

June 2013 - Edition 1



*bringing  
the city  
together*



*bringing the city together*

Will connect  
**20,000** students  
to the new DIT  
campus

Passenger  
services to  
commence  
in late **2017**

## Contents

Project Overview	1
Luas Cross City Route Map	2
List of work phases	3
Time Line	4
Cellar Infill Works	6
Heritage works	6
Utilities Diversion works	8
Traffic Management	10
Communications	11
Dublin City – Open For Business	11

The new line will have  
**13 stops** and a journey  
time of **24 minutes** from  
St. Stephen's Green to  
Broombridge Station in Cabra

Construction  
stage will  
generate **800** jobs

## PROJECT OVERVIEW

Luas Cross City construction will commence in June 2013. This is one of the largest capital investment projects being undertaken by the Government over the next few years. The cost of the project is €368 million and it is scheduled to be operational by the end of 2017.

The Railway Procurement Agency is delivering the project with funding being provided by the National Transport Authority. The project is being undertaken in close collaboration with Dublin City Council who are the administrative body responsible for Dublin City.

This project will link together, for the first time, the two existing Luas lines in the City Centre and will connect Cabra (at Broombridge rail station) to St. Stephen's Green, joining the existing Luas line at this location. It will have 13 stops along its route, including serving the new Dublin Institute of Technology campus at Grangegorman, which will have in excess of 20,000 students when completed. The journey time from Broombridge Station in Cabra to St. Stephen's Green will be approximately 24 minutes.

This new project will create up to 800 jobs during the construction phase with a further 60 permanent jobs on completion.

To build a large scale project such as Luas Cross City in a busy city environment is a complex task, but every stage of the project will be managed to ensure that the city continues to operate and flourish. Shoppers, commuters, workers and tourists will be able to continue to access and enjoy the city, while the construction is ongoing. And when the work is finished the public transport system of Ireland's capital city will have a linked Luas network with connections right into the heart of the city.



# LUAS CROSS CITY ROUTE MAP

St. Stephen's Green - Broombridge





## LIST OF WORK PHASES

The construction of the Luas Cross City project is a complex undertaking which requires the involvement of different specialists at various stages. A number of work phases are involved in the completion of this new infrastructure, the main ones being the following:

- 1) The Heritage Works to temporarily remove various monuments and statues along the route of the scheme and put them into storage for the duration of the project;
- 2) The Cellars Infill Works to fill in the sections of cellars/basements which are under footpaths and roadways needed for the diversion of utilities from under the proposed tram line;
- 3) The Utilities Diversion Works to divert the myriad of utilities in the path of the Luas tracks out of the area of the new tracks. This is being undertaken to avoid future service breakages, repairs or diversions from affecting tram operations;
- 4) The Main Infrastructure Works, which is the main contract on the project for constructing the tram bed, tracks, overhead system, and all of the other civil engineering elements of the works; and
- 5) The Electrical and Mechanical Systems which covers the installation of the various systems associated with powering and operating a light rail system.



### 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.

2013

2014

2015

## TIME LINE

Currently anticipated time frames for works (indicative only)

