

SELECTION OF BEST ROUTE OPTION – KEY ISSUES

Possible route options will be systematically assessed with a view to identifying the best overall route option.

Key issues to be considered in identifying the preferred route option include:

Transport and land-use strategy objectives

Will route options meet the requirements of Transport 21, the Government's recently announced 10-year transport plan, and prove compatible with the developing land use and transportation policy objectives of Dublin City Council and the Dublin Transportation Office?

It is anticipated that the establishment of Line BX will require alterations to the existing traffic system and in this respect we are working closely with Dublin City Council to determine the optimum solution.

Contribution to solving congestion and associated pollution problems. Attracting private motorists out of their cars to a quicker, cleaner and more environmentally friendly form of public transport is at the heart of national policy on sustainable transport. Luas provides an attractive alternative to the private car.

Social and economic benefits. Evidence abounds of the positive social and economic benefits of Luas – the regeneration of urban environments, the provision of new transport corridors and hence access to opportunities for communities and the consolidation of developed and emerging economic districts.

Environmental impacts. An Environmental Impact Assessment will be completed for Line BX. Construction and operation of transport infrastructure can have impacts, both positive and negative, on the surrounding environment. The likely impacts, both short and long-term, will be considered.

Transport system integration. The development of an integrated transport system is a cornerstone of Government transport policy. The linking of the two separate Luas lines represents a huge step forward towards the achievement of integration and facilitates the development of a wider integrated network. RPA is committed to working in collaboration with other agencies in this context.

Capital cost. The availability of funding is critical to a decision to proceed with any implementation proposals. The capital cost of such a link must be outweighed by the benefits to the public.

Operational efficiency. The route selected must allow the service expectations of potential customers to be met or surpassed.

Ease of construction. Construction of light rail systems inevitably results in disruption to residents and businesses. The RPA is committed to taking all reasonable steps to minimise the negative impacts of construction. Ease of construction will be considered in selecting the preferred route option.



Luas - Planning & Approval

Approval to proceed with construction of a light railway line ultimately depends on the making of a Railway Order by the Minister for Transport. The main steps in the overall process may be outlined as follows: (current phase highlighted)



* Applications for Railway Orders must be accompanied by detailed plans, an environmental impact statement (EIS) and other documents. These documents are made available for public inspection prior to the holding of a public inquiry. Details relating to inspection locations, the making of submissions, etc. are published following the making of the Application. Property owners in respect of whose property acquisition powers are sought are notified soon after the making of the Application.

NEXT STEPS

The RPA will consider the main route options taking account of views submitted by those who participate in public consultation. Contact details of participants will be entered on a database and participants will be notified of the route option finally selected. Following selection of the best overall route option the emphasis will then focus on consultation relating to design of track layout, stops, etc. along the chosen route. An EIS will be prepared for the chosen route.

How to obtain further information

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Write:
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Dublin 8.



LUAS

November 2005

IMPORTANT NOTICE

Dublin Light Rail - City Centre Link (Line BX)

Dublin's first two Luas lines have proved to be a tremendous success. More than 20 million passengers were served in the first 12 months and customer feedback has been very positive.

The popularity of the two lines has been matched by a clear customer desire to see the two lines linked in the city centre, opening a range of possibilities for customers wishing to travel to and from areas along the Red and Green Lines.

The multi-billion euro Luas/Metro plan, recently announced as part of the Government's "Transport 21" national transport plan, provides for a city-centre link between St. Stephen's Green and the Luas Red Line and subsequent extension of this line northwards serving Broadstone-Grangegorman and connecting with the Maynooth suburban rail line.

The Railway Procurement Agency (RPA) has now set about the task of developing proposals for Line BX, a city centre link between the Luas Red Line and the Luas Green Line.

