increases occuring during peak morning and evening commuting times

Chart 19: Hourly Profile of Demand, Heuston Commuter, 2024 and 2025



Profile of Demand by Station

Chart 20 shows the daily passenger demand profile by station on the Heuston Commuter (Eastbound) Services in 2024 and 2025. The branch stations (Athlone, Clara, Tullamore) are separated by the grey line on the chart. Their patronage is represented at Portarlington (bolded below). The Phoenix Park Tunnel stations are separated by the grey line on the chart. Their patronage is represented at Parkwest & Cherry Orchard (bolded below). Previous year analysis included stations Carlow and Athy and did not separate the Phoenix Park Tunnel stations from the main line, therefore there appears to be passengers still using the line at the last station (Grand Canal Dock) in 2024.

Chart 20: Profile of Demand by Station, Heuston Commuter Eastbound (including Phoenix Park Tunnel), 2024 and 2025

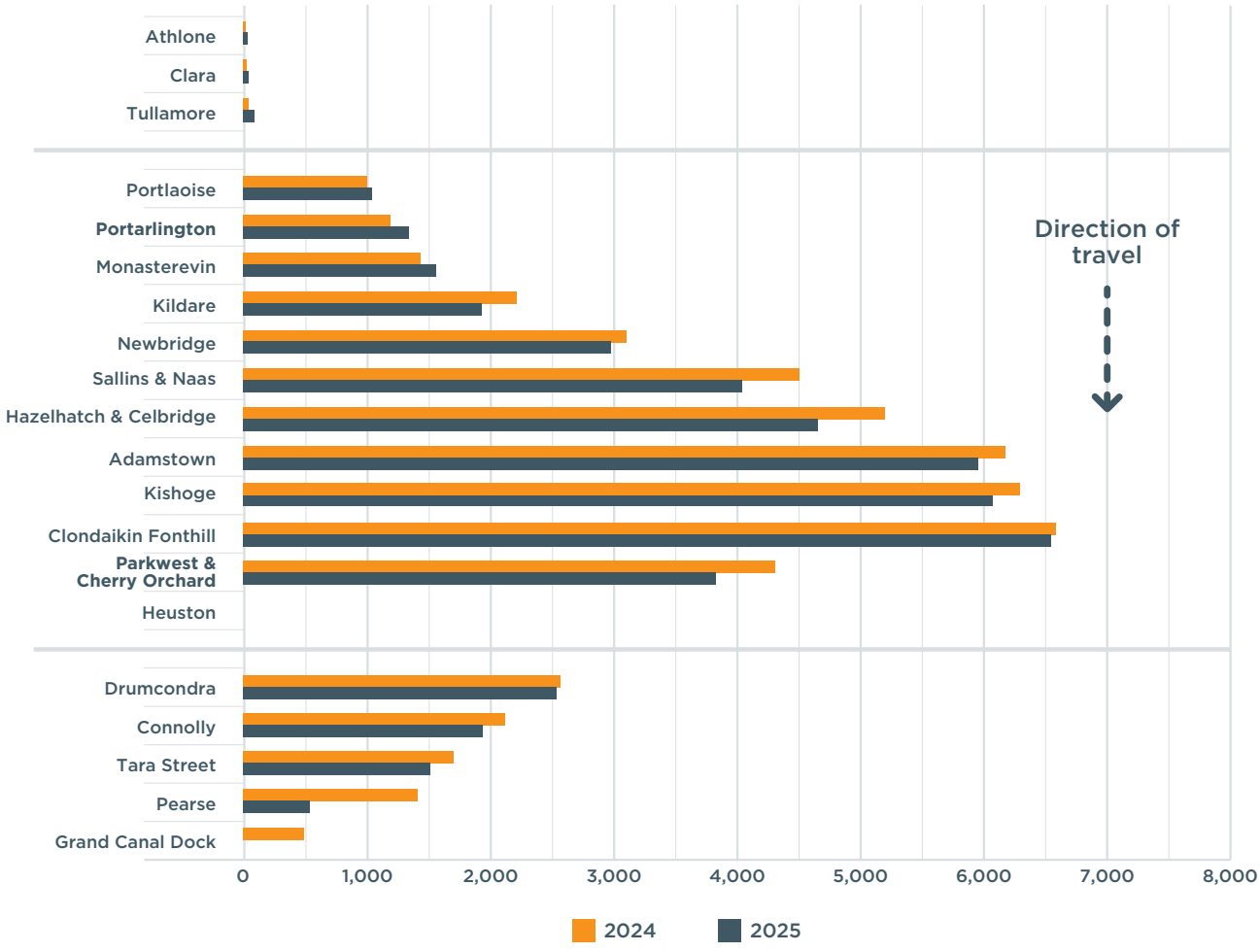
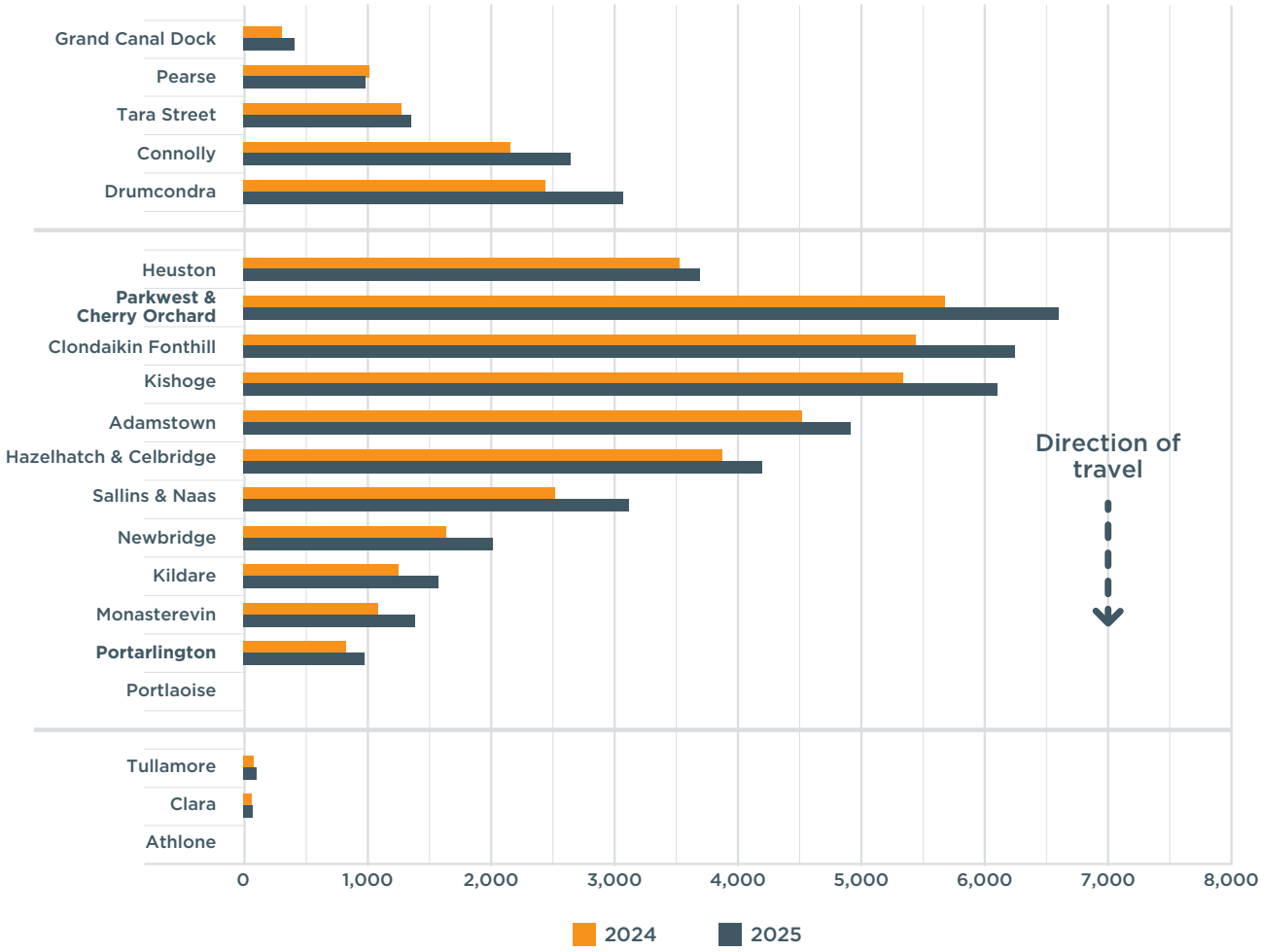


Chart 21 shows the daily passenger demand profile by station on the Heuston Commuter (Westbound) Services in 2024 and 2025. The branch stations (Tullamore, Clara, Athlone) are separated by the grey line on the chart. Their patronage is represented at Portarlington (bolded below). The Phoenix Park Tunnel stations are separated by the grey line on the chart. Their patronage is represented at Parkwest & Cherry Orchard (bolded below).