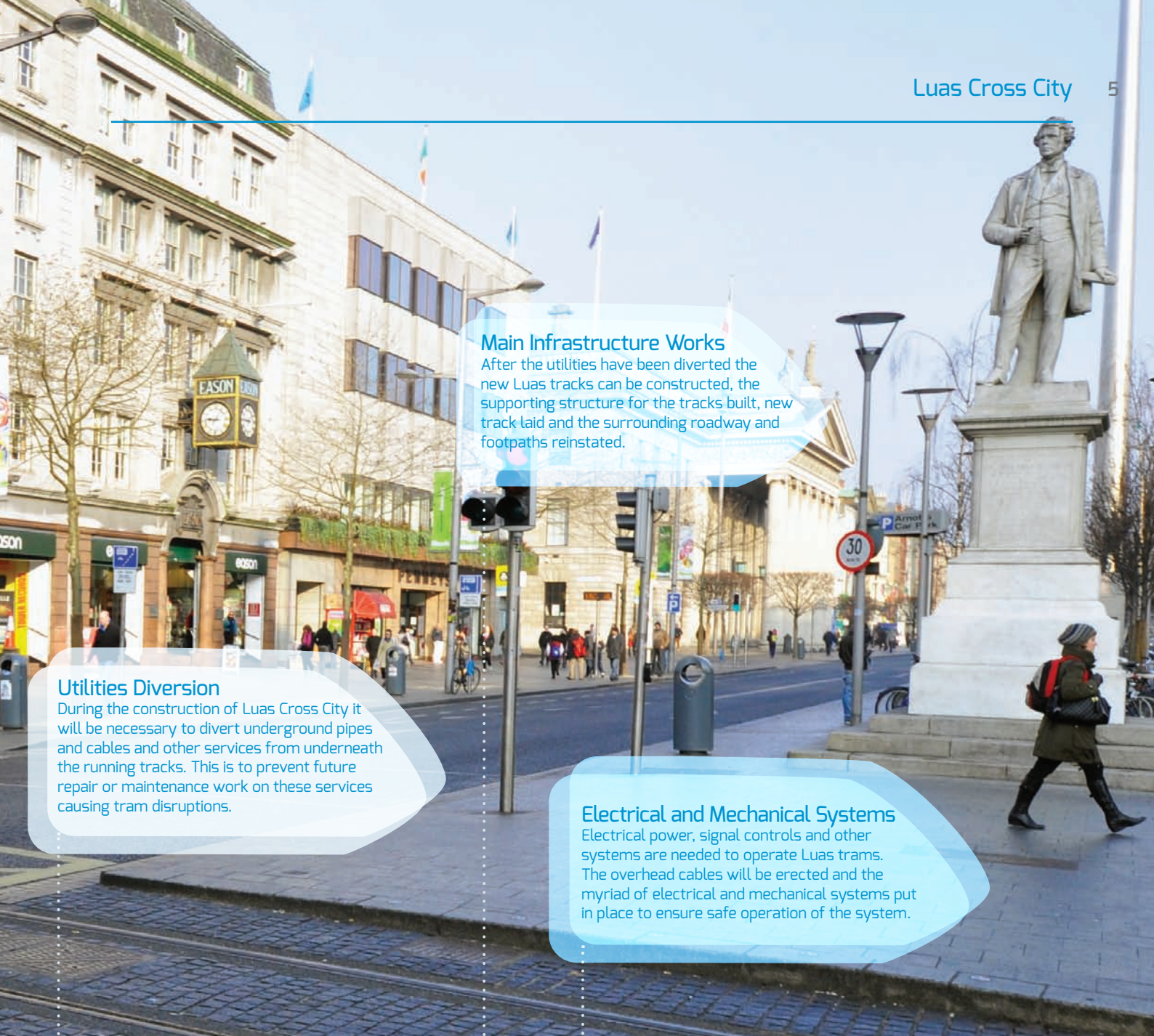
HERITAGE

CELLAR INFILL WORKS

UTILITY DIVERSION WORKS

MAIN





### Main Infrastructure Works

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

### 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.

### 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.

2016

2017

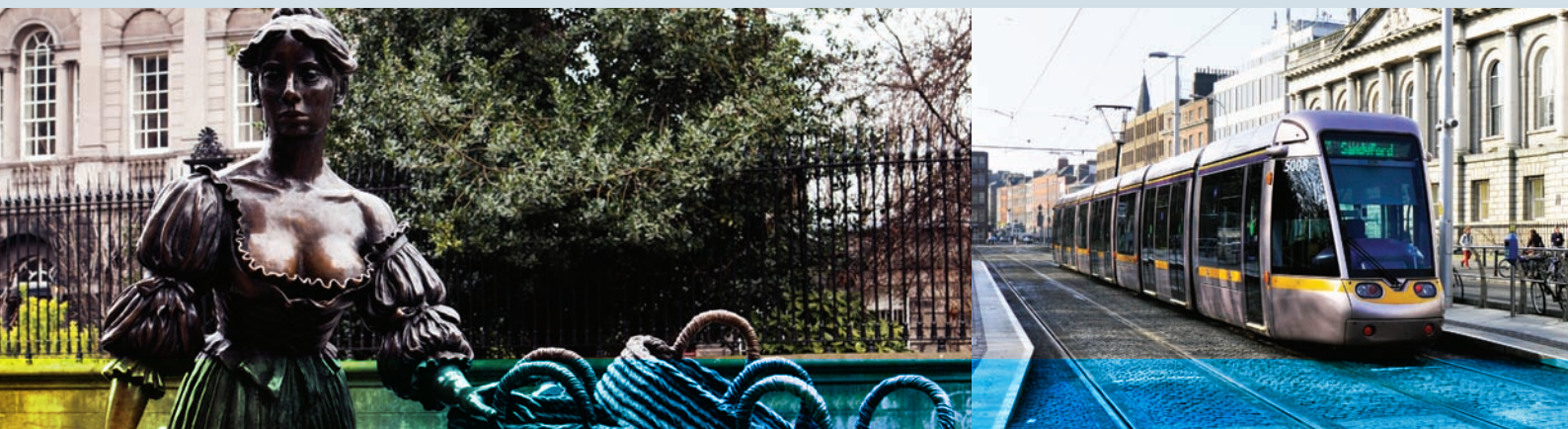
LAUNCH OF  
PASSENGER SERVICES

HERITAGE

INFRASTRUCTURE

ELECTRICAL AND MECHANICAL SYSTEMS

TESTING AND COMMISSIONING



## CELLAR INFILL WORKS

Many city streets have cellars extending out under the footpaths and under the roadway. Most of these cellars are brick arched structures which were used to store coal and other goods in bygone years.

Over the years many of these cellar extensions have been closed off by building owners and in some cases filled in. Therefore, it is not possible to identify all of the likely cellars under the roadway and footpaths just by visiting the buildings along each street. While twenty five cellars have been identified along the route of the Luas Cross City, it is likely that a large number of unknown cellars still exist. These have to be located and properly treated to ensure that the later utilities diversion works on the street can proceed.

The Cellar Works will be commencing from June 2013. The streets affected are:

- » St. Stephens Green North      » Dawson Street      » Grafton Street Lower
- » Westmoreland Street      » Marlborough Street
- » Parnell Street      » Dominick Street

## HERITAGE WORKS

To ensure their protection, various monuments and statues of historic and architectural importance along the route will be temporarily removed during the construction works.

These items will be carefully recorded during dismantling and then put into secure storage during the building activities. Once the construction works are completed, these items will be returned to the streets and re-erected at locations to be agreed in the future. The key monuments and statues being removed are:

1. Lady Grattan Fountain and two associated stone horse troughs from St. Stephen's Green North;
2. The Steine Sculpture at D'Olier Street/College Street island;
3. The Thomas Moore Statue and Ulysses Plaque at College Street;
4. The Molly Malone Statue on Grafton Street Lower; and
5. Fr. Theobald Mathew Statue on O'Connell Street.