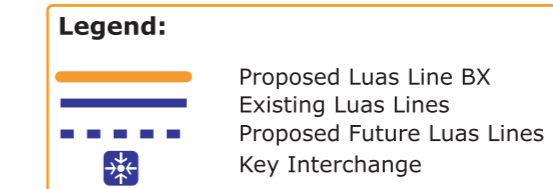
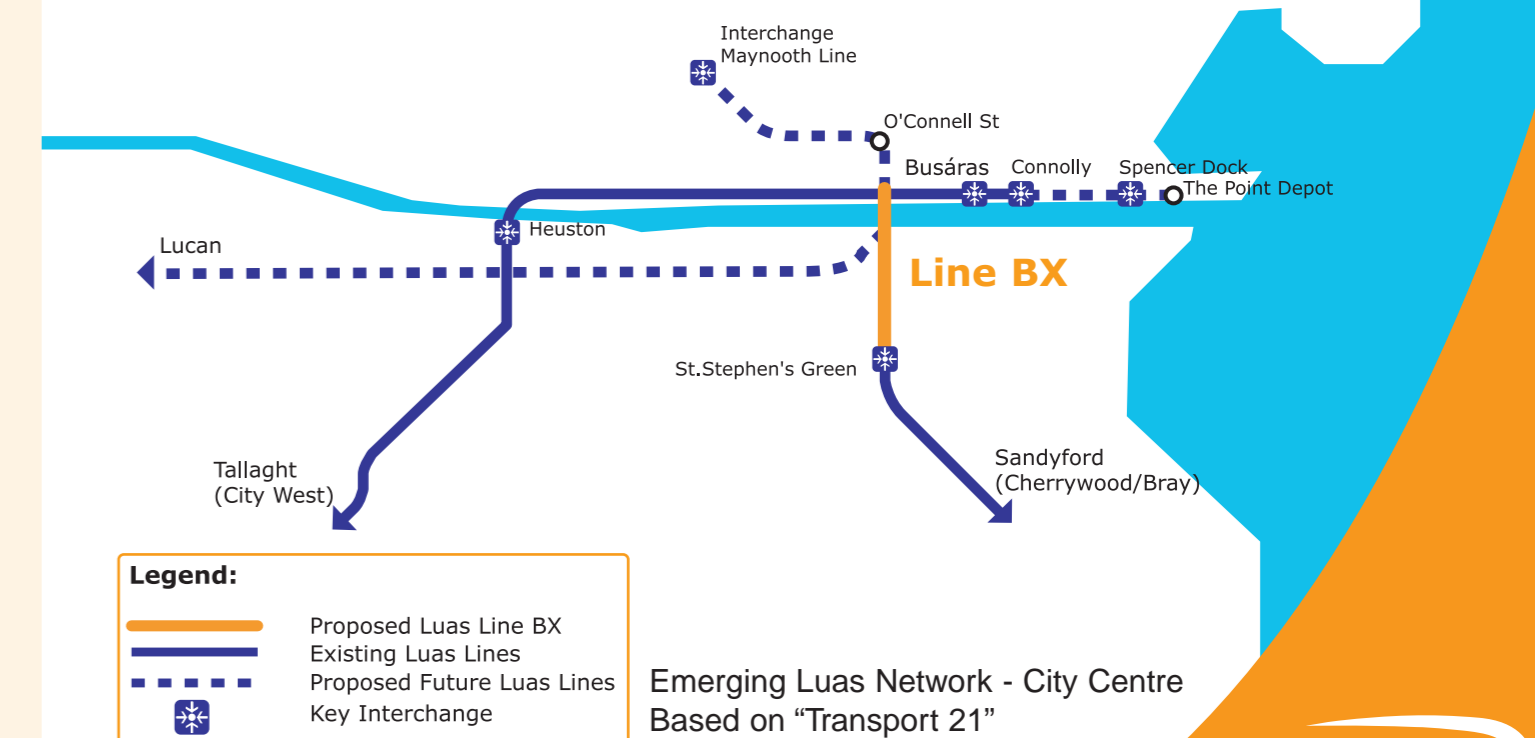
Initially, we are focused on the challenge of identifying the best overall route and we hope to select the preferred route option within the coming months.

