



Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Transport Infrastructure Ireland (TII) @ Transport Ireland Conference *20 June 2024*



Public Transport Infrastructure in Ireland: 20 years of Luas

*Paolo Carbone – Head of Public
Transport Capital Projects*



20 Years of Luas

Looking back



What it said in the papers

“Economist casts doubts on the viability of the”

“..... is the expensive wrong option for all”

“Major project costs soar due to ‘sexed up’ figures”

“Over budget, over time, over and over again”

“Work on controversial rail system will begin.....”

What it said in the paper about Luas during the delivery

Irish Independent News Opinion Business Sport Life Style Entertainment

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Luas is the expensive wrong option for all

Fri 5 Mar 2004 at 00:11

[f](#) [x](#) [e](#)

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Major project costs soar due to 'sexed up' figures



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'Over budget, over time, over and over again' - the curse of thinking too big

As Dublin looks to expand its tram system, the plan risks running into the Iron Law of Megaprojects, warns Colm McCarthy



Stop

'MetroLink will see an expansion of capacity on the existing Green line from Sandyford in the south of the city and a new line, much of it underground, through the city centre and on northwards to the airport and Swords.'

Irish Independent News Opinion Business Sport Life Style Entertainment

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Work on controversial rail system will begin by spring 2000

LORNA REID
Wed 13 May 1998 at 00:11

[f](#) [x](#) [e](#)

WORK on the LUAS light rail system will begin in the spring of the year 2000, Public Enterprise Minister Mary O'Rourke announced last night.

WORK on the LUAS light rail system will begin in the spring of the year 2000, Public Enterprise Minister Mary O'Rourke announced last night.

Building of the controversial underground/overground system will take at least three years, the minister told the Dail.

Mrs O'Rourke said work on the Tallaght to Abbey St section of the line would begin in the spring 2000, while work on the section between Sandyford to St Stephen's Green would commence in the autumn of that year.

The minister said work was already underway on the selection of possible

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Sections

Ireland

Economist casts doubts on the viability of Luas

Dublin's Luas system, due to commence operations in nine weeks time, needs to carry a similar amount of passengers as the city...

Tim O'Brien
Sat Apr 24 2004 - 01:00

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Luas Snapshot

Luas was delivered by TII, who is the custodian for the network



2 Lines

43km Network Length

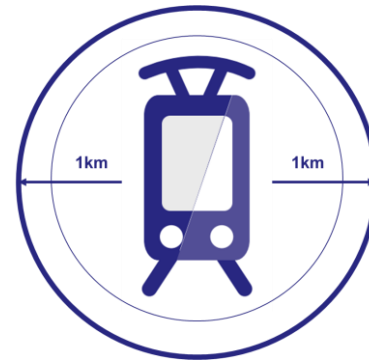
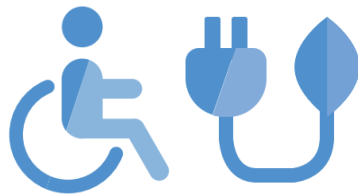
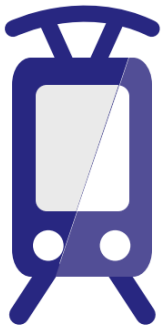
Fleet of 81 Trams

