



**TII National Roads
Conference 2016**

28th September 2016

Luas Cross City

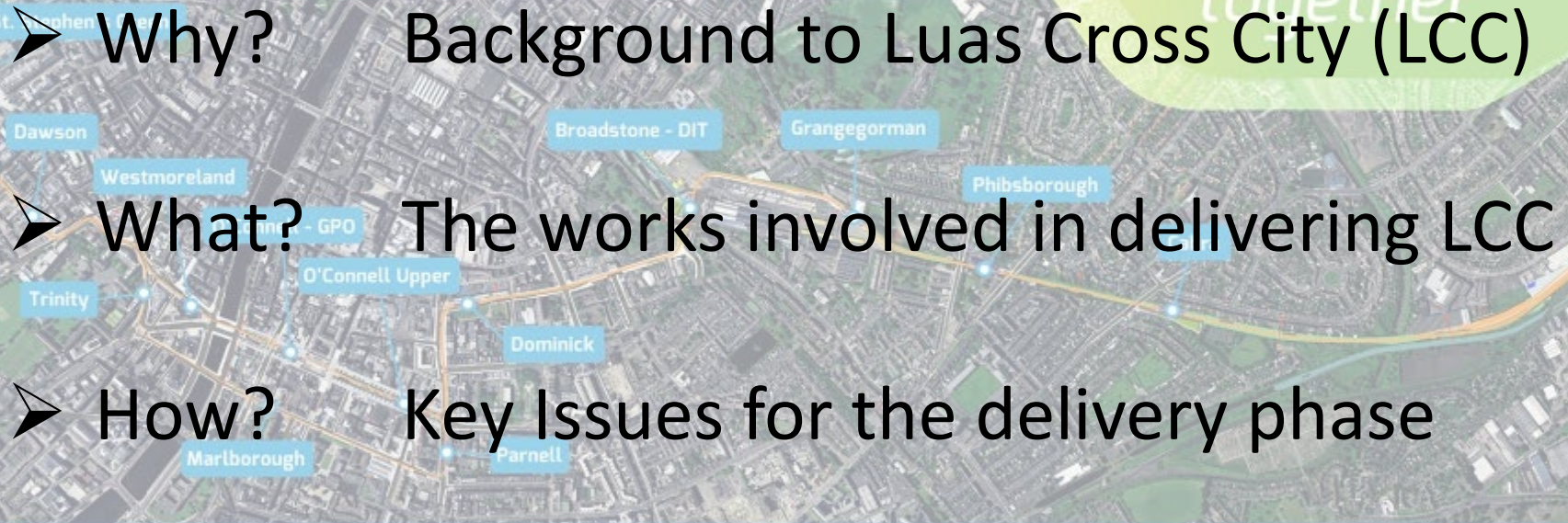
LUASCROSSCITY

bringing the city together

LUAS CROSS CITY

THE ROUTE

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- 
- Why? Background to Luas Cross City (LCC)
 - What? The works involved in delivering LCC
 - How? Key Issues for the delivery phase
 - Where?have we got to so far