This notice includes:

- Maps showing possible Line BX route options identified following preliminary assessment. The route finally selected may be a variant or combination of the route options shown or other options identified during consultation,
- An outline of key issues to be considered in identifying the best overall route option, and
- An outline of the Luas planning and approval process.

We would welcome your views in relation to Line BX and, to help ensure that your views are considered, we would appreciate it if you would complete and return the enclosed Freepost card.

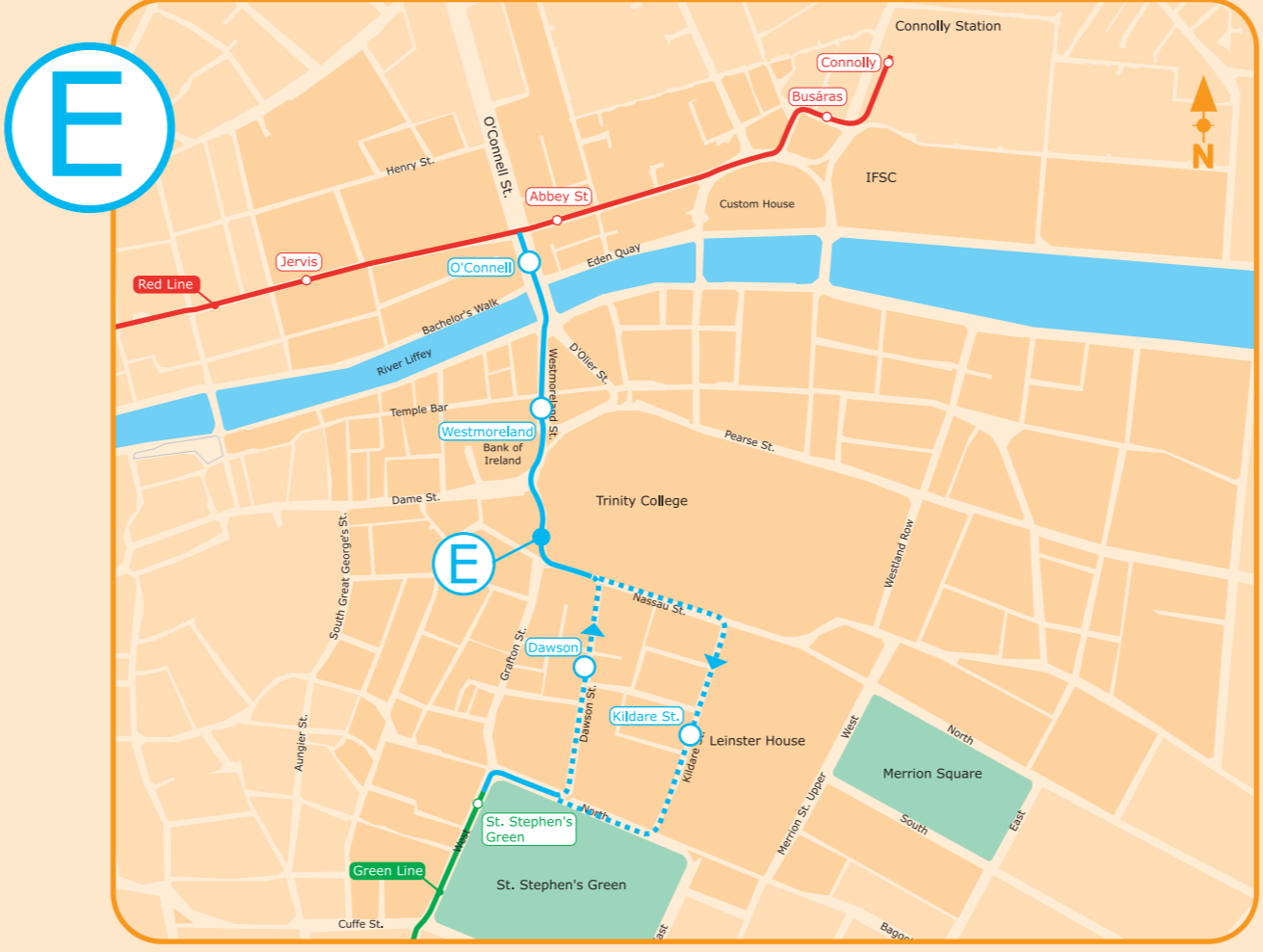
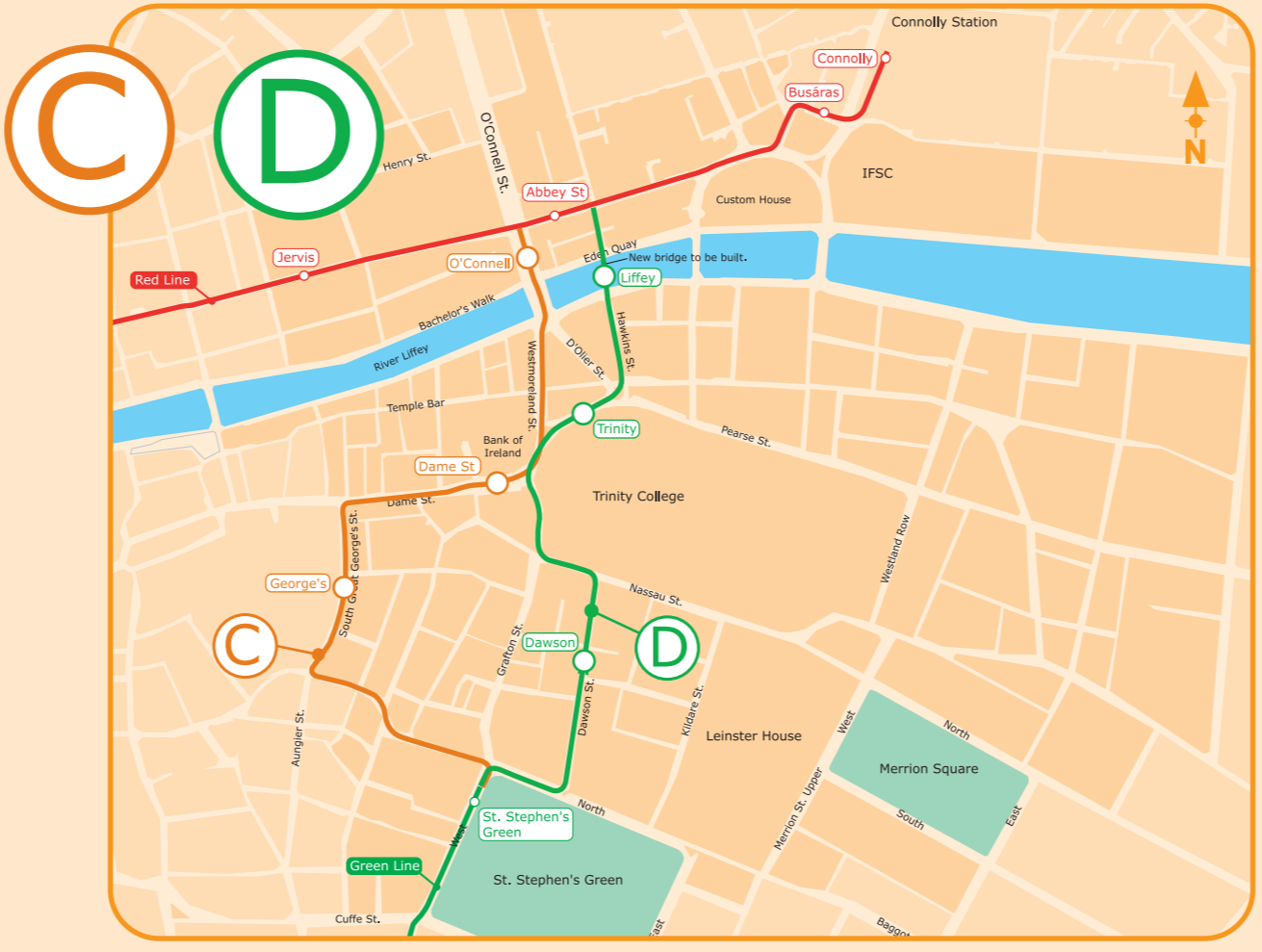
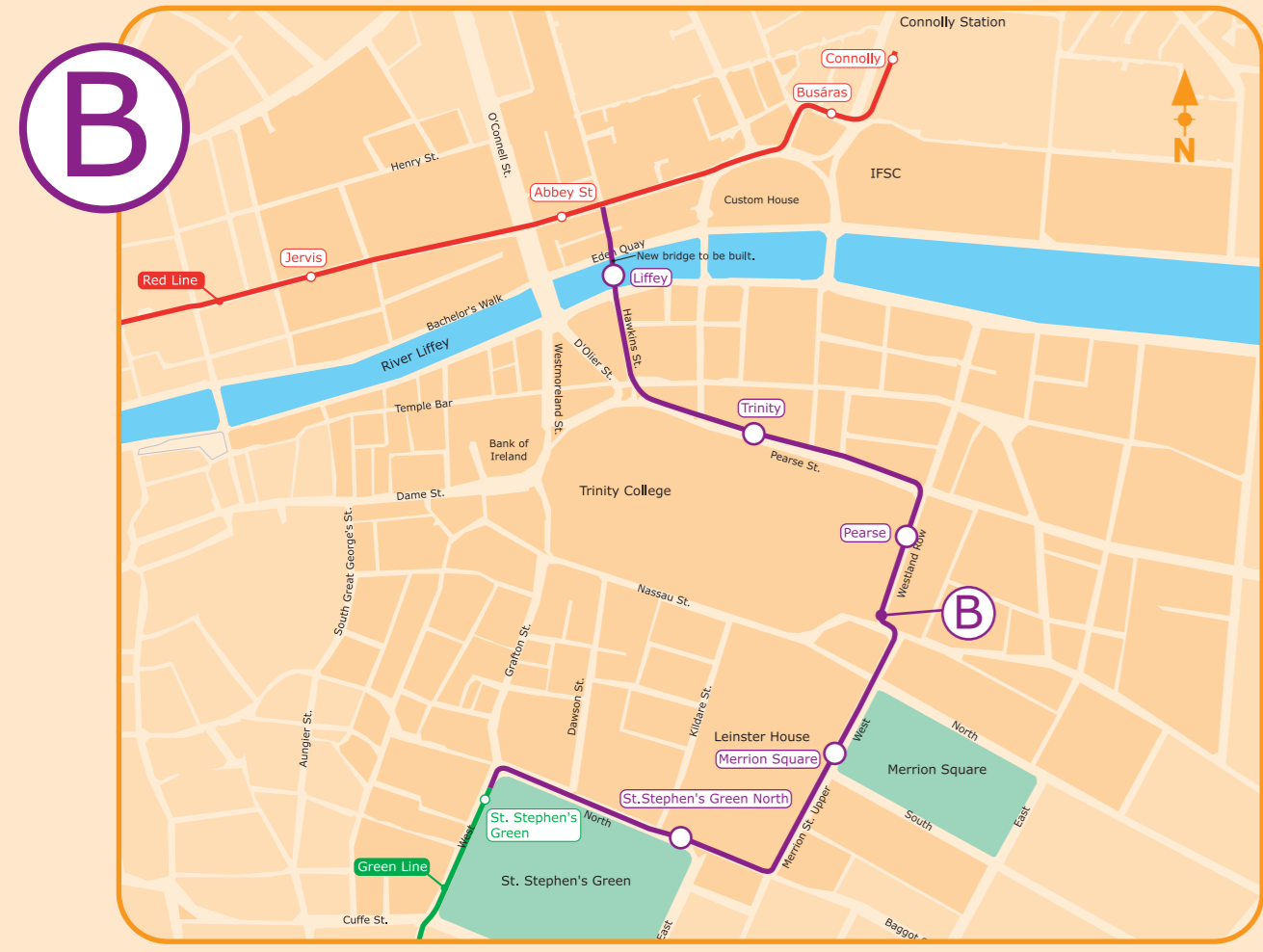
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Emerging Luas Network - City Centre
Based on "Transport 21"