Chart 21: Profile of Demand by Station, Heuston Westbound, 2024 and 2025



Heuston InterCity Services

Services included:

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

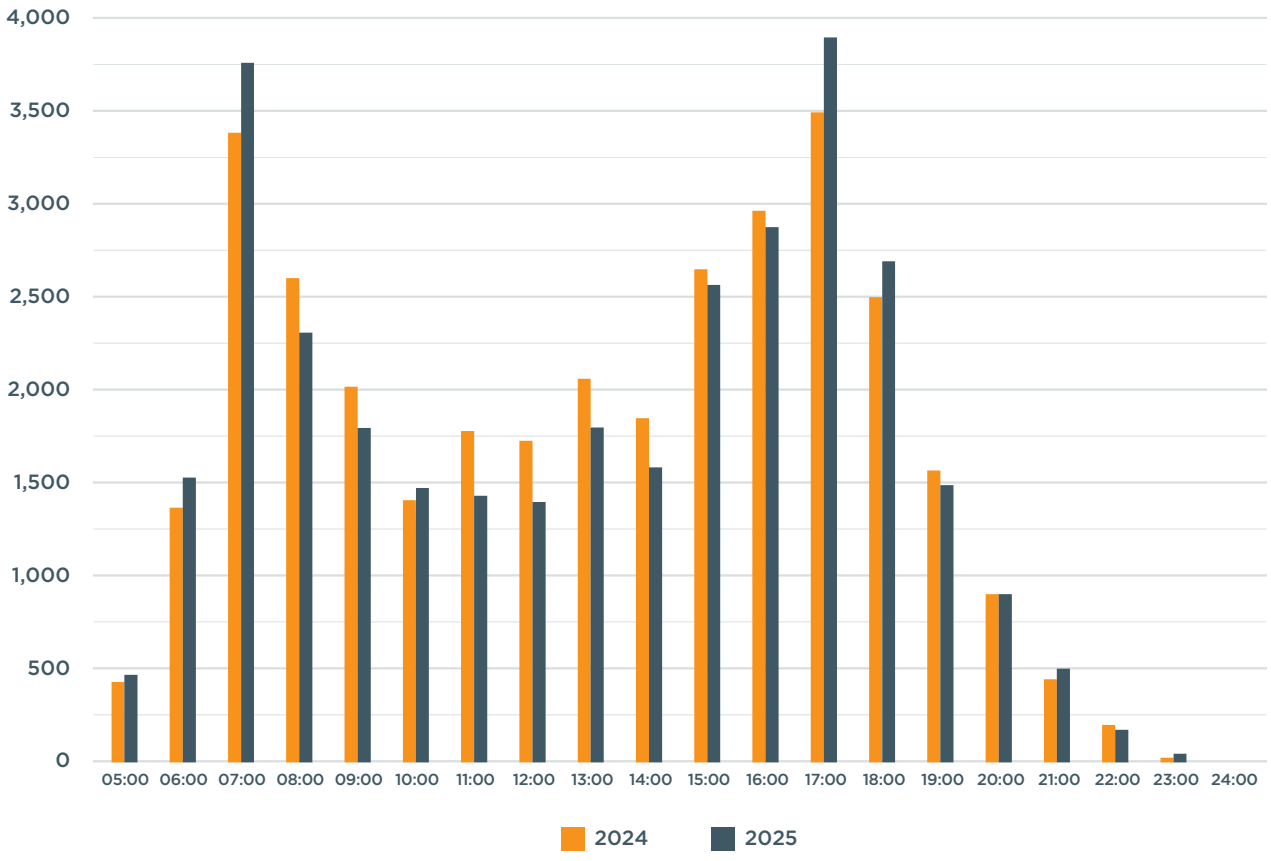
The Heuston InterCity services make up just under 15% of all network patronage. This year the InterCity services include patronage to and from Carlow and Athy, which were previously also part of the Heuston Commuter services.

Table 17: Total Daily Patronage on InterCity Services to & from Heuston, 2024 and 2025

Line	2024	2025	% Change on 2024
Heuston South & Westbound (InterCity)	16,430	16,414	<1%
Heuston North & Eastbound (InterCity)	16,892	16,239	-4%
Total	**33,322**	**32,653**	**-2%**

Most hours had a decrease in patronage compared to 2024, with the greatest decrease of 348 passengers occurring at 11:00 and the greatest increase of 402 passengers occurring at 17:00.

Chart 22: Hourly Profile of Demand, Heuston InterCity Services, 2024 and 2025



Cork Commuter and Regional

Services included:

- Commuter: Midleton/Cobh–Cork
- Regional: Cork–Mallow–Tralee

The Cork Commuter and Regional services make up a combined 4% of all network patronage in 2025.

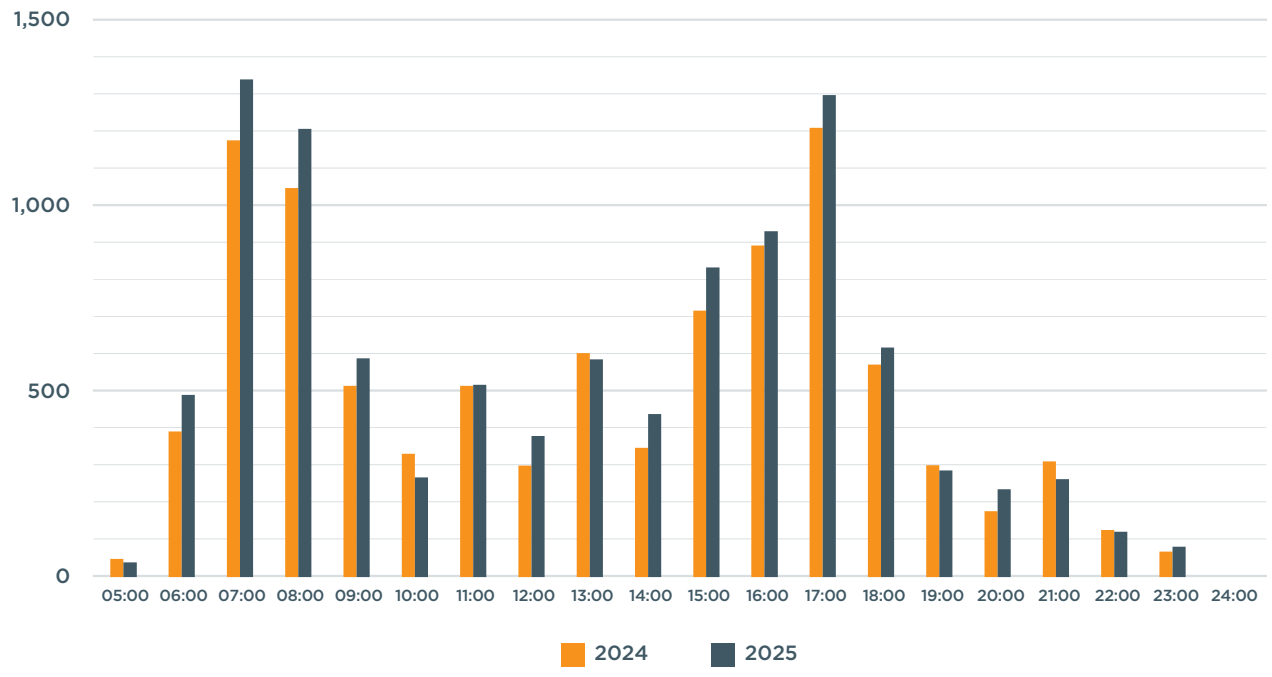
Table 18: Total Daily Patronage on Cork Commuter and Regional Lines, 2024 and 2025

Line	2024	2025	% Change on 2024
Cork Commuter and Regional Inbound	4,791	5,332	11%
Cork Commuter and Regional Outbound	4,826	5,159	7%
Total	**9,617**	**10,491**	**9%**

Hourly Profile of Demand

Chart 23 shows the hourly profile of passenger demand on the Cork Commuter and Regional lines for 2024 and 2025. Most hours had an increase in patronage compared to 2024, with 07:00 seeing the greatest increase of 164 passengers.

Chart 23: Hourly Profile of Demand, Cork Commuter and Regional Lines, 2024 and 2025



Profile of Demand by Station

Chart 24a shows the daily profile of passenger demand along the Cork-Cobh Commuter line. The branch stations (Carrigtwohill and Midleton) are separated by the grey line on the chart. Their patronage is represented at Glounthaune (bolded below).