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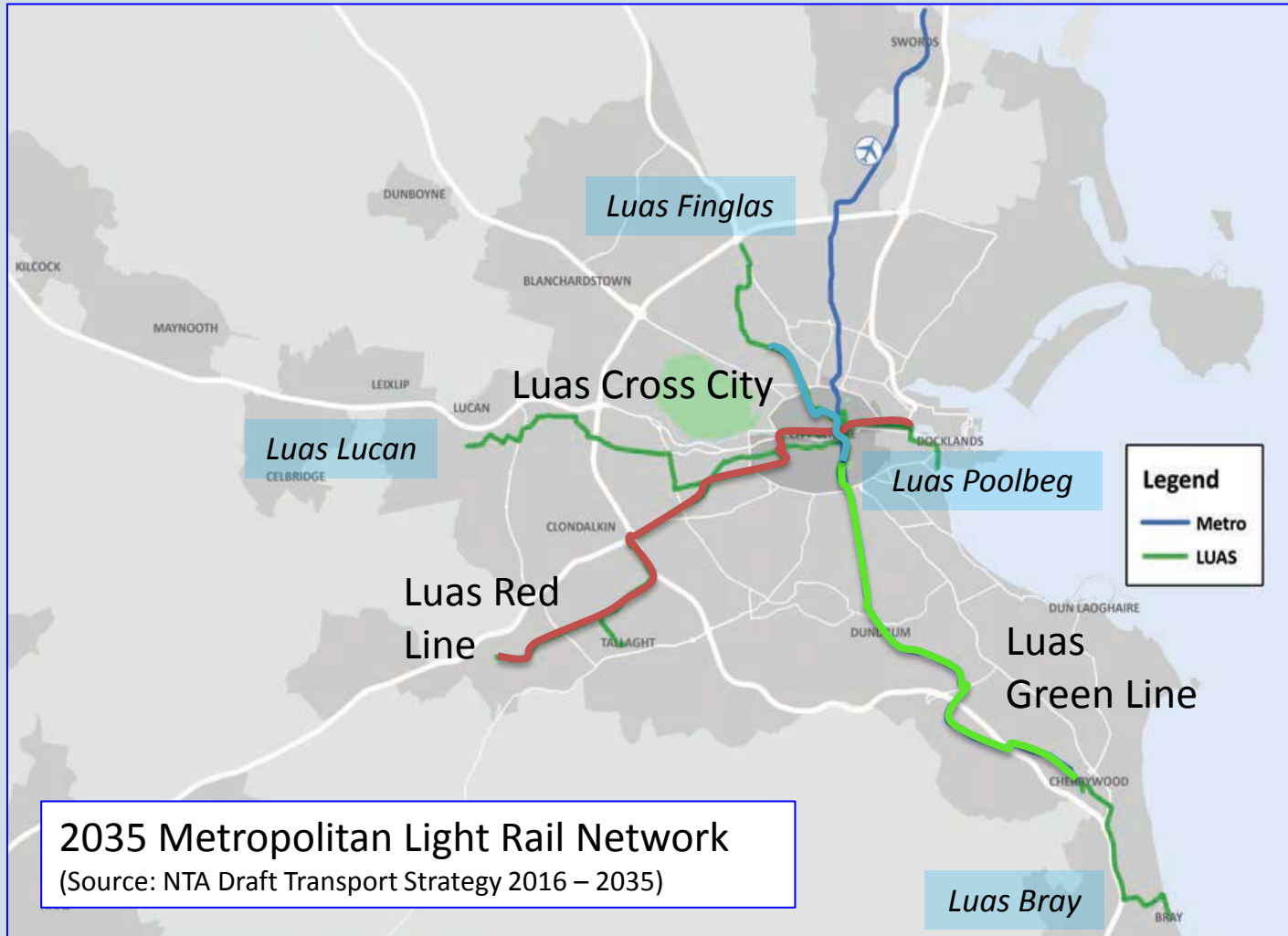
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NTA Transport Strategy 2016 - 2035



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2035 Metropolitan Light Rail Network
(Source: NTA Draft Transport Strategy 2016 – 2035)

WHY DO WE NEED IT?

IMPROVED TRANSPORT NETWORK



It will become an interchange between Luas, Bus, Rail and Taxi.

ENVIRONMENT



There will be over 8,000,000 extra trips per annum on the Luas.

Reducing the number of private car trips by over 1,000,000 per annum.



What does LCC involve?



It has **13** new stops. **8** of these are in the core city centre area.

What does LCC involve?

Luas Cross City
Aerial Map



- Total route length 5.6km - equating to approximately 13.3km of single track equivalent
- 6 km off-street between Broadstone and Broombridge
- 2.1 km at Broombridge depot for tram stabling
- 5.2 km of embedded on street track in city centre

LCC Programme



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Heritage Works

These works ensure the protection of the important statues and street features on the route of Luas Cross City. The removal of statues is necessary for their protection during the construction phase and they will be kept in storage and re-erected when the building work is complete.

Cellar Infill Works

In Georgian Dublin it was common to build cellars that extended under the street in front of houses. Most of these cellars must be filled in prior to the construction of the Luas Cross City to create space for the essential diversion of utilities.

Utilities Diversion

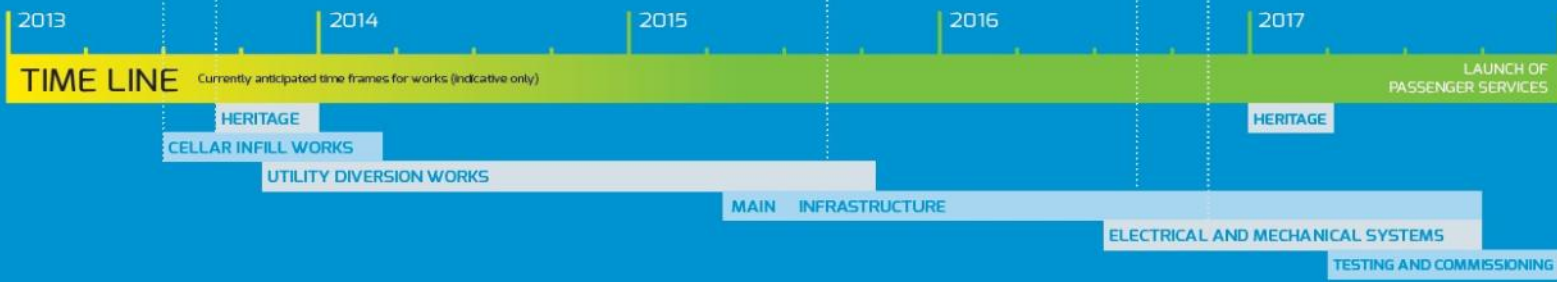
During the construction of Luas Cross City it will be necessary to divert underground pipes and cables and other services from underneath the running tracks. This is to prevent future repair or maintenance work on these services causing tram disruptions.

