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**MONITORING OF DEVELOPMENTS RELEVANT FOR THE PAN-EUROPEAN
TRANSPORT CORRIDORS AND AREAS**

Infrastructure bottlenecks and missing links

Addendum

Transmitted by the Government of Ireland

Route	Section	Length (km)	No of Trains per day (2003)	Important periods of bottlenecks	Causes of these bottlenecks	Consequences of these phenomena	Infrastructure measures to alleviate bottlenecks
DUBLIN - BORDER	Howth Junction - East Wall Junction	6.5	234	Daily during a.m. and p.m. peak periods.	Conflict between Intercity, limited-stop commuter and all-stops inner suburban services.	Reduced capacity of the entire Dublin commuter network due to the capacity constraints on the core section from Howth Junction to Grand Canal Dock.	DASH-1 project increased the capacity of the system by extending station platforms to allow longer trains to operate - capacity increase 33%. Completion 2006. DASH-2 project will further increase capacity by way of signalling and track works to allow an increased number of trains to operate through the core section - capacity increase a further 33%. Completion 2009
	East Wall Junction - Dublin Connolly Station	2.3	266	Daily during a.m. and p.m. peak periods.	Conflict between Intercity, limited-stop commuter and all-stops inner suburban services.	Reduced capacity of the entire Dublin commuter network due to the capacity constraints on the core section from Howth Junction to Grand Canal Dock.	
DUBLIN - ROSSLARE EUROPORT	Dublin Connolly Station - Dublin Pearse Station	1.6	239	Daily during a.m. and p.m. peak periods.	Conflict between Intercity, limited-stop commuter and all-stops inner suburban services.	Reduced capacity of the entire Dublin commuter network due to the capacity constraints on the core section from Howth Junction to Grand Canal Dock.	Capacity on the Maynooth line is to be increased by the construction of a new city centre terminus at Spencer Dock. This will allow additional western line commuter services to operate. Completion 2007.
	Dublin Pearse Station - Grand Canal Dock Station	1.1	184	Daily during a.m. and p.m. peak periods.	Conflict between Intercity, limited-stop commuter and all-stops inner suburban services.	Reduced capacity of the entire Dublin commuter network due to the capacity constraints on the core section from Howth Junction to Grand Canal Dock.	
DUBLIN - CORK	Dublin Heuston Station - Kildare	48.3	98	Daily during a.m. and p.m. peak periods.	Conflict between Intercity and commuter services.	Reduced capacity on both Intercity and commuter services operating into/out of Dublin Heuston.	Kildare Route Project will increase capacity by segregating Intercity and commuter services over a 17 km section of the route. This will be achieved by increasing the number of tracks from 2 to 4 between Cherry Orchard station and Hazelhatch.

Country	Mode of Transport	Route	Section	Traffic Loading	Capacity	Extent of action		Operational by year
						Subject	Kind	
1	2	3	4	5	6	7	8	9
IRELAND	ROAD	M1 Dublin - border	Dundalk To N.I. Border	24,000 PCUs per day	12,000 PCUs per day	New Motorway construction	10 km	2007
		N4/N6 Dublin - Galway	Leixlip /M50 junction	97,000 PCUs per day	60,000 PCUs per day	New interchange construction	8 km	2008
			Kinnegad-Kilbeggan	16,000 PCUs per day	12,000 PCUs per day	New Dual Carriageway construction	28 km	2007
			Kilbeggan-Athlone	32,000 PCUs per day	12,000 PCUs per day	New Dual Carriageway construction	29 km	2008
			Athlone-Ballinasloe	32,000 PCUs per day	12,000 PCUs per day	New Dual Carriageway construction	19 km	2008
			Ballinasloe-Galway	15,300 PCUs per day	12,000 PCUs per day	New Motorway construction	56 km	2010
		N7 Limerick - Dublin	Red Cow - Rathcoole	98,000 PCUs per day	50,000 PCUs	Upgrade from 2-lane to 3-lane carriageway. Construction of grade separated interchanges.	15 km	2006
			Portlaoise-Castletown	17,800 PCUs per day	12,000 PCUs per day	New Motorway construction	26 km	2010
			Castletown Nenagh	14,500 PCUs per day	12,000 PCUs per day	New Dual Carriageway construction	34 km	2010
			Nenagh-Limerick	22,800 PCUs per day	12,000 PCUs per day	New Dual Carriageway construction	38 km	2009
			Limerick Tunnel	25,000 PCUs per day	None at present – urban network bears current load.	New Dual Carriageway Tunnel construction	10 km	2009
		N8 Cork-Dublin	Portlaoise-Cullahill	20,200 PCUs per day	12,000 PCUs per day	New Motorway construction	14 km	2010
			Cullahill-Cashel	17,300 PCUs per day	12,000 PCUs per day	New Dual Carriageway construction	40 km	2009
			Cashel-Mitchelstown	18,000 PCUs per day	12,000 PCUs per day	New Dual Carriageway construction	37 km	2009
			Mitchelstown-Fermoy	18,000 PCUs per day	12,000 PCUs per day	New Dual Carriageway construction	16 km	2010
			Rathcormac-Fermoy bypass	20,900 PCUs per day	12,000 PCUs per day	New Motorway construction	18 km	2007
		N9 Waterford - Dublin	Kilcullen -Carlow	21,000 PCUs per day	12,000 PCUs per day	New Dual Carriageway construction	27 km	2010
			Carlow Bypass	16,200 PCUs per day	12,000 PCUs per day	New Dual Carriageway construction	19 km	2008
			Carlow to Knocktopher	17,000 PCUs per day	12,000 PCUs per day	New Dual Carriageway construction	40 km	2010
			Knocktopher - Waterford	9,000 PCUs per day	12,000 PCUs per day	New Dual Carriageway construction	24 km	2009

Country	Mode of Transport	Route	Section	Traffic Loading	Capacity	Extent of action		Operational by year
						Subject	Kind	
1	2	3	4	5	6	7	8	9
IRELAND	ROAD	M50 Dublin Area	Dublin Port Tunnel	Approx 35,000 PCUs will be removed from city by construction of new tunnel to Dublin port.	None at present – urban network bears current load.	New Dual Carriageway Tunnel construction	6 km	2006
			M50 Improvements Phase 1	115,200 PCUs per day	60,000 PCUs per day	Widening from Dual to 3-lane motorway. Construction of free-flow interchanges.	5 km	2008
			M50 Improvements Phase 2	115,200 PCUs per day	60,000 PCUs per day	Widening from Dual to 3-lane motorway. Construction of free-flow interchanges.	24 km	2010

Bottlenecks can occur on a daily basis on the sections of the network defined above.
The primary cause of congestion is inadequate roads infrastructure.