Chart 24a: Profile of Demand by Station, Cork-Cobh/Midelton Commuter Service 2024 and 2025

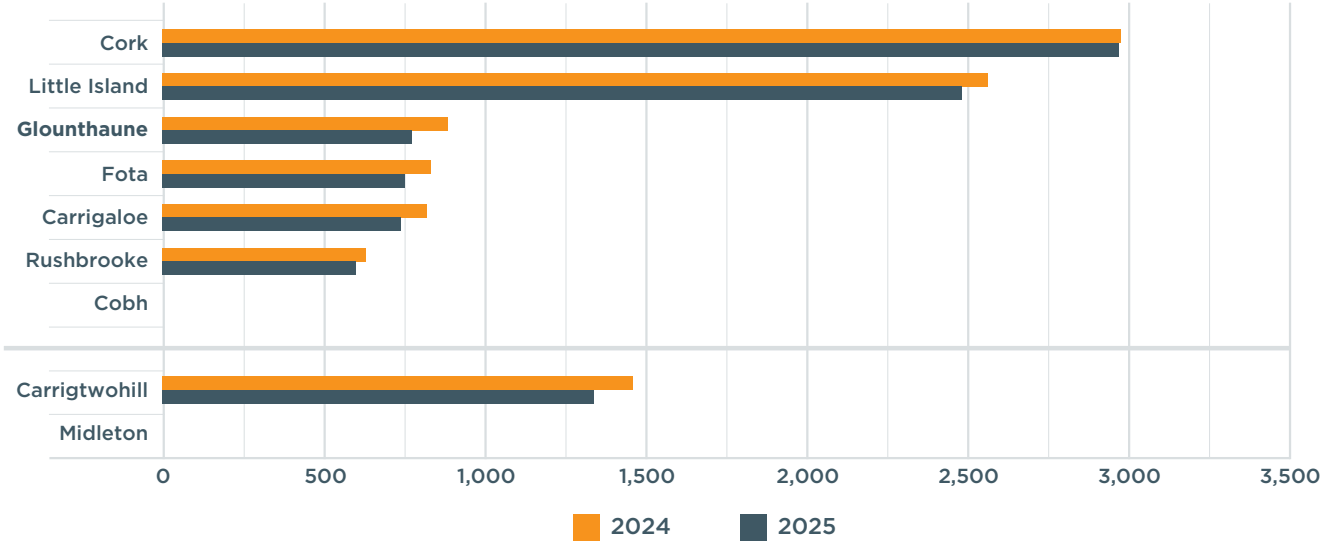


Chart 24b shows the daily profile of passenger demand along the Cobh/Midleton-Cork Commuter line. The branch stations (Midleton and Carrigtwohill) are separated by the grey line on the chart. Their patronage is represented at Glounthaune (bolded below).

Chart 24b: Profile of Demand by Station, Cobh/Midelton-Cobh Commuter Service 2024 and 2025

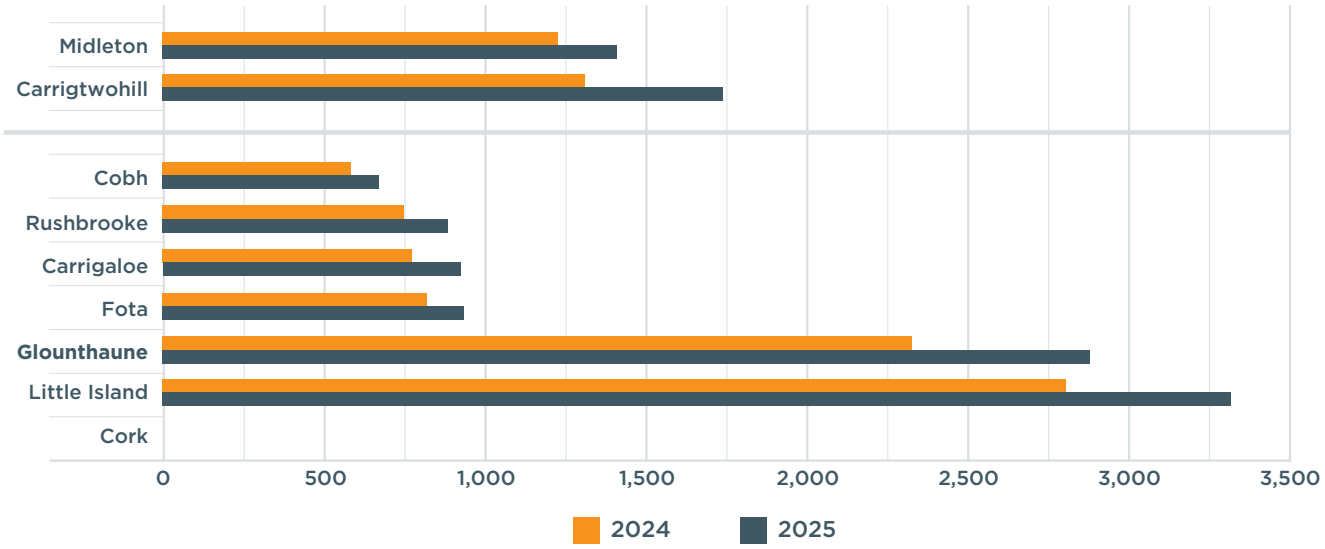


Chart 25a shows the daily profile of passenger demand along the Cork-Tralee InterCity line.

Chart 25a: Profile of Demand by Station, Cork-Tralee InterCity Service 2024 and 2025

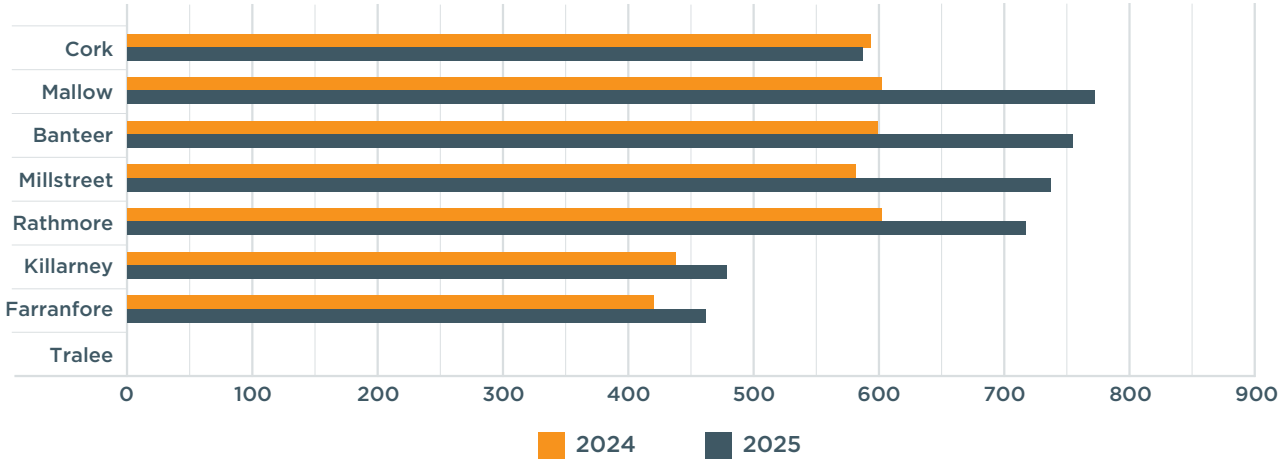
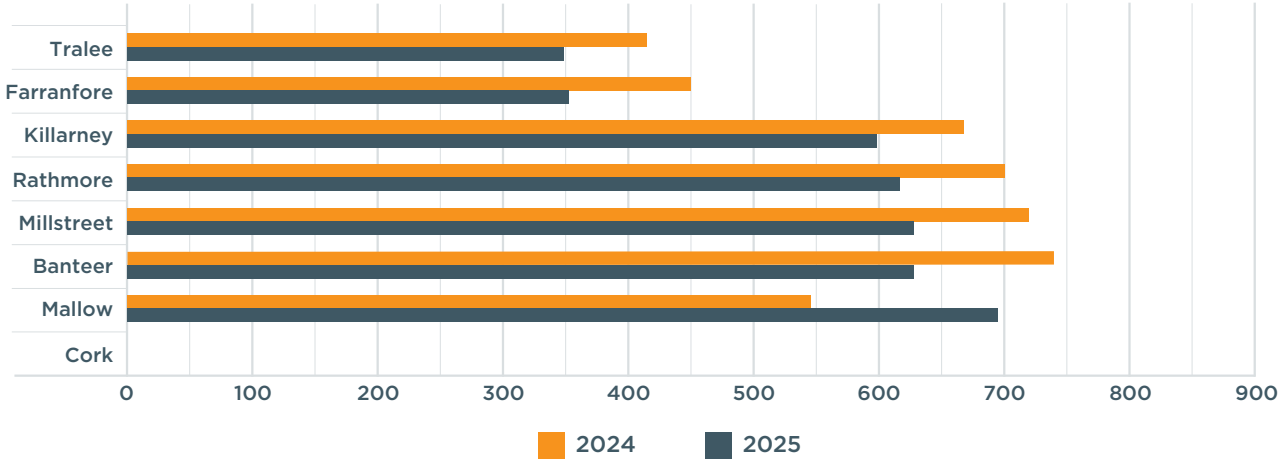


Chart 25b shows the daily profile of passenger demand along the Cork-Tralee InterCity line. More passengers travelled inbound to Cork in 2024 while in 2025 had higher patronage in the outbound direction.

Chart 25b: Profile of Demand by Station, Tralee-Cork InterCity Service 2024 and 2025



Regional Lines

Services included:

- Regional: Limerick–Ennis/Athenry/Galway
- Regional: Limerick–Ballybrophy
- Regional: Limerick–Limerick Junction
- Regional: Waterford–Limerick Junction
- Regional: Wexford-Gorey (one way only)

The Regional Northbound and Southbound lines make up a combined 3% of the total network patronage. The 33% decrease in patronage on the Regional Southbound line is the greatest change in patronage of any line from the previous year.