Main Infrastructure Works

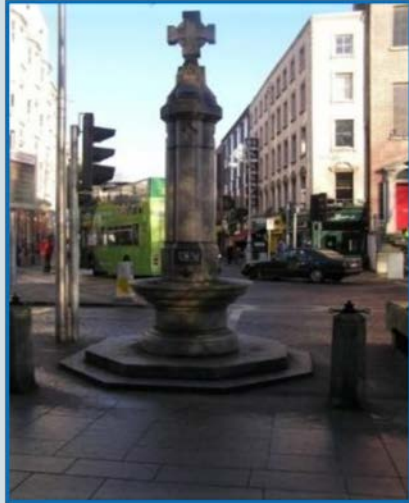
After the utilities have been diverted the new Luas tracks can be constructed, the supporting structure for the tracks built, new tracks laid and the surrounding roadway and footpaths reinstated.

Electrical and Mechanical Systems

Electrical power, signal controls and other systems are needed to operate Luas trams. The overhead cables will be erected and the myriad of electrical and mechanical systems put in place to ensure safe operation of the system.



Heritage Works – KN Networks Services



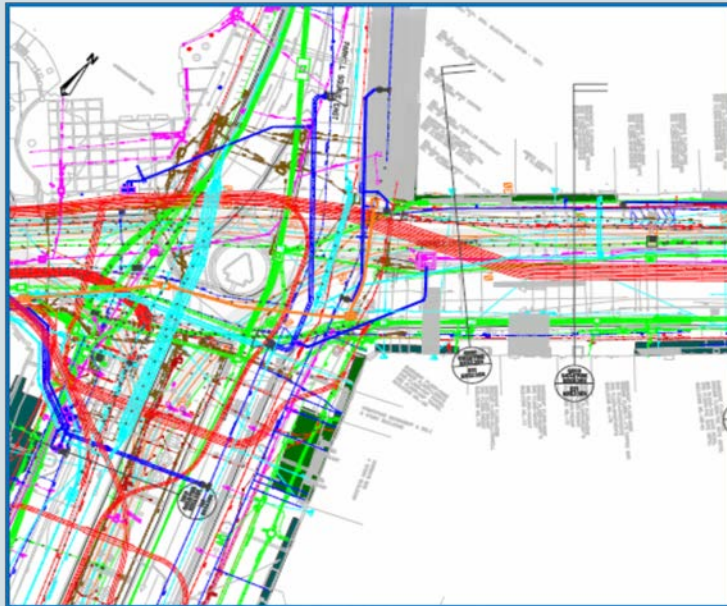
Cellar Works – KN Networks Services



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Utility Works – GMC Utilities



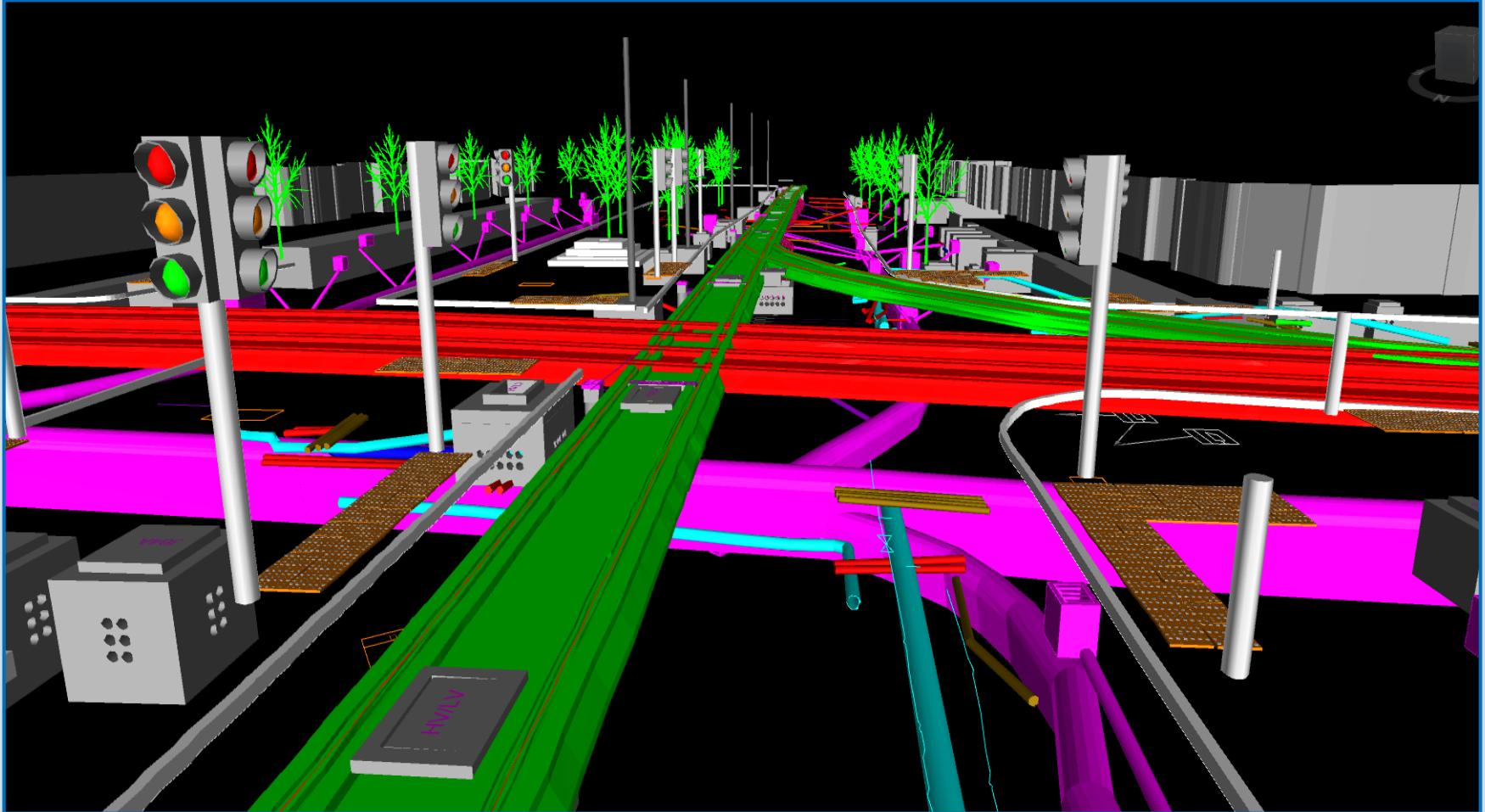
- c.70km of new ducting and pipe-work
- 2 km of Sewer re-lining
- Construction of 50 no. new drainage manholes
- Building Service connections