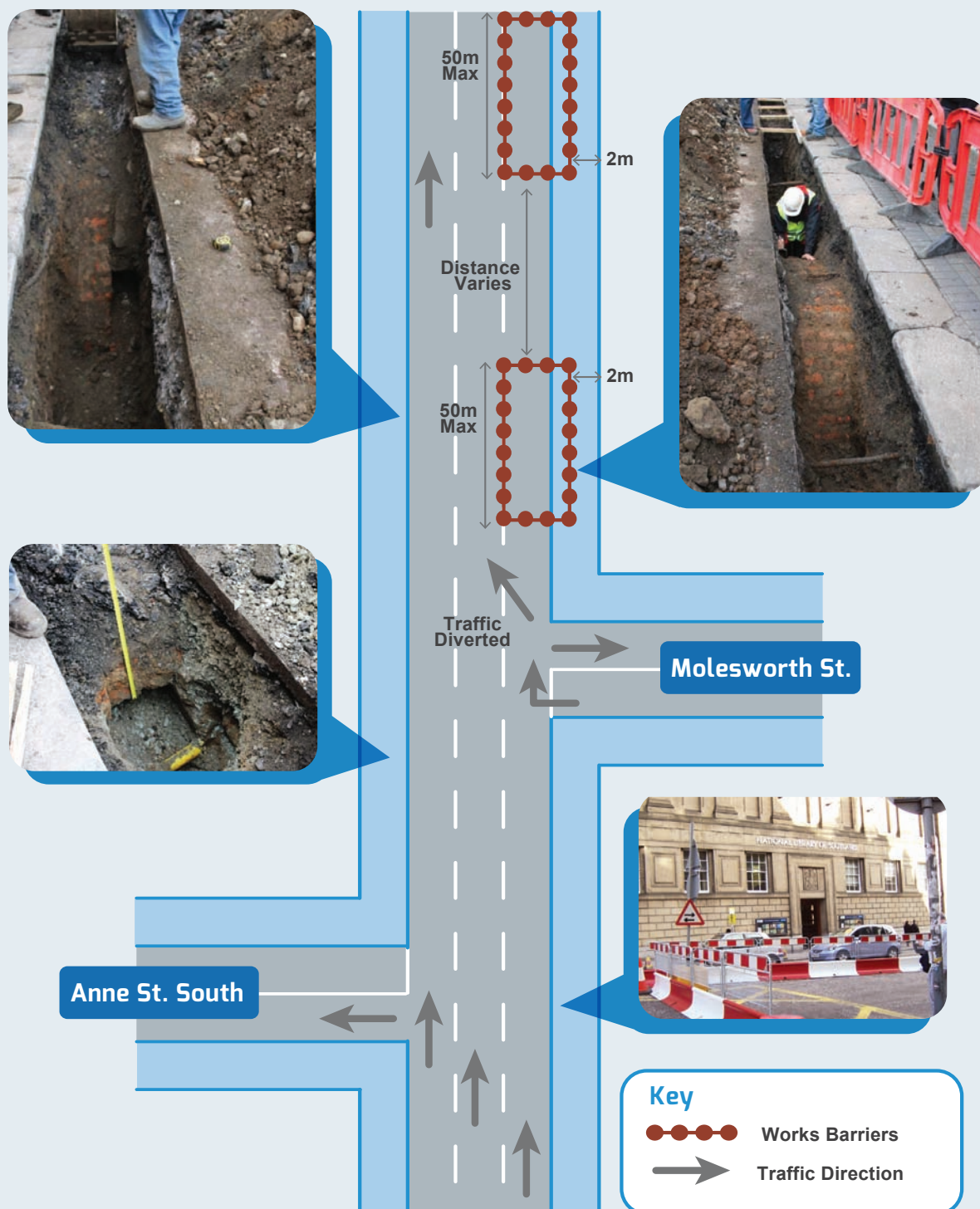
Other items such as lamp posts, railings, bollards and antique paving will be removed temporarily.



## Cellars Infill Works

### Indicative Arrangements on a Typical Street (Dawson Street)

(For illustrative purposes only – actual details may vary)





## UTILITIES DIVERSION WORKS

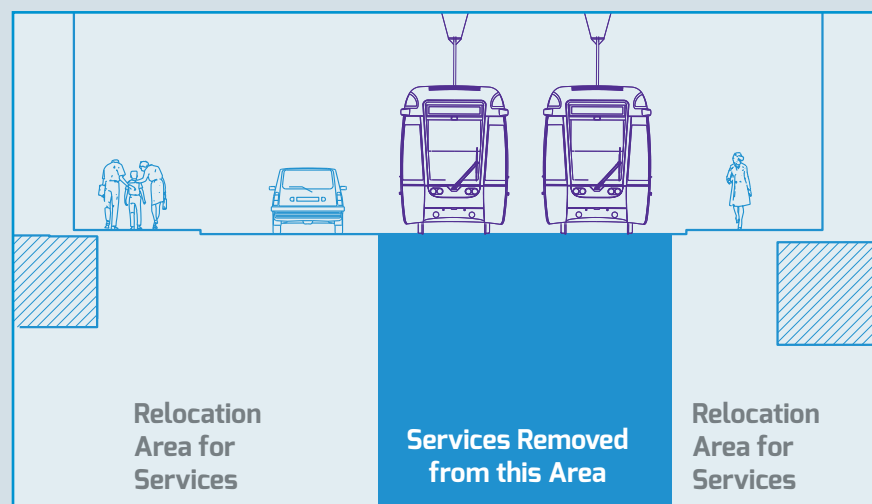
The purpose of the Utilities Diversion Works is to remove the multitude of existing utilities from under the proposed Luas tracks. This work is being undertaken to ensure that future works to these utilities will not affect tram operations.

Given that there is a multiplicity of utilities – water, gas, sewers, power cables, communications cables – under the city streets, this is a significant and complex undertaking. It will involve significant traffic management and will require arrangements that maintain accesses to premises and businesses.

Full excavation of footpaths will be necessary, together with significant parts of the roadway. It will involve close cooperation with all of the various utility owners to achieve the efficient relocation of their services.