Table 19: Total Daily Patronage on Regional Lines, 2024 and 2025

Route	2024	2025	% Change on 2024
Waterford–Limerick Junction Limerick–Limerick Junction Ballybrophy/Nenagh–Limerick Limerick Junction/Limerick–Ennis/ Athenry/Galway	3,138	3,285	5%
Limerick Junction–Waterford Limerick–Limerick Junction Limerick–Ballybrophy Galway/Ennis–Limerick/Limerick Junction Wexford–Gorey	1,910	1,282	-33%
Total	**5,048**	**4,567**	**-10%**


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7. Radial Rail Usage in Dublin

This section examines how passenger demand compares across different rail corridors to and from Dublin. The corridors are defined as followed:

- Northern lines-services between Dublin and Howth, Malahide, Drogheda, Dundalk and Belfast
- Southeastern lines–services between Dublin and Bray, Greystones, Gorey and Rosslare.
- Kildare lines–includes all services operating out of Dublin Heuston as well as Phoenix Park Tunnel services.
- Sligo lines–includes all services operating between Dublin (Grand Canal Dock, Connolly and Docklands) and M3 Parkway, Maynooth, Longford and Sligo.



Daily Line Flows by Radial Corridor

Table 20 illustrates the numbers of passengers entering the city by service type on each corridor. Compared to 2024, the greatest increase in patronage occurred on the Southeaster corridor InterCity services (8.1%). The greatest decrease in patronage occurred on the Northern corridor InterCity services (-19.8%).

Table 20: Daily Passenger Flow by Corridor Inbound to Dublin City Centre

Radial Corridor		Total Line Flow Entering Dublin City Centre									
Line	**Service**	**2015**	**2016**	**2017**	**2018**	**2019**	**2021**	**2022**	**2023**	**2024**	**2025**
Northern Lines	DART	12,848	14,097	14,956	16,514	15,752	7,450	11,428	13,049	16,324	16,010
	Commuter	6,982	6,754	7,581	7,297	7,696	3,796	6162	7,133	7,500	6,326
	InterCity	1,073	1,189	1,536	1,457	1,826	784	1535	1,446	2,636	2,114
	Total	**20,903**	**22,040**	**24,073**	**25,268**	**25,274**	**12,030**	**19,125**	**21,628**	**26,460**	**24,450**
South-eastern Lines	DART	14,898	14,721	16,372	17,248	17,453	8,248	12,847	14,942	15,989	16,792
	Commuter	1,076	1,228	1,229	1,038	714	275	431	429	1,091	1,129
	InterCity	82	61	132	165	647	334	535	591	683	738
	Total	**16,056**	**16,010**	**17,733**	**18,451**	**18,814**	**8,857**	**13,813**	**15,962**	**17,763**	**18,659**
Kildare Lines	Commuter	2,377	2,645	4,051	4,524	5,060	1,963	3954	5,454	6,734	6,240
	InterCity	7,303	7,362	8,730	8,639	8,220	4,558	7874	9,000	11,876	10,148
	Total	**9,680**	**10,007**	**12,781**	**13,163**	**13,280**	**6,521**	**11,828**	**14,454**	**18,610**	**16,388**
Sligo Lines	Commuter	7,957	8,779	9,778	9,602	9,322	3,249	5390	6,323	7,508	7,491
	InterCity	1,508	1,452	1,631	1,792	1,417	742	1272	1,437	1,531	1,330
	Total	**9,465**	**10,231**	**11,409**	**11,394**	**10,739**	**3,991**	**6,662**	**7,760**	**9,039**	**8,821**
Grand Total		**56,104**	**58,288**	**65,996**	**68,276**	**68,107**	**31,399**	**51,428**	**59,804**	**71,872**	**68,318**

Charts 26 illustrates the number of rail passengers entering Dublin city centre on each corridor. The Northern line has consistently been the busiest section of the network, making up 35-38% of the corridor patronage. The Sligo line used to contribute at least 15% of corridor patronage but has decreased to under 13% since 2021.

Chart 26: Daily Passenger Flow by Corridor Inbound to Dublin City Centre by Line 2014-2025

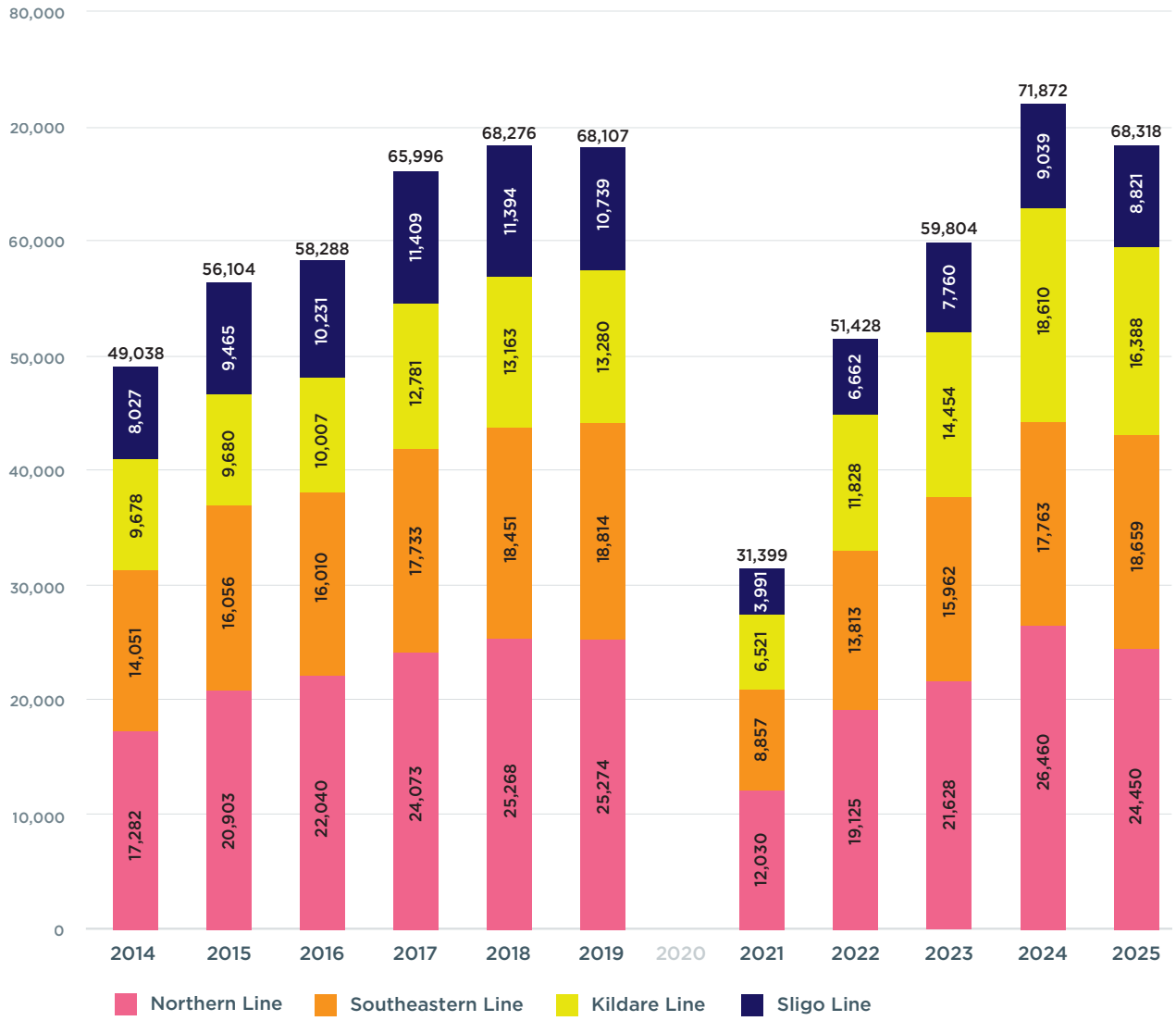


Chart 27 illustrates the number of rail passengers entering Dublin city centre by service type. Patronage in 2025 resembles the quantity and service type distribution of rail usage in 2018 and 2019.

Chart 27: Daily Passenger Flow by Corridor Inbound to Dublin City Centre by Service Type 2014-2025



Peak Hour Flows by Radial Corridor

Table 21 shows the maximum flow (the highest number of passengers travelling) from 08:00-09:00 and the route section where the maximum flow occurred on each corridor.

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

Radial Corridor	Service	Max. Hourly Passenger Flow	Location of Maximum Flow
Northern lines	DART	4,817	Clontarf Road_Connolly
	Commuter	1,992	Connolly_Tara Street
	InterCity	111	Belfast_Dundalk
Total		**6,920**	
Southeastern Lines	DART	4,368	Seapoint_Blackrock
	Commuter	--	No Southeastern Commuter services during this time
	InterCity	390	Blackrock_Lansdowne Road
Total		**4,758**	
Kildare Lines	Commuter	1,587	Clondalkin Fonthill_Parkwest & Cherry Orchard
	InterCity	748	Newbridge_Heuston
Total		**2,335**	
Sligo Lines	Commuter	3,609	Pelletstown_Broombridge
	InterCity	987	Kilcock_Maynooth
Total		**4,596**	

Table 22 shows the maximum flow from 17:00-18:00 and the route section where the maximum flow occurred on each corridor.