Utility Works



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Main Infrastructure Works – Sisk-Steconfer Joint Venture

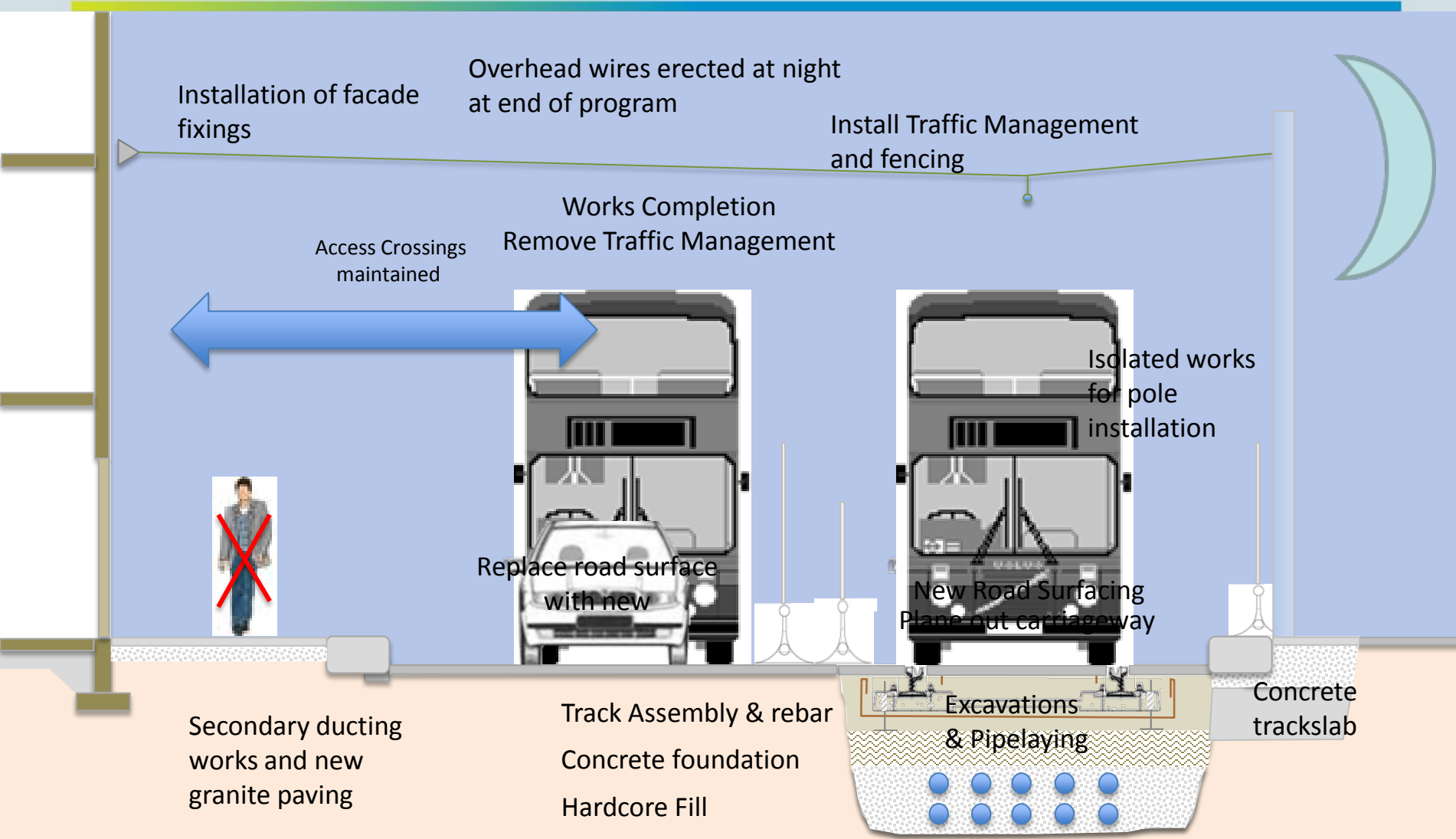


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- HV and LV ducting and chambers
- Track installation
 - Ballasted
 - Embedded Rails
- Structural Works
- Depot Construction
- Stop Construction
- Traffic Signalling
- OCS Installation

Typical Methodology



Key Issues for Delivery

Site Access / Traffic Management

LCC Traffic Forum (~Monthly)

NTA/DCC/TII/Dublin Bus/ Bus Eireann / An Garda Síochána

LCC Traffic Group (Weekly)

NTA/DCC/TII/Dublin Bus/ Bus Eireann / An Garda Síochána

Contractors' Traffic Management Application to DCC Roadworks Control Unit



Key Issues for Delivery

Communications

The screenshot shows the LUASCROSSCITY website with the following content:

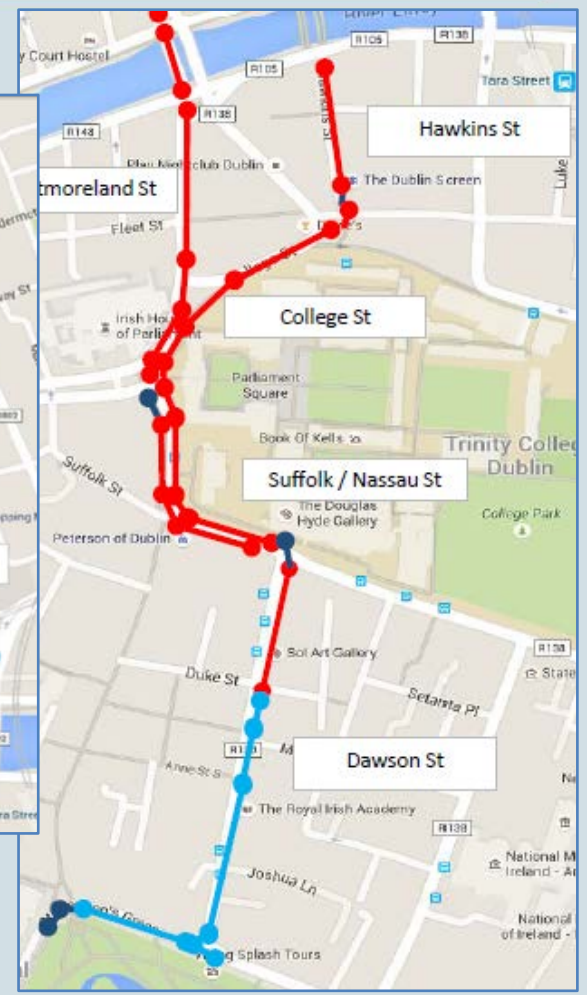
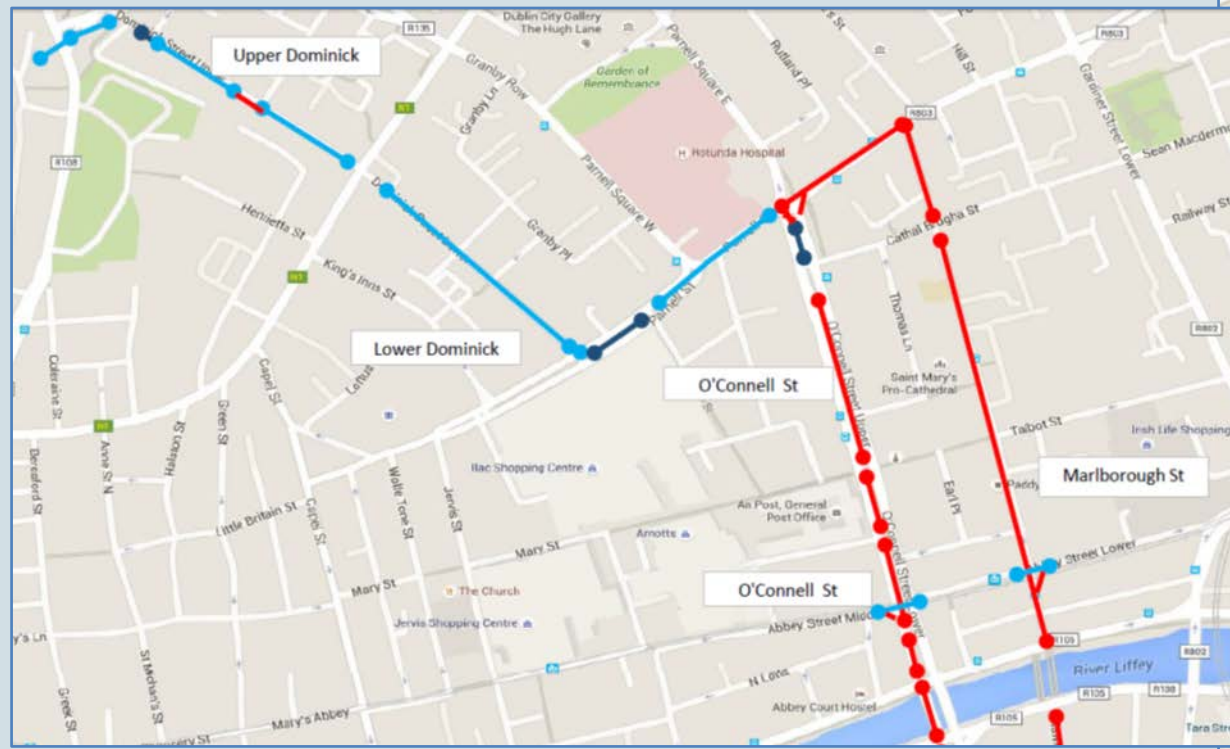
- Header: LUASCROSSCITY Bringing the city together, SEARCH
- Navigation: ABOUT, CONSTRUCTION, NEWS, STOPS, MAP, LCC GALLERY OF IMAGES, CONTACT US
- Main Content: "Luas Cross City track across the North and South Quays has now been laid." with an image of a train and a map showing the route from WESTMORELAND to O'CONNELL - GPO. A message says "Thank you for your patience and co-operation during these works."
- Section: "What Is Luas Cross City" with three columns of bullet points:
 - Column 1: Construction commenced in June 2013 and it is scheduled to be in operation by the end of 2017.
 - Column 2: There will be an additional 10 million passenger journeys per year on this newly extended Luas network.
 - Column 3: The cost of this project is €368 million and it's one of the largest capital investment projects being undertaken by the government at the moment.
 - Column 1: It's the extension of the Luas Green line creating an interchange with the red line.
 - Column 2: There will be 13 new stops with 8 of these in the core city centre area.
 - Column 3: It will take 21 mins to travel from St Stephens Green to Cabra.