100% Electric

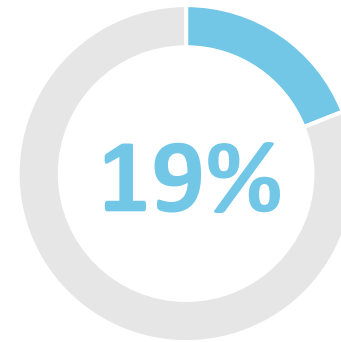
100% Accessible

67 Luas Stops

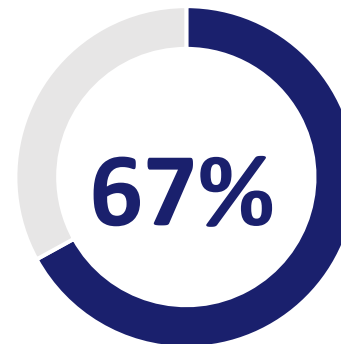
7 P&R Facilities



443,160 Residents
29% of Dublin* Population
within 1km of Luas stops



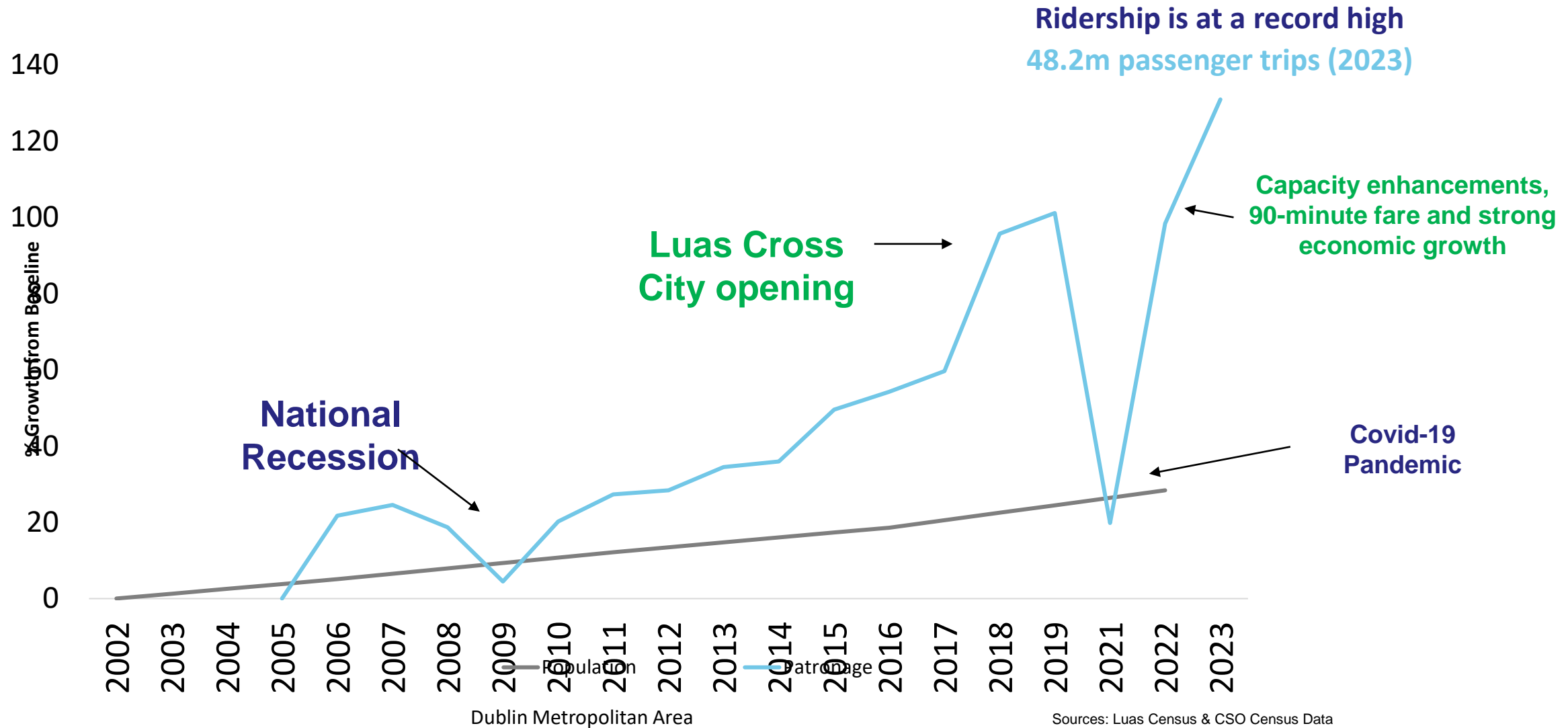
19% of Dublin* public transport
trips are made by Luas;
48 million passengers (2023)