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

Radial Corridor	Service	Max. Hourly Passenger Flow	Location of Maximum Flow
Northern Lines	DART	2,950	Connolly_Clontarf Road
	Commuter	1,687	Connolly_Malahide
	InterCity	457	Connolly_Drogheda
Total		**5,094**	
Southeastern Lines	DART	2,302	Lansdowne Road_Sandymount
	Commuter	-	No Southeastern Commuter services during this time
	InterCity	415	Bray_Greystones
Total		**2,717**	
Kildare Lines	Commuter	948	Parkwest & Cherry Orchard_ Clondalkin Fonthill
	InterCity	1,139	Heuston_Sallins & Naas
Total		**2,087**	
Sligo Lines	Commuter	2,930	Pelletstown_Ashtown
	InterCity	545	Broombridge_Leixlip Louisa Bridge
Total		**3,475**	

Maximum Train Loadings by Radial Corridor

Table 23 shows the busiest individual trains from 06:00-09:00, in addition to the service and route segment where the heaviest loads occurred.

Table 23: Most Heavily Loaded Trains in the Morning Period (06:00-09:00)

Corridor	Service	Maximum	Train	Location
Northern Lines	DART	1,235	08:11 Malahide-Bray	Killester_Clontarf Road
	Commuter	874	07:36 Drogheda-Pearse	Portmarnock_ Connolly
	InterCity	303	06:00 Belfast-Connolly	Drogheda_Connolly
Southeastern Lines	DART	843	07:54 Greystones-Malahide	Seapoint_Blackrock
	Commuter	615	06:55 Dundalk-Connolly	Donabate_Malahide
	InterCity	390	05:35 Rosslare Europort-Connolly	Blackrock_ Lansdowne Road
Kildare Lines	Commuter	580	07:19 Newbridge-Grand Canal Dock	Parkwest & Cherry Orchard_Drumcondra
	InterCity	542	05:25 Galway-Heuston	Sallins & Naas_ Heuston
Sligo Lines	Commuter	831	07:54 Maynooth-Bray	Pelletstown_ Broombridge
	InterCity	518	05:40 Sligo-Connolly	Kilcock_Maynooth

Table 24 shows the busiest individual trains from 16:00-19:00, in addition to the service and route segment where the heaviest loads occurred.

Table 24: Most Heavily Loaded Trains in the Evening Period (16:00-19:00)

Rail Corridor	Service	Maximum	Train	Location of busiest service
Northern Lines	DART	576	16:55 Howth-Greystones	Lansdowne Road_ Sandymount
	Commuter	181	15:43 Drogheda - Grand Canal Dock	Skerries_Rush & Lusk
	InterCity	415	16:28 Connolly-Rosslare Europort	Bray_Greystones
Southeastern Lines	DART	611	16:55 Bray-Howth	Pearse_Tara Street
	Commuter	757	16:40 Bray-Drogheda	Connolly_Malahide
	InterCity	457	17:50 Connolly-Belfast	Connolly_Drogheda
Kildare Lines	Commuter	567	18:25 Heuston-Portlaoise	Kishoge_Adamstown
	InterCity	629	18:35 Heuston-Waterford	Heuston_Newbridge
Sligo Lines	Commuter	908	17:09 Grand Canal Dock-Longford	Broombridge_ Pelletstown
	InterCity	545	17:05 Connolly-Sligo	Broombridge_Leixlip Louisa Bridge

Appendix A1: Daily Boardings at Each Station by Service Type (DART, Rosslare-Belfast, Sligo)

Route	DART		Rosslare – Belfast Line*		Maynooth (Sligo) Line		TOTAL										
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Rosslare EuroPort			25				**25**	41	13	12	8	12	12	7	11	21	13
Rosslare Strand			55	8			**63**	53	45	21	22	25	28	19	16	24	14
Wexford			157	12			**169**	160	164	159	109	103	133	147	76	115	78
Enniscorthy			73	8			**81**	62	74	71	26	41	36	65	54	57	38
Gorey			141	11			**152**	165	102	87	77	78	98	76	73	86	78
Arklow			154	34			**188**	129	78	60	93	102	83	121	85	88	91
Rathdrum			135	11			**146**	121	93	70	71	106	59	69	68	111	75
Wicklow			195	45			**240**	176	159	108	170	245	328	269	168	155	152
Kilcoole			24	6			**30**	45	34	21	25	59	47	99	39	24	33
Greystones	1,710		191	47			**1,948**	2,101	1,683	1,721	1,234	2,345	2,326	2,568	1,927	1,951	1,561
Bray	3,519	306	191	162	17		**4,195**	4,062	3,372	3,129	2,367	3,324	3,838	3,946	3,144	2,974	2,573
Woodbrook	297	34					**331**										
Shankill	1,401	157					**1,558**	1,698	1,322	1,273	882	1,581	1,496	1,342	1,367	1,456	1,085
Killiney	875	161					**1,036**	1,136	1,067	948	738	876	988	989	853	792	731
Dalkey	1,132	370					**1,502**	1,843	1,824	1,804	1,400	1,819	1,921	1,748	1,621	1,634	1,301
Glenageary	1,858	199					**2,057**	1,900	1,824	1,603	1,060	1,910	1,840	1,839	1,666	1,661	1,388
Sandycove & Glasthule	1,417	388					**1,805**	1,323	1,399	1,374	913	1,475	1,422	1,289	1,208	1,157	1,004
Dun Laoghaire	3,308	1,172	245	157	18	1	**4,901**	4,811	4,194	3,718	2,446	4,364	4,135	4,129	3,574	3,315	2,610
Salthill & Monkstown	1,284	365					**1,649**	1,587	1,206	1,116	756	1,241	1,495	1,323	1,387	1,379	1,065
Seapoint	755	194					**949**	855	864	798	544	803	863	808	836	869	682
Blackrock	2,529	1,320	148	9	41	28	**4,075**	3,605	3,319	2,990	1,875	3,468	3,571	3,155	2,974	2,862	2,699
Booterstown	1,071	743					**1,814**	2,012	1,506	1,580	1,174	1,770	1,824	1,612	1,644	1,320	1,274
Sydney Parade	1,580	667	91	16	27	2	**2,383**	2,201	2,025	1,838	1,295	1,896	1,884	2,193	1,883	1,847	1,552
Sandymount	814	466					**1,280**	1,335	1,210	1,062	656	1,370	1,343	1,080	1,044	1,243	828
Lansdowne Road	1,612	904	86	11	26	6	**2,645**	3,763	2,464	2,188	1,200	3,605	3,700	3,429	3,500	3,459	2,868
Grand Canal Dock	1,378	1,747	643	11	662	16	**4,457**	4,955	3,172	2,902	1,352	4,240	3,390	3,252	2,896	2,671	2,712
Pearse	4,552	6,234	2,326	451	1,446	122	**15,131**	15,656	13,932	12,660	7,799	15,247	15,605	15,010	14,827	13,292	13,560
Tara Street	4,389	4,438	1,418	336	583	229	**11,393**	11,125	8,392	7,005	4,315	9,274	9,639	9,302	7,952	7,730	6,746
Connolly	4,328	3,427	6,790	1,251	5,688	139	**21,623**	22,356	18,049	15,423	9,724	17,823	18,867	17,540	14,857	14,679	12,029
Clontarf Road	539	1,008					**1,547**	1,974	1,519	1,415	869	2,172	2,115	2,052	1,946	1,694	1,272

Route	DART		Rosslare – Belfast Line*		Maynooth (Sligo) Line		TOTAL										
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Killester	432	2,215					**2,647**	2,478	2,087	2,211	1,210	2,665	2,347	2,197	2,225	1,786	1,595
Harmonstown	245	1,118					**1,363**	1,965	1,241	1,023	716	1,406	1,609	1,314	1,396	1,071	998
Raheny	354	1,889					**2,243**	2,262	1,992	1,614	1,097	2,207	2,417	2,150	2,024	1,883	1,758
Kilbarrack	263	1,153					**1,416**	1,600	1,619	1,335	1,023	1,663	1,694	1,516	1,373	1,368	1,106
Howth Junction & Donaghmede	740	1,247	61	114			**2,162**	2,117	1,860	1,460	1,059	1,727	1,886	2,163	1,818	1,715	1,613
Bayside	240	1,286					**1,526**	1,266	919	781	924	1,329	1,799	1,502	1,400	1,403	1,222
Sutton	94	976					**1,070**	1,113	1,021	911	623	931	1,004	974	963	741	669
Howth		2,876					**2,876**	1,845	1,012	1,250	1,233	1,379	1,805	1,439	1,240	1,259	875
Clongriffin	178	1,390	40	236			**1,844**	1,572	1,416	1,341	727	1,640	1,576	1,296	1,256	1,013	830
Portmarnock	86	1,512	38	428			**2,064**	1,817	1,512	1,315	678	2,121	1,401	1,981	1,450	1,191	1,182
Malahide		2,257	963	698			**3,918**	3,956	3,690	3,309	2,141	3,456	3,952	3,324	2,626	2,604	2,086
Donabate			658	1,292			**1,950**	2,203	1,786	1,178	991	1,663	1,646	1,371	1,392	1,386	1,105
Rush & Lusk			409	954			**1,363**	1,352	1,115	976	662	1,176	1,072	947	972	905	808
Skerries			576	917			**1,493**	1,412	1,428	1,329	845	1,628	1,716	1,585	1,424	1,446	1,314
Balbriggan			865	1,442			**2,307**	2,423	2,262	2,118	1,542	2,180	2,209	2,238	1,782	1,872	1,757
Gormanston			64	156			**220**	0	65	86	45	87	80	84	101	72	87
Laytown			188	543			**731**	621	560	499	325	490	476	432	397	392	305
Drogheda			427	1,265			**1,692**	1,610	1,220	1,178	664	1,047	1,203	1,119	1,086	1,264	957
Dundalk			369	839			**1,208**	1,090	811	594	337	623	623	516	579	465	394
Belfast				1,751			**1,751**	1,798	1,078	1,290	669	1,499	1,183	1,322	1,011	853	1,094
Docklands					1,384		**1,384**	1,174	1,085	803	294	1,610	1,587	1,466	1,326	1,064	874
Drumcondra					1,574	433	**2,007**	1,756	1,286	1,534	1,127	1,397	1,192	1,112	1,183	1,258	1,291
Pelletstown					239	1,022	**1,261**	1,266	1,039	834	369	0	-	-	-	-	-
Broombridge					1,836	230	**2,066**	1,998	1,789	1,061	597	1,099	957	504	418	370	221
Ashtown					175	588	**763**	780	711	527	330	1,087	1,095	1,110	995	928	930
Navan Road Parkway					312	387	**699**	475	552	356	100	373	311	285	323	270	245
Castleknock					264	839	**1,103**	1,224	1,029	863	506	1,052	957	888	792	781	716
Coolmine					231	1,594	**1,825**	1,743	1,809	1,211	987	1,868	2,125	2,916	1,502	1,544	1,332
Clonsilla					897	1,646	**2,543**	2,639	1,964	1,921	1,222	2,242	2,153	1,599	1,767	1,698	1,480
Hansfield					15	479	**494**	529	352	222	53	244	255	211	210	143	87
Dunboyne					1	313	**314**	339	262	243	146	256	308	294	279	184	220