KEY PILLARS

- **Public Office**
- **Web-site** - Traffic updates, works progress, maps
- **CRM database** – members of public and other interested parties
- **Local liaison officers** – direct contact with retailers/shops/residents
- **Sponsorships** – Local communities, Dublin Town events

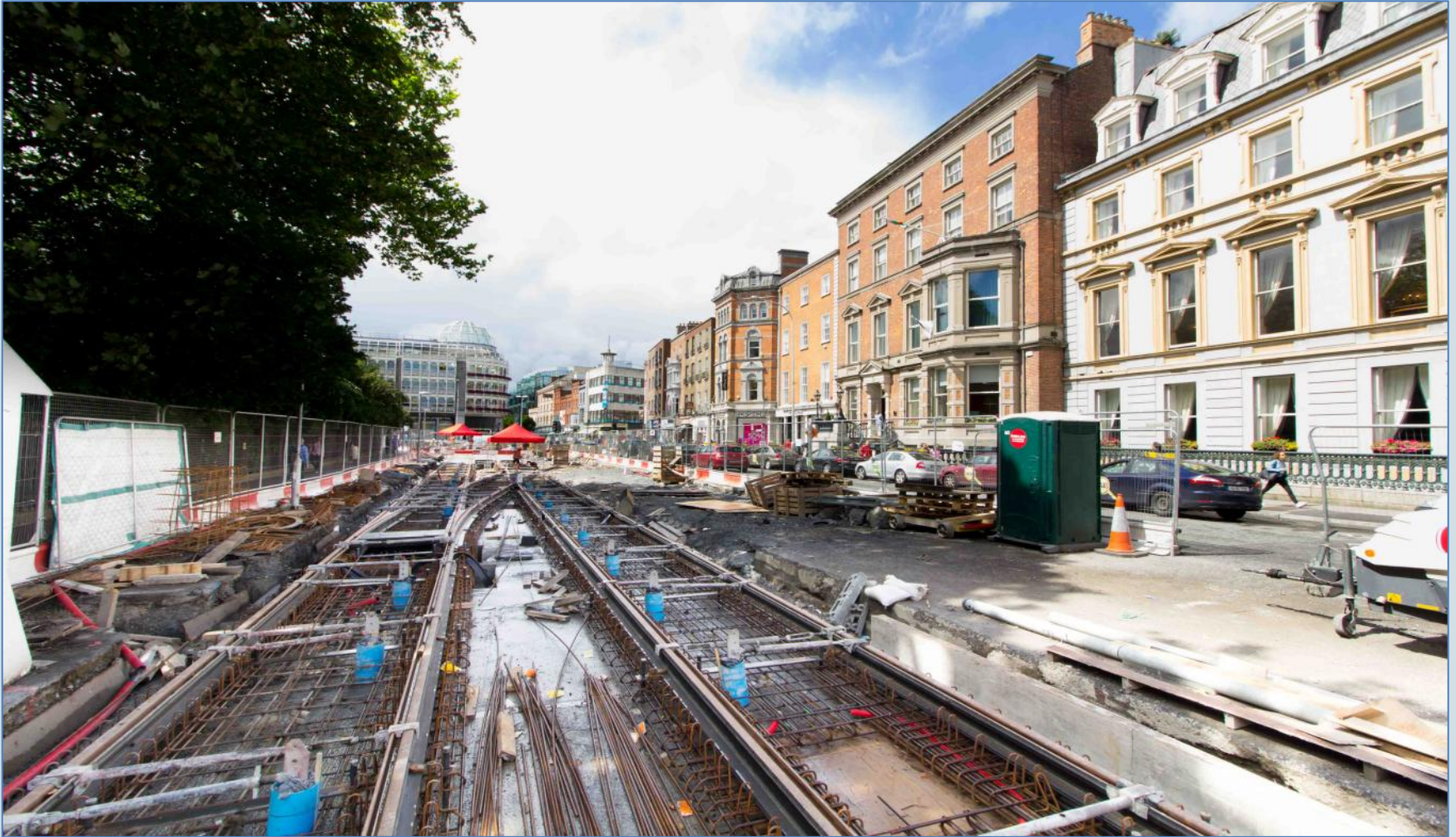
