



# DART & Commuter – even more capacity

The doubling of the DART fleet in just four years, a total of 180 commuter railcars now in service, and more capacity on every route. A lot has been achieved by Iarnród Éireann – but forecast population growth means the development of the Greater Dublin rail system must continue. With investment plans well developed, millions more passenger journeys every year are just around the corner.

### DART Upgrade – improvements for a growing city

The recent fleet expansion is now being matched by the DART Upgrade – completing the doubling of capacity on peak DART services in just over five years.

The largest investment in rail services in the Dublin area since the DART was launched in 1984, the DART Upgrade is delivering the extra capacity through:

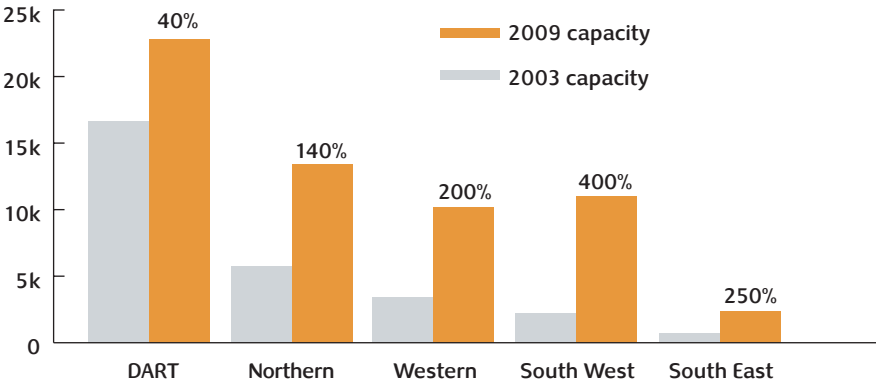
- Platform extensions to facilitate the operation of 8-carriage DART and commuter trains through the entire DART area, increased from the current 6-carriage maximum.
- Power supply upgrades to enable 8-carriage services to operate; replacement of overhead lines across network.
- Improved station infrastructure to enable the safe and reliable accommodation of increased passenger flows.

- All stations without accessibility or with limited accessibility will be fully upgraded, including new stations at Bayside and Howth Junction.
- A bay platform turn-back facility at Dún Laoghaire to accommodate 8-carriage trains.
- Additional sidings and storage facilities to accommodate the increased number of DART vehicles to be operated on the network.

With the original fleet undergoing a major refurbishment, DART, the country's greatest public transport success story is set to grow from strength to strength.

### Capacity growth in Greater Dublin area

Service	2003 Capacity	2009 Capacity	% Increase
DART – Malahide, Howth, Greystones	16,300	22,800	40%
Northern – Drogheda, Dundalk	5,600	13,380	140%
Western – Maynooth, Mullingar	3,370	10,200	200%
South West – Kildare, Portlaoise	2,200	11,040	400%
South East – Wicklow, Arklow	690	2,400	250%



### Commuter growth – the next steps

The arrival of 116 new commuter railcars in 2003/5 boosted capacity across Commuter services, but with routes such as Maynooth, Kildare and the Northern line forecast to have the highest population growth in the country, more expansion is needed. Here's the plan:

#### DART Upgrade – it's not just for DART!

Works at Connolly Station as part of the DART Upgrade project will also allow extra services to operate on the Maynooth line. At the end of 2005, track and signalling modifications at Platform 7 in Connolly saw it become a terminus platform for extra Maynooth services. Further infrastructure investment in a Docklands area station is also planned to boost frequency on the route.

#### Four-tracked is forearmed! – The Kildare Route Project

The mix of Intercity and Commuter trains on the two tracks feeding into Heuston Station severely limits the scope for growth of both services. So Iarnród Éireann plan to bring the number of lines up to four on key sections of the corridor. By having dedicated track for express trains, and likewise for Commuter services, capacity will multiply, meeting the needs of the growing communities on the Kildare route.

#### New stations for new communities

With major developments planned at sites like the Phoenix Park, Adamstown and Grange Road, new stations and infrastructure improvements linked to the developments, will be developed allowing sustainable growth in our busy urban areas.

All this will lead to major capacity growth.

#### More slots for more services

The current 12 train per hour restriction in each direction between North of Connolly and Pearse Station is set to be tackled. Resignalling is planned to increase the number of paths to 16 trains per hour each way, with the Northern route set to benefit most from the extra paths.

#### Kildare route project network map