Route	DART		Rosslare – Belfast Line*		Maynooth (Sligo) Line		TOTAL										
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
M3 Parkway						690	**690**	561	434	218	177	654	559	422	400	298	174
Leixlip Confey					178	431	**609**	634	643	547	376	676	627	616	529	520	416
Leixlip Louisa Bridge					102	988	**1,090**	1,020	1,057	1,291	769	1,286	1,334	1,059	1,112	1,067	1,054
Maynooth					463	3,393	**3,856**	3,879	3,545	3,185	2,084	3,784	3,359	3,136	2,695	2,831	2,006
Kilcock					21	268	**289**	492	437	347	233	424	337	342	237	258	225
Enfield					15	380	**395**	355	267	248	103	262	209	213	137	127	100
Mullingar					131	678	**809**	741	627	538	334	541	537	533	473	509	492
Edgeworthstown					32	132	**164**	205	201	165	76	96	139	133	116	130	104
Longford					86	348	**434**	452	357	386	222	288	337	372	254	322	266
Dromod					37	104	**141**	142	94	113	49	86	86	90	112	79	124
Carrick-on-Shannon					71	109	**180**	179	159	139	110	120	143	142	105	141	103
Boyle					28	64	**92**	111	120	91	76	81	118	89	67	77	58
Ballymote					53	60	**113**	100	105	92	67	95	118	87	91	131	74
Collooney					29	73	**102**	82	67	76	29	67	64	59	56	56	50
Sligo						593	**593**	672	564	526	412	512	460	482	426	401	307

Appendix A2: Daily Boardings at Each Station by Service Type (Heuston, Cork Commuter, Regional)

Route	Heuston		Cork Commuter		Regional		TOTAL										
	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Grand Canal Dock		405					**405**	302	553	393	131	560	395	441	0	0	0
Pearse	35	591					**626**	762	791	826	368	502	469	455	0	0	0
Tara Street	113	386					**499**	349	337	315	93	402	253	140	0	0	0
Connolly	333	1,408					**1,741**	1,383	821	600	293	751	558	522	0	0	0
Drumcondra	278	691					**969**	785	616	495	273	559	459	293	0	0	0
Heuston		14,789					**14,789**	14,326	12,297	10,108	5,703	11,365	11,505	10,700	9,537	9,997	9,394
Parkwest & Cherry Orchard	524	279					**803**	744	655	565	307	651	495	410	255	202	184
Clondalkin Fonthill	644	179					**823**	534	378	245	137	282	212	164	54	40	54
Kishoge	268	119					**387**										
Adamstown	1,486	171					**1,657**	1,230	856	536	203	261	334	270	134	108	87
Hazelhatch & Celbridge	1,019	455					**1,474**	1,305	1,039	857	405	969	769	497	299	271	270
Sallins & Naas	1,520	304					**1,824**	2,160	1,899	1,639	915	2,276	2,088	1,783	1,026	964	1,123
Newbridge	1,857	603					**2,460**	2,155	1,695	1,522	827	1,538	1,530	1,283	1,224	1,067	1,081
Kildare	1,155	514					**1,669**	1,599	1,214	1,032	570	956	898	888	775	683	612
Athy	562	237					**799**	757	581	561	419	519	526	464	464	442	314
Carlow	951	274					**1,225**	1,236	996	918	557	790	853	768	745	593	575
Monasterevin	294	47					**341**	364	254	187	120	156	149	110	101	87	91
Portarlington	895	509					**1,404**	1,313	1,004	941	555	634	695	728	565	705	806
Portlaoise	1,502	247					**1,749**	1,885	1,459	1,112	772	1,123	1,097	1,036	825	804	727
Ballybrophy	154	12			25		**191**	175	146	165	79	174	129	153	161	121	99
Templemore	52	26					**78**	90	89	98	57	96	90	96	77	106	70
Thurles	458	310			20		**788**	994	788	777	467	706	817	601	563	557	559
Limerick Junction	914	371			984	74	**2,343**	2,685	2,322	2,235	1,339	1,988	2,056	1,836	1,501	1,562	1,409
Limerick	279				1,404	105	**1,788**	2,188	1,757	1,581	987	1,510	1,508	1,287	1,112	1,157	1,073
Charleville	61	47					**108**	193	129	92	58	105	77	102	73	84	65
Mallow	795	531	628	696			**2,650**	2,684	2,214	2,363	1,191	1,848	1,488	1,430	1,454	1,451	1,368
Cork	2,647			3,559			**6,206**	6,349	5,131	4,845	2,431	4,046	3,839	4,071	3,752	3,462	2,896
Muine Bheag	161	23					**184**	184	177	116	82	173	151	140	145	127	146
Kilkenny	671	198					**869**	784	667	412	303	442	492	473	400	355	350
Thomastown	119	18					**137**	130	111	82	45	54	66	53	52	39	39

Route	Heuston		Cork Commuter		Regional		TOTAL										
	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Waterford	543				74		**617**	814	745	621	311	437	549	622	494	447	518
Tullamore	681	243					**924**	962	685	647	399	618	593	654	470	618	475
Clara	203	54					**257**	221	124	120	91	130	125	132	137	109	83
Athlone	793	650					**1,443**	1,524	976	1,030	691	781	828	830	713	705	560
Ballinasloe	173	170					**343**	363	338	254	204	190	231	228	195	204	68
Woodlawn	9	44					**53**	69	67	61	42	55	58	68	35	38	22
Attymon	5	19					**24**	32	20	23	7	13	7	14	8	7	3
Athenry	200	336			270	44	**850**	940	612	576	438	520	615	466	376	393	266
Galway	2,220					620	**2,840**	2,768	2,410	2,169	1,256	1,875	1,998	1,727	1,260	1,402	1,218
Roscommon	88	43					**131**	148	108	114	76	138	108	121	88	75	72
Castlerea	134	22					**156**	101	102	86	53	111	91	96	70	58	60
Ballyhaunis	84	38					**122**	90	88	57	42	122	69	106	80	67	64
Claremorris	128	38					**166**	165	114	76	64	105	80	88	113	86	87
Castlebar	178	7					**185**	240	293	143	109	146	138	163	145	120	114
Westport	185						**185**	276	280	199	114	180	139	106	153	135	104
Manulla Junction	97	164					**261**	274	209	161	140	103	223	223	146	119	78
Foxford	26	18					**44**	25	12	20	11	13	17	19	19	5	-
Ballina	114						**114**	125	100	105	54	62	101	96	62	50	-
Banteer	11		19	16			**46**	28	37	20	18	36	32	35	32	39	19
Millstreet	14	1	30	25			**70**	85	95	86	43	56	61	98	55	91	111
Rathmore	15	2	42	26			**85**	67	76	65	17	34	61	44	30	59	18
Killarney	81	23	382	200			**686**	573	593	469	256	367	250	356	213	224	228
Farranfore	3		15	16			**34**	57	39	32	32	32	53	25	21	21	14
Tralee	57		349				**406**	491	388	342	221	301	347	226	240	236	208
Littleisland			722	258			**980**	804	704	759	341	711	587	495	432	347	218
Glounthaune			330	149			**479**	479	406	628	206	298	290	287	229	186	139
Carrigtwohill			449	176			**625**	474	328	370	110	166	174	157	148	95	98
Midleton			1,409				**1,409**	1,268	1,030	1,438	559	817	759	608	638	461	458
Fota			23	2			**25**	67	39	92	21	116	19	26	14	10	9
Carrigaloe			40	11			**51**	27	29	42	12	23	33	36	40	37	19
Rushbrooke			224	25			**249**	209	183	252	110	115	159	169	194	195	87
Cobh			670				**670**	628	574	617	267	411	450	517	555	481	369