LINE BX - CITY CENTRE LINK - ROUTE OPTIONS



A

From St.Stephen's Green terminus **OPTION A** runs along St.Stephen's Green North, turns north into Dawson St., west into Nassau St., north into the lower part of Grafton St., passes the main entrance to Trinity College, crosses College Green and runs north along Westmoreland St.. Approaching O'Connell Bridge the two tracks separate to run each side of the traffic median on the bridge and continue into O'Connell St. running each side of the median to connect with the Red Line at the junction of O'Connell St. and Abbey St.. Possible stop locations include Dawson St., Westmoreland St. and O'Connell St..

B

From St.Stephen's Green terminus **OPTION B** runs along St.Stephen's Green North, Merrion Row, turns north into Merrion St. Upper and Merrion Square West, crosses the Clare St. junction into Merrion St. Lower and Lincoln Place and continues north along Westland Row and then west along Pearse St.. At the western end of Pearse St. the line turns north into Hawkins St., having crossed Townsend St., and continues to Burgh Quay. The line crosses the Liffey to Eden Quay on a new Luas bridge. From Eden Quay the line continues north along Marlboro St. to connect with the Red Line at the junction of Marlboro St. and Abbey St. Lower. Possible stop locations include St.Stephen's Green North, Merrion Square West, Westland Row, Pearse St. and on a new Luas bridge.

C

From St.Stephen's Green terminus **OPTION C** runs along King St. South and Stephen St. Lower and then turns north to run along South Great George's St. as far as Dame St.. The line then turns to run along Dame St. and College Green towards Trinity College and then along Westmoreland St. towards O'Connell Bridge. Approaching O'Connell Bridge the two tracks separate to run on each side of the traffic median on the bridge and continue into O'Connell St. running each side of the median to connect with the Red Line at the junction of O'Connell St. and Abbey St.. Possible stop locations include South Great George's St., Dame St. and O'Connell St..

D

From St.Stephen's Green terminus **OPTION D** runs along St.Stephen's Green North, Dawson St., Nassau St. and the lower part of Grafton St. as far as College Green. From College Green the line continues around Trinity along College St. as far as Pearse St. where it turns north into Hawkins St., having crossed Townsend St. and continues to Burgh Quay. From Burgh Quay the line crosses the Liffey to Eden Quay on a new Luas bridge. From Eden Quay the line continues north along Marlboro St. to connect with the Red Line at the junction of Marlboro St. and Abbey St. Lower. Possible stop locations include Dawson St., College Street and on the new Luas bridge.

E

From St.Stephen's Green terminus **OPTION E** runs along St.Stephen's Green North. At the Dawson St. junction the line splits with one track for trams heading north towards the Red Line running along Dawson St. as far as Nassau St. while the track for trams coming from the Red Line extends further east along St. Stephen's Green North and runs along Kildare St. and Nassau St. before rejoining the other track in Nassau St. at the Dawson St. junction. From Nassau St. the line would continue into the lower part of Grafton St., College Green and Westmoreland St.. Approaching O'Connell Bridge the two tracks separate to run on each side of the traffic median on the bridge and continue into O'Connell St. running on each side of the median to connect with the Red Line at the junction of O'Connell St. and Abbey St.. Possible stop locations include Dawson St. (for trams heading towards the Red Line), Kildare St. (for trams heading towards the Green Line), Westmoreland St. and O'Connell St..

LEGEND

- Route Option: **A**
- (Proposed) Stop Name: **O'Connell**
- Possible Stop Location: **O**
- One-way (single track): **→**
- Two-way (double track): **↔**

Route	Length
A	1.24km
B	2.17km
C	1.48km
D	1.37km
E	1.24km Inbound 1.64km Outbound

Route alignments and stop locations shown are indicative only and interested parties should not forego the opportunity which will be available to examine the plans and other documents which must accompany any application for powers to proceed with construction of the line.