The conclusion of this work will see all of the necessary services moved out of the way of the new Luas tracks, facilitating the later work for the installation of the tram tracks and systems. Given the significance of this work, great care and attention is being given to ensuring that the delivery arrangements for this work are effective and efficient. It is intended that there will be extensive communication and engagement at individual street level during these works to ensure that the needs of businesses and premises are addressed.

### Typical Street Cross-section



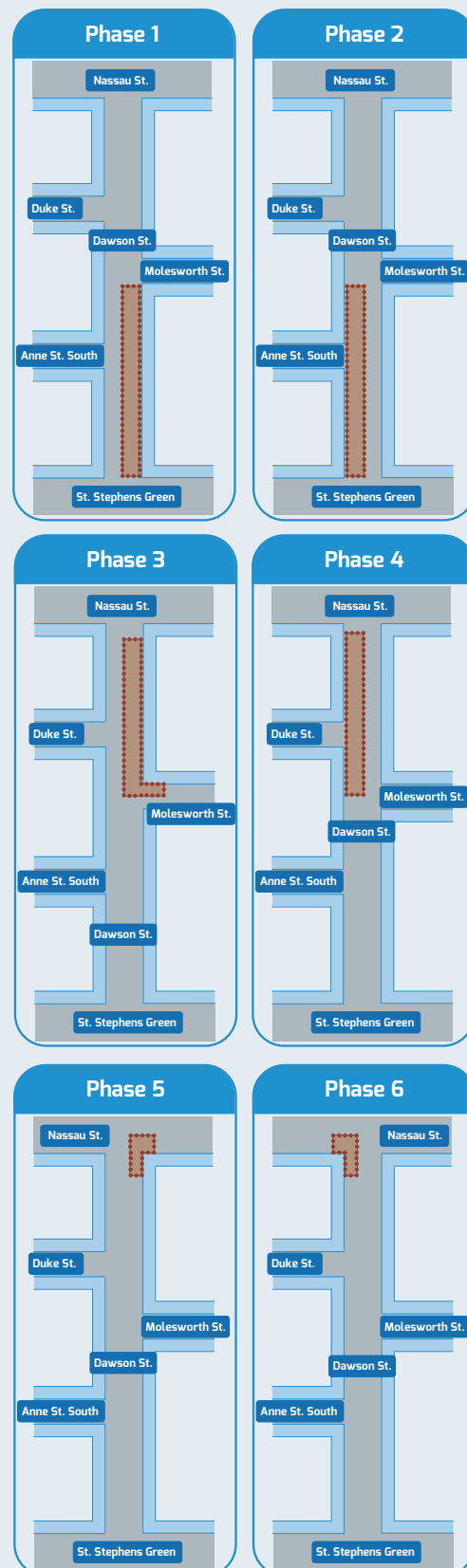
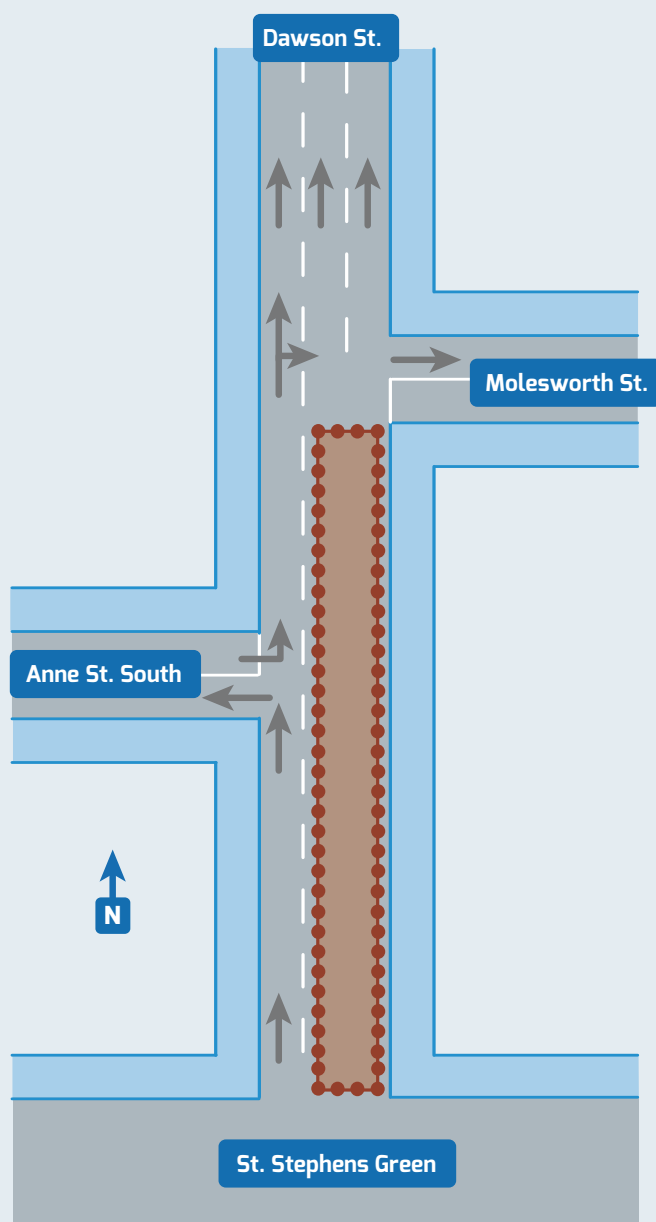