Works Progress – end of August 2016

NORTH SIDE OF LIFFEY



SOUTH SIDE OF LIFFEY

Works Progress – end of June 2016



Works Progress – end of June 2016



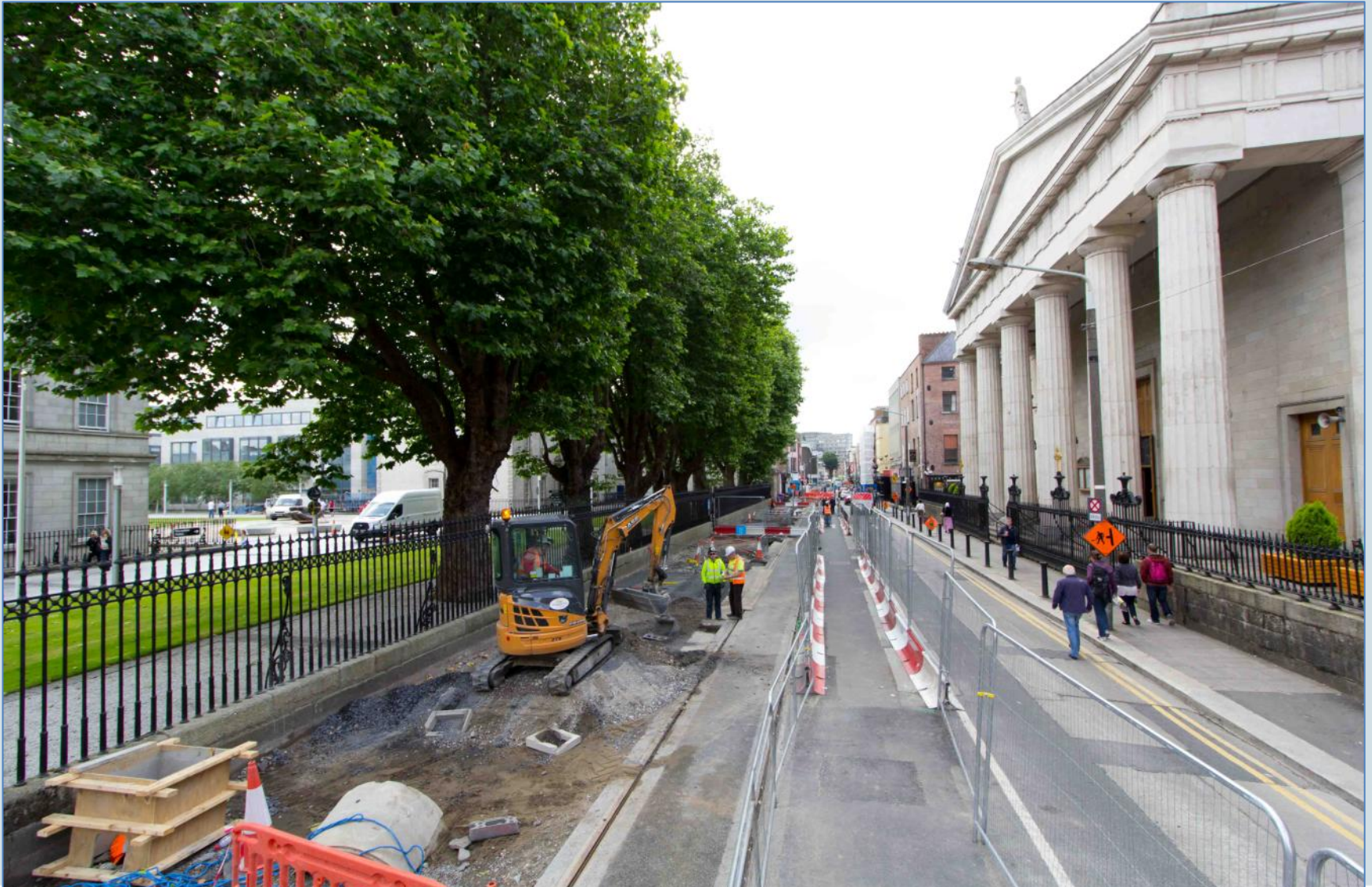
Works Progress – end of June 2016



Works Progress – end of June 2016



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Works Progress – end of June 2016