Route	Heuston		Cork Commuter		Regional		TOTAL										
	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Sixmilebridge					36	65	**101**	107	89	97	36	54	66	53	57	53	55
Ennis					141	266	**407**	469	307	275	141	195	218	190	153	261	173
Gort					27	23	**50**	75	59	63	29	27	21	16	31	19	20
Ardrahan					15	4	**19**	40	12	14	13	12	3	3	5	3	7
Craughwell					51	6	**57**	33	51	32	16	26	20	33	18	13	13
Oranmore	105	161			91	23	**380**	446	432	264	190	278	180	262	70	63	19
Roscrea					13	10	**23**	7	5	5	11	7	6	30	6	7	4
Cloughjordan					2	11	**13**	11	3	2	7	12	8	6	9	6	8
Nenagh					46	10	**56**	58	32	13	24	28	19	24	13	17	9
Birdhill					6	4	**10**	19	11	3	5	15	3	7	6	11	6
Castleconnell					30		**30**	43	28	14	4	42	23	13	12	15	10
Carrick-on-Suir					12	1	**13**	17	12	13	7	4	13	4	3	1	-
Clonmel					27	5	**32**	46	39	40	27	22	27	29	27	23	20
Cahir					8		**8**	7	10	6	5	1	5	9	10	9	5
Tipperary					3	11	**14**	6	13	11	3	11	12	3	13	11	7

Appendix B1: Daily Alightings at Each Station by Service Type (DART, Rosslare-Belfast, Sligo)

Route	DART		Rosslare - Belfast Line*		Maynooth (Sligo) Line		TOTAL										
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Rosslare EuroPort				22			**22**	27	27	22	9	16	39	19	25	27	16
Rosslare Strand				66			**66**	40	39	40	26	54	28	25	35	42	24
Wexford			11	150			**161**	129	149	134	75	140	187	240	82	137	82
Enniscorthy			10	81			**91**	69	109	60	44	60	47	101	51	53	65
Gorey			22	234			**256**	217	202	132	80	105	128	150	116	85	77
Arklow			21	249			**270**	267	116	132	71	119	120	151	126	93	95
Rathdrum			10	159			**169**	152	105	100	62	86	71	74	52	106	93
Wicklow			44	271			**315**	341	211	187	129	217	236	234	181	187	162
Kilcoole			5	44			**49**	43	44	37	14	65	54	93	9	96	25
Greystones		1,737	48	101			**1,886**	1,929	1,659	1,540	1,076	2,016	2,196	2,201	1,743	1,711	1,460
Bray	110	3,707	91	118		11	**4,037**	3,939	3,427	3,093	2,320	3,474	3,540	3,758	3,220	2,870	2,997
Woodbrook	35	278					**313**										
Shankill	147	1,116					**1,263**	1,496	1,218	1,187	822	1,354	1,412	1,315	1,278	1,147	1,049
Killiney	148	834					**982**	962	840	799	613	764	880	932	772	741	734
Dalkey	369	1,052					**1,421**	1,758	1,760	1,908	1,505	1,767	1,813	1,776	1,742	1,650	1,258
Glenageary	225	1,402					**1,627**	1,638	1,620	1,371	1,045	1,674	1,699	1,590	1,454	1,468	1,324
Sandycove & Glasthule	372	1,109					**1,481**	1,373	1,209	1,291	806	1,325	1,271	1,092	1,084	1,067	968
Dun Laoghaire	1,228	3,464	179	235	6	95	**5,207**	4,571	4,426	3,730	2,497	4,467	4,409	4,096	3,492	3,430	2,633
Salthill & Monkstown	431	1,139					**1,570**	1,188	779	1,156	705	1,270	1,355	1,260	1,182	1,084	949
Seapoint	174	579					**753**	741	575	639	466	700	771	663	554	629	514
Blackrock	1,378	2,197	37	106	1	42	**3,761**	3,458	3,135	2,758	1,768	2,933	3,277	3,006	2,985	2,866	2,764
Booterstown	742	864					**1,606**	1,837	1,510	1,386	941	1,634	1,774	1,669	1,445	1,429	1,098
Sydney Parade	748	1,409	3	135	2	44	**2,341**	2,419	1,984	1,901	1,276	2,319	2,331	2,365	2,175	1,898	1,716
Sandymount	535	718					**1,253**	1,472	1,212	1,101	658	1,337	1,266	1,107	981	1,355	846
Lansdowne Road	883	1,556	63	179		100	**2,781**	11,109	2,586	2,375	1,293	3,830	3,896	3,657	3,888	4,089	2,722
Grand Canal Dock	2,223	1,819	143	373	11	192	**4,761**	5,097	3,648	3,672	1,477	4,610	4,598	4,410	3,958	3,759	3,355
Pearse	5,454	6,063	457	2,710	32	1,254	**15,970**	14,341	13,368	10,926	6,904	14,922	15,846	15,128	14,221	14,127	12,021
Tara Street	5,537	4,313	340	1,526	25	489	**12,230**	11,032	9,638	8,110	4,871	10,063	10,802	9,614	8,461	9,645	7,513
Connolly	3,707	3,946	2,339	4,675	158	5,562	**20,387**	20,097	17,461	15,770	10,412	19,796	18,807	18,322	16,109	15,220	12,931
Clontarf Road	1,441	501					**1,942**	1,767	1,568	1,388	866	2,343	2,175	2,091	2,206	1,713	1,405

Route	DART		Rosslare - Belfast Line*		Maynooth (Sligo) Line		TOTAL										
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Killester	1,815	392					**2,207**	1,689	1,946	1,503	1,198	2,052	2,061	2,024	2,170	1,547	1,511
Harmonstown	1,085	205					**1,290**	1,490	1,382	1,033	686	1,310	1,440	1,284	1,312	990	897
Raheny	1,826	343					**2,169**	1,931	1,754	1,540	1,071	2,131	2,254	2,089	2,161	1,789	1,698
Kilbarrack	1,004	243					**1,247**	1,208	1,476	1,335	758	1,473	1,663	1,552	1,331	955	1,112
Howth Junction & Donaghmede	1,325	630	140	94			**2,189**	2,052	2,002	1,599	1,184	2,015	2,151	2,169	2,044	2,179	1,708
Bayside	1,127	234					**1,361**	1,252	943	914	813	1,341	1,211	1,281	1,250	1,113	1,091
Sutton	776	123					**899**	915	877	744	529	914	912	919	662	536	640
Howth	3,174						**3,174**	1,635	1,620	1,670	1,588	1,329	1,625	1,560	1,138	1,286	898
Clongriffin	1,723	132	200	9			**2,064**	1,855	1,369	1,185	879	1,706	1,431	1,219	985	875	726
Portmarnock	1,362	114	170	12			**1,658**	1,401	1,394	1,305	598	1,318	1,289	1,729	974	899	940
Malahide	1,876		1,520	529			**3,925**	3,658	3,461	3,187	2,269	3,597	3,629	3,030	2,158	2,508	1,992
Donabate			1,823	173			**1,996**	1,833	2,034	1,456	1,157	1,570	1,642	1,347	1,598	1,161	1,057
Rush & Lusk			1,256	121			**1,377**	1,273	1,056	964	646	1,073	894	872	894	775	795
Skerries			1,257	187			**1,444**	1,640	1,328	1,220	870	1,543	1,623	1,588	1,320	1,466	1,227
Balbriggan			2,224	217			**2,441**	2,514	2,113	2,087	1,614	2,539	2,361	2,262	1,868	1,422	1,564
Gormanston			158	1			**159**	0	84	89	50	111	105	112	55	82	71
Laytown			708	14			**722**	748	525	529	305	461	468	430	354	367	349
Drogheda			1,680	164			**1,844**	1,856	1,215	1,179	645	1,056	1,184	1,138	917	1,121	1,041
Dundalk			1,174	266			**1,440**	1,206	787	687	294	547	536	535	516	475	453
Belfast			1,613				**1,613**	1,950	1,535	1,417	759	1,473	1,532	1,477	1,313	936	1,126
Docklands						1,575	**1,575**	1,750	1,222	922	426	1,809	1,960	2,035	1,515	1,244	1,141
Drumcondra					403	1,638	**2,041**	1,987	1,879	1,763	1,139	1,684	1,590	1,372	1,413	1,249	1,154
Pelletstown					988	224	**1,212**	986	728	713	341	0	0	0	0	0	0
Broombridge					359	1,935	**2,294**	2,213	1,968	1,367	741	1,367	988	518	440	318	257
Ashtown					574	187	**761**	714	626	454	315	883	1,072	956	750	787	773
Navan Road Parkway					358	317	**675**	594	403	297	117	282	246	256	303	253	222
Castleknock					972	264	**1,236**	1,114	970	837	557	816	930	1,001	727	784	694
Coolmine					2,052	227	**2,279**	1,873	2,094	1,487	838	1,587	1,987	1,634	1,527	1,682	1,406
Clonsilla					1,848	835	**2,683**	2,438	1,946	1,858	1,220	1,968	1,823	1,519	1,477	1,470	1,126
Hansfield					454	30	**484**	474	330	172	16	247	233	215	184	148	101
Dunboyne					305	1	**306**	267	281	218	77	309	249	326	228	202	211