## Utilities Diversion Works

### Indicative Arrangements on a Typical Street (Dawson Street)

(For illustrative purposes only – actual details may vary)

#### Phase 1: Showing Traffic Flow





## TRAFFIC MANAGEMENT

Just over half of Luas Cross City will be constructed on-street, resulting in interfaces with all modes of transport currently using these streets. The remainder of the route will be constructed “off-street”, along the corridor of the former railway line between Broadstone and Broombridge railway station.

For the construction work on the city streets, effective management of traffic and transport will be a key objective of the project. A great deal of effort has gone into planning the delivery of the project in a manner which enables construction to proceed efficiently while minimising the level of inconvenience and disruption that the work will cause. However, it is not possible to construct a project of this scale without requiring traffic lanes and portions of streets to be closed off at various times to allow the works to be undertaken.

While overall plans have been developed, the final details of individual traffic arrangements at each location will be developed by the individual contractors building the project. Each of their proposals will be subject to detailed review and work will only be undertaken with the specific authorisation of Dublin City Council, in its role as the responsible body for the capital's streets.

The principles that guide the development of the individual traffic management proposals are:

- » Vehicular and pedestrian access to be maintained;
- » Vehicular access routes for servicing premises to be maintained;
- » Maintain access routes to the city centre public car parks;
- » Maintain bus services throughout the works to ensure the continued accessibility of the city centre by public transport;
- » Maintain existing footpath widths where possible; and
- » Provide for kerbside uses including bus stops, loading bays, taxi ranks and parking.

**For information on general traffic, taxis, busses, rail, Luas and car parks please see our website [www.luascrosscity.ie](http://www.luascrosscity.ie) and other transport providers.**





## COMMUNICATIONS

The Luas Cross City project is committed to communicating with everyone working, living and visiting the city. Communications will be across all direct advertising, social media and online channels. It will incorporate an integrated marketing and communications plan between the key transport providers. The information will be provided in a proactive, informative and engaging manner. A dedicated website has been set-up which will have all of the latest information available on it at [www.luascrosscity.ie](http://www.luascrosscity.ie)

## DUBLIN CITY – OPEN FOR BUSINESS

Dublin City is an incredible vibrant place – whether it is to work in, live or visit. It has many attractions including museums, theatres, bars, restaurants and shops.

Luas Cross City will bring increased trade to businesses within the city, to shops, theatres and restaurants, as this new mode of transport will make it much easier for commuters and tourists to travel into the heart of Dublin's City Centre. For people that work in the city, life will be made easier with increased options for public transport commuting.

The construction of Luas Cross City is a complex engineering and infrastructural project. A project of this type will always create a certain level of disruption during its construction, however, the city will remain open for everyone.

Every effort will be made during construction to limit the amount of disruption to any one area or business. We will work closely with all the partners in the city every step of the way to create a better and improved public transport system that Dublin and its people value.

For further information please log on to  
[www.luascrosscity.ie](http://www.luascrosscity.ie)



Dún Scéine, Iveagh Court  
Harcourt Lane, Dublin 2

Tel: 1800 303 653  
Email: [info@luascrosscity.ie](mailto:info@luascrosscity.ie)



*bringing the city together*