



- 53% of passengers use Luas to commute, 36% of passengers use Luas to shop and 30% of passengers use Luas to pursue leisure activities.

The strong performance of Luas allows RPA to invest in improvements in passenger service. In 2007 and early 2008 we took the following steps to improve the system.

- Increased frequency on the Green Line in the morning peak, giving a 3.5 minute frequency between 8am and 9am.
- Provided additional services for special events, such as, St Patrick's Festival and Croke Park events.
- Installed a lift at Dundrum to facilitate improved access.
- Introduced mobile coffee kiosks at P& R sites.
- Replaced some fixed seats with fold-up seats and installed additional hand-rails to increase peak-time capacity.
- Completed the extension of all Red Line trams from 30 metres to 40 metres providing 40% extra passenger capacity on the Red Line

DEVELOPING A NETWORK

METRO NORTH

Good progress was made during 2007. Bidders for the main Public Private Partnership (PPP) competition were prequalified. Work continued in parallel on developing the railway order design for the project, the environmental impact statement (EIS) and in compiling information on property interests. Consultation with all major stakeholders including statutory bodies, the public and local businesses, regarding the optimal delivery strategy for the project was advanced and is ongoing. The

Public Sector benchmark (PSB) was approved by the Project Board and Board of RPA in March 2008 and formal tender documents were issued in April 2008. It is anticipated RPA will make a formal application for a railway order in 2008.

METRO WEST

RPA selected the emerging preferred route corridor for Metro West during 2007 following a period of extensive consultation on route options. The selected route serves Tallaght, Clondalkin, Liffey Valley and Blanchardstown before connecting with Metro North south of Dublin Airport. More detailed public consultation, focusing on design of the line, was started towards the end of 2007 and is ongoing. RPA have presented the design concept to the public, including alignment and stop and depot locations and, in some locations, possible route variants. RPA hopes to finalise the route and stop and depot locations in summer 2008. In parallel, RPA have published the draft EIS scoping report and invited comments. RPA hopes to start developing the EIS for the line from mid 2008.

LUAS CHERRYWOOD (LINE B1)

In 2007, construction of the extension of the Luas Green line to Cherrywood/Brides Glen started and good progress is being made. Contracts for utility diversions, enabling works and major structures were awarded in early 2007. The main infrastructure contract was awarded in the second half of the year and design work and mobilisation activities started immediately in preparation for works focusing on track, stops and systems which will be progressed in 2008.

LUAS DOCKLANDS (LINE C1)

Construction of the extension of the Red Line to the Docklands has started. Utility diversion, enabling works, structures and the main infrastructure contracts have all been awarded and good progress is being made.

LUAS CITYWEST (LINE A1)

Preliminary approval was received from the Department of Transport for the Luas Line A1 outline business case in May 2007. RPA completed its pre-application consultations with An Bord Pleanála in August 2007 and submitted a Railway Order Application in December 2007. An Oral Hearing was held in March 2008. The Railway Order, if granted by An Bord Pleanála, will provide the necessary powers to construct, operate and maintain the line.

Luas Citywest is the first RPA project for which a Railway Order has been sought under the new statutory framework introduced by the Planning and Development (Strategic Infrastructure) Act, 2006.

LUAS CITY CENTRE LINK (LINE BX)

Following extensive consultation RPA selected a preferred route option for the Luas City Centre Link (Line BX) in 2007 and a significant amount of detailed work on the alignment of tracks, the location of stops and related traffic management arrangements was carried out. Design and construction options for the connection of the Red and Green Lines in the city centre and the onward extension to Liffey Junction via Grangegorman are being reviewed in the context of overall city centre traffic management proposals and integration with other projects.

LUAS BRAY AREA (LINE B2)

Following extensive public consultation a preferred route for the further extension of the Luas Green Line from Cherrywood/Brides Glen to the Bray Area was selected in September 2007. This route includes a link to Bray DART station. Good progress is being made with the design for this extension and RPA hopes to lodge a Railway Order for the project in 2009.

LUAS LUCAN (LINE F)

During 2007 a significant amount of work was undertaken which resulted in identification of two main route options and a number of sub-options for a new line from Lucan to the city centre (Line F). On completion of the public consultation process RPA will undertake a full project appraisal and hopes to identify a preferred route option in 2008.

INTEGRATED TICKETING SCHEME

During 2007, RPA launched a procurement process for the selection of a back office supplier paving the way for the procurement of an operator for the scheme. Work also started and is ongoing toward achieving full physical integration across operators' equipment and systems. It is hoped to see the introduction of integrated cards across a number of transport operators late in 2009. The overall objective is to have one smart card which may be used on all public transport services in the Greater Dublin Area.

RPA supports the Integrated Ticketing Project Board in its role in resolving many key issues to ensure all stakeholders are satisfied.



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