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2012-11-27

Luas BXD Link Given Green Light

Irish Times

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Recommended Citation

Irish Times, "Luas BXD Link Given Green Light" (2012). *Media*. 25.
<https://arrow.tudublin.ie/ggmed/25>

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News

Luas BXD link given green light

Tue, Nov 27, 2012, 00:00

Work on Dublin's cross-city Luas line is to begin in May next year, Minister for Transport Leo Varadkar announced today.

The Cabinet today approved an updated business plan for the €370 million line, known as Luas BXD, which will link the existing red and green tram lines.

The pre-construction works are due to begin in May with the main construction beginning in 2015 and a scheduled completion date of 2017. Mr Varadkar has asked the Transport Authority (NTA) and the Railway Procurement Agency (RPA) to prepare for the works.

The line will run from St Stephen's Green, down Dawson Street and Nassau Street, through College Green, Westmoreland Street and O'Connell Street, where it connects with the Luas Red line.

It will serve the new DIT campus at Grangegorman and terminate at the Iarnród Éireann station at Broombridge in Cabra.

Major traffic disruption can be expected on St Stephen's Green and surrounding streets when the work gets under way.

Mr Varadkar said the move would give the capital "an integrated commuter rail network for the first time".

"The two Luas lines should have been joined up years ago." Mr Varadkar said, adding that it was a "privilege" to be "able to finish the job".

The construction phase is likely to generate 800 temporary jobs with some 60 permanent jobs as a result of the project, the Department of Transport said.

A working group comprising the RPA, NTA and Dublin City Council has been set up to examine traffic arrangements during construction while a broader forum including businesses and the Garda is also proposed.

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BryanO'Donoghue Rank 0

A lousy 370 million - with a completion date of 2017 (considering what we know about public projects - expect 500 million spent and delivery date of 2019).

Flabbergasted. This is a distant dystopia - far off the election manifestos of both parties not 18 months ago.

Still hemorrhaging money on public pay. No DART extensions, No dart interconnector, No metro North/West, gridlock on most of the motorways. No sign of railway extensions in Galway or Meath. You might as well sign as wish to catch... » more

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johnmit70993644 Rank 0

Motorway gridlock? u are joking? Irish motorways are way ahead of most other european countries.. you have never lived in London?

The contract will be fixed price I would assume given previous experience.

Our Dart service is far less over burdened than londons. Far cheaper. Punctuality could be better. We had plans to build more, but obviously that takes a backseat. Our public transport service for a small city is really quite decent. All you have to do is ask foreigners to

get an honest... » more

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BryanO'Donoghue Rank 0

I go by my daily experience on the M50 the "two lane parts" are regularly reduced to 1st gear all the way.

Ironically it is technically "possible" for me to take a train Bray to Leixlip where I work - only it takes 90 minutes best case (one direction) and frequently much longer.

DART is slow, costly, timing unreliable, shared with commuter trains and subject to stopping at level crossings... There's no reason it doesn't run to Kildare - except for a lack of priority to make it happen - the... » more

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Conor James McKinney Rank 0

Yes. Absolutely everything is awful and everyone is crap.

Transport policy really has got nothing to do with what you perceive to be the excesses of public sector pay.

The Dublin light rail network is decent. Of course it would be great to have more coverage and the northside extension is a worthwhile start. You can't please everyone.

Outside that, well, if you want simultaneously to spend more efficiently while also extending networks in places like Galway with small populations, you're up... » more

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KeithBanks Rank 0

two deep luas lines right into the southside and none at all on northside.

dublin has good light rail ? are you joking or is it just that you live in ranelagh?

1 year ago 0 Likes

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SusanneMorgan Rank 0

'The pre-construction works are due to begin in May ...' So can anybody tell me what the building of that LUAS bridge last summer was? It was one of the most important parts of all this if I am not mistaken.... And can anybody please tell me why we are starting this with the beginning of the tourism season?? The Minister should be aware of that! Start in January, stop for St Patricks and continue in a way that doesn't totally mess up the coaching situation around Trinity College!

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KevinKelehan Rank 0

Agreed Keith even though I lived in Ranelagh for many years; the current route was only useful when we moved further out; any system that ignored the Northside was never a system for Dublin. We can thank Mammy O'Rourke for not standing up to the AA on going down Dawson Street and College Green and the ridiculous idea that Metro North could ever stack up as to why the central portion will be 13 years late.

This is great news and will with Dublin Underground (whenever resurrected) provide one of... » more

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NiallODonoghue Rank 0

This is very good news, an exchange is badly needed.

There's no doubt it's going to cause traffic headaches during construction, but it'll be worth it after the opening ribbon's been cut.

Slowly but surely we're building back the rail-based city transport system we lost and to a standard which matches similar elsewhere.

1 year ago 0 Likes

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ROCONNOR Rank 0

This is fantastic news. More large scale projects when financing permits is what this country really needs.

1 year ago 0 Likes

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BryanO'Donoghue Rank 0

I take the argument that Germany is not a like for like example.

However DART to airport is fanciful, was costed at 200 million euro recently and rejected. With a journey time of 40 minutes City Centre to Malahide a spur the airport would be very slow to use and therefore not cost effective.

Moreover - I recall literally hearing about grand schemes to link to "the airport" FYI: there is more than one in this country - as far back as 1995 ! Some Japanese crowd wanted to build a metro for... » more

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