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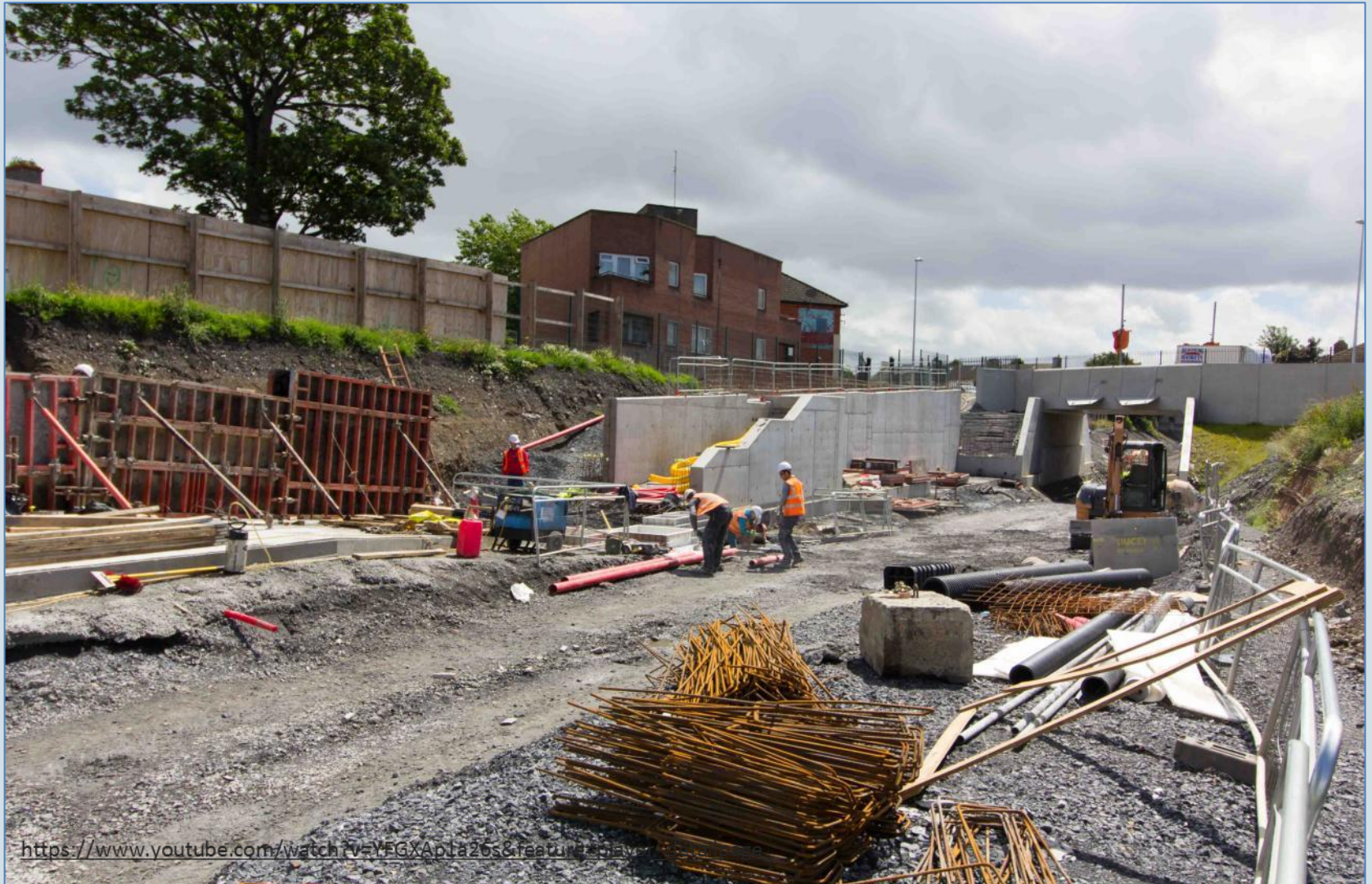
Works Progress – end of June 2016



Works Progress – end of June 2016



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Works Progress – end of June 2016



Works Progress – end of June 2016



Thank you



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