Route	DART		Rosslare - Belfast Line*		Maynooth (Sligo) Line		TOTAL										
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
M3 Parkway					529		**529**	463	441	224	123	627	473	427	344	283	215
Leixlip Confey					473	132	**605**	594	529	529	347	625	534	611	556	473	436
Leixlip Louisa Bridge					986	115	**1,101**	1,171	1,060	1,183	701	1,195	1,069	880	1,097	933	1,039
Maynooth					3,248	480	**3,728**	3,930	3,207	2,979	2,135	3,434	3,366	3,092	2,567	2,906	2,276
Kilcock					401	15	**416**	340	394	274	154	372	273	305	213	258	236
Enfield					263	28	**291**	292	250	219	96	266	233	223	141	144	142
Mullingar					706	199	**905**	754	677	584	392	651	658	583	516	558	564
Edgeworthstown					168	57	**225**	222	232	192	105	130	107	156	101	149	122
Longford					399	105	**504**	476	454	404	298	367	410	341	292	374	269
Dromod					116	30	**146**	149	114	136	70	114	97	118	96	138	120
Carrick-on-Shannon					133	75	**208**	227	188	263	131	179	143	170	118	140	94
Boyle					95	50	**145**	149	132	122	79	104	89	97	68	70	57
Ballymote					68	57	**125**	112	118	129	85	115	97	105	110	126	64
Collooney					90	20	**110**	125	91	86	59	82	76	90	75	92	74
Sligo					459		**459**	445	504	492	274	401	436	367	311	443	304

Appendix B2: Daily Alightings at Each Station by Service Type (Heuston, Cork Commuter, Regional)

Route	Heuston		Cork Commuter		Regional		TOTAL										
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Grand Canal Dock	529						**529**	484	188	342	137	396	276	227	0	0	0
Pearse	1,010	14					**1,024**	970	751	501	290	805	679	508	0	0	0
Tara Street	547	21					**568**	383	318	301	85	269	240	187	0	0	0
Connolly	924	110					**1,034**	912	905	688	278	679	575	605	0	0	0
Drumcondra	753	268					**1,021**	962	877	627	366	551	427	359	0	0	0
Heuston	14,477						**14,477**	16,199	12,399	10,471	5,895	11,471	11,660	11,596	10,007	9,753	9,273
Parkwest & Cherry Orchard	242	452					**694**	732	670	635	284	616	571	471	247	265	171
Clondalkin Fonthill	173	529					**702**	472	320	278	117	270	249	165	64	48	51
Kishoge	146	258					**404**	248	0	0	0	0	0	0	0	0	0
Adamstown	123	1,370					**1,493**	1,099	783	482	258	495	327	291	122	114	97
Hazelhatch & Celbridge	358	1,148					**1,506**	1,217	1,141	900	376	1,001	799	547	290	276	260
Sallins & Naas	267	1,702					**1,969**	2,323	1,943	1,724	1,021	1,875	2,084	1,394	1,128	1,018	1,006
Newbridge	534	1,948					**2,482**	2,115	1,692	1,460	861	1,608	1,567	1,378	1,169	1,105	1,034
Kildare	524	1,194					**1,718**	1,485	1,154	1,051	647	1,020	1,046	874	739	662	731
Athy	219	645					**864**	694	579	498	388	629	449	477	466	510	408
Carlow	266	1,066					**1,332**	1,051	910	907	478	727	720	688	735	637	582
Monasterevin	40	291					**331**	278	230	176	102	153	165	84	70	71	82
Portarlington	466	933					**1,399**	1,184	1,091	904	595	588	546	686	615	705	754
Portlaoise	313	1,621					**1,934**	1,633	1,410	1,088	751	954	1,116	906	793	745	737
Ballybrophy	7	196				32	**235**	211	160	140	80	194	135	163	131	139	108
Templemore	31	60					**91**	104	100	100	56	110	102	87	84	80	90
Thurles	349	485					**834**	876	803	603	449	724	787	611	574	456	578
Limerick Junction	334	984			1,025	75	**2,418**	2,548	2,535	1,987	1,323	1,912	1,951	1,792	1,488	1,552	1,435
Limerick		240			1,046	424	**1,710**	1,780	1,696	1,543	894	1,305	1,382	1,092	1,203	1,167	1,000
Charleville	51	87					**138**	147	150	90	76	110	103	83	67	82	91
Mallow	724	567	562	509			**2,362**	2,405	2,106	2,201	1,053	1,564	1,454	1,544	1,270	1,251	1,276
Cork		2,486	4,014				**6,500**	6,311	5,371	6,480	2,458	4,515	4,108	4,022	3,811	3,354	2,764
Muine Bheag	20	242					**262**	207	222	143	88	176	146	155	166	162	153
Kilkenny	141	760					**901**	741	667	516	340	481	501	499	348	285	404
Thomastown	10	100					**110**	160	109	94	42	62	70	61	65	48	41

Route	Heuston		Cork Commuter		Regional		TOTAL										
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Waterford		581				45	**626**	645	644	486	297	442	502	460	373	421	472
Tullamore	265	548					**813**	872	710	600	426	609	654	546	446	678	447
Clara	51	224					**275**	204	125	121	90	128	117	125	119	117	82
Athlone	673	736					**1,409**	1,442	1,057	1,000	645	959	938	759	589	637	604
Ballinasloe	265	224					**489**	366	349	269	197	243	239	200	151	182	148
Woodlawn	55	15					**70**	67	57	61	38	63	76	60	38	43	25
Attymon	25	3					**28**	29	20	15	11	10	12	20	9	7	8
Athenry	407	185			33	301	**926**	773	762	597	378	563	556	523	368	422	297
Galway		2,066			651		**2,717**	3,464	2,257	2,031	1,240	1,963	1,740	1,820	1,199	1,162	778
Roscommon	44	88					**132**	136	98	112	76	104	109	133	75	74	83
Castlerea	26	91					**117**	104	72	69	60	87	78	69	67	63	66
Ballyhaunis	39	77					**116**	101	82	62	50	89	79	68	59	70	48
Claremorris	26	122					**148**	109	111	108	71	122	80	94	95	89	63
Castlebar	10	205					**215**	255	200	141	102	156	148	178	150	79	103
Westport		192					**192**	211	163	158	138	166	147	137	101	133	123
Manulla Junction	132	120					**252**	274	202	216	123	146	227	214	151	123	69
Foxford	18	16					**34**	28	19	25	10	14	16	21	23	7	-
Ballina		160					**160**	139	106	78	73	72	113	93	62	59	-
Banteer		7	18	34			**59**	44	38	42	16	43	32	45	30	22	17
Millstreet		15	19	43			**77**	84	96	77	42	59	59	70	38	60	52
Rathmore	1	21	23	46			**91**	124	88	59	30	59	58	45	40	45	33
Killarney	11	88	136	438			**673**	654	606	521	263	430	289	349	308	238	254
Farranfore	5	17	12	35			**69**	83	70	52	40	33	51	36	29	36	24
Tralee		80		461			**541**	501	455	429	222	312	302	258	223	268	288
Littleisland			285	746			**1,031**	871	751	666	377	799	718	568	423	378	215
Glounthaune			123	370			**493**	462	410	408	198	260	286	259	239	246	136
Carrigtwohill			120	324			**444**	364	244	207	106	150	121	131	137	92	93
Midleton				1,338			**1,338**	1,226	1,004	842	527	670	613	536	583	465	488
Fota			8	25			**33**	58	34	66	21	115	24	26	18	9	11
Carrigaloe			7	26			**33**	42	19	32	15	13	15	26	37	13	24
Rushbrooke			5	163			**168**	179	173	195	100	98	122	166	194	180	124
Cobh				601			**601**	583	525	555	290	376	427	500	623	455	396

Route	Heuston		Cork Commuter		Regional		TOTAL										
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Sixmilebridge					54	38	**92**	77	73	85	53	62	54	46	55	30	54
Ennis					326	98	**424**	424	380	335	164	188	274	240	211	151	273
Gort					16	32	**48**	32	41	43	20	17	16	17	25	12	17
Ardrahan					6	15	**21**	47	18	19	3	11	5	8	2	8	12
Craughwell					9	30	**39**	41	52	28	12	28	21	30	17	14	28
Oranmore	263	119			21	94	**497**	467	319	242	103	249	215	160	89	73	54
Roscrea					2	6	**8**	25	8	11	8	3	8	10	5	3	5
Cloughjordan					9	4	**13**	6	7	14	7	10	7	5	9	9	5
Nenagh					14	29	**43**	31	30	47	27	15	18	45	15	17	11
Birdhill					6	5	**11**	6	8	2	8	1	1	8	4	10	8
Castleconnell					2	8	**10**	18	12	5	12	8	7	7	5	5	3
Carrick-on-Suir					16	7	**23**	12	13	14	7	9	11	8	6	-	13
Clonmel					28	29	**57**	44	65	48	18	17	24	28	18	17	29
Cahir					13	9	**22**	25	16	12	14	11	7	8	11	2	11
Tipperary					8	1	**9**	14	14	18	4	10	16	7	11	10	17



NTA

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National Transport Authority

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