67% of Luas passengers travel
to work, school or college



Luas proved to be an instant success, followed by steady and sustained growth



Luas's design means that all customers can use it with confidence

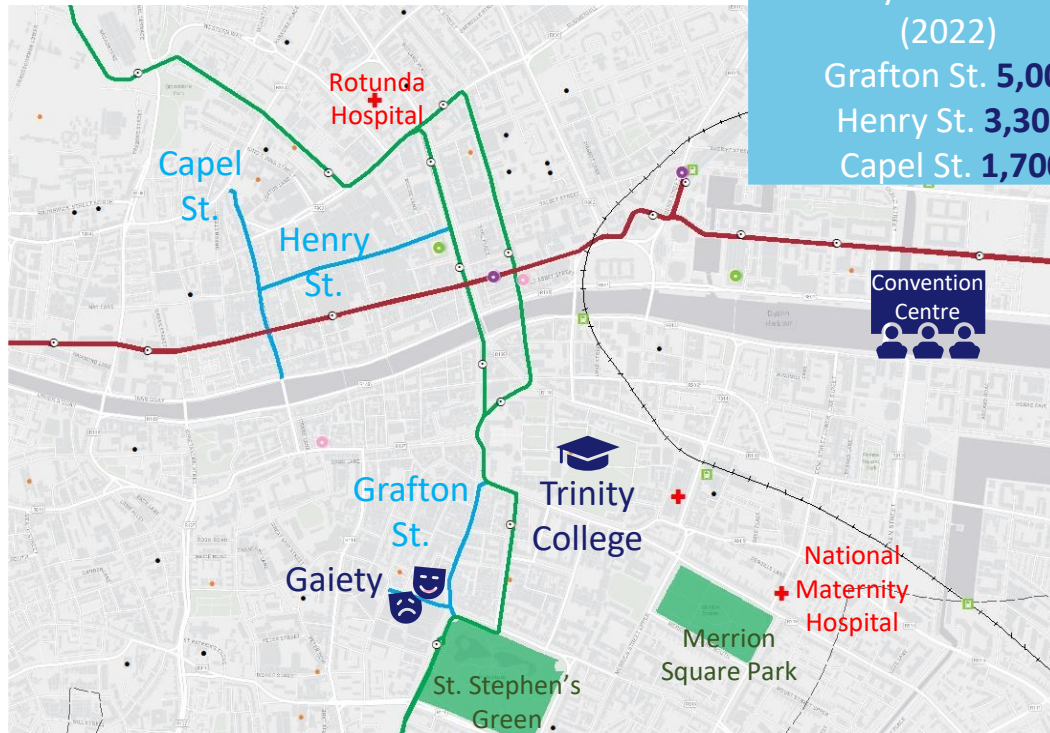


“Public transport in the 80s and 90s pre-Luas was not accessible so there was a lot of reliance on the private car for certain groups of society....Luas has made a difference...Far more accessible as no ramp needed to get on and didn't need to ring ahead – no planning involved. Plenty of space for wheelchair users.”

(TII's 'All Aboard' Podcast, Episode 3)

*It's much easier for people with buggies or fold bikes to walk and roll them on, as opposed to having to lift them up onto a bus- the accessibility is much better.
(Professional aged 50-59 – Stepside, March 2024)*

Luas and its design supports a thriving and vibrant Dublin



*I just think that the way that it drives right onto the campus at Grangegorman is great, right through St. James's hospital again is fantastic.
(Professional aged 40-49 – Glenclairn, March 2024)*



*It's far more pedestrianised all around that area. And even though they kept the old street design, they managed to keep it flowing... You can be proud of the way they designed everything.
(Retiree aged 60-69 – City Centre, March 2024)*



Luas is part of a multi-modal transport network, providing efficient interchange with other modes of travel

INTEGRATION

Red Cow



Opened 2004



3,000+
average daily boardings



85%
average daily Park
and Ride occupancy

INTEGRATION

Heuston



Opened 2004



6,300+
average daily boardings

3rd busiest
stop on the red line
& Irish Rail station

INTEGRATION

Broombridge



Opened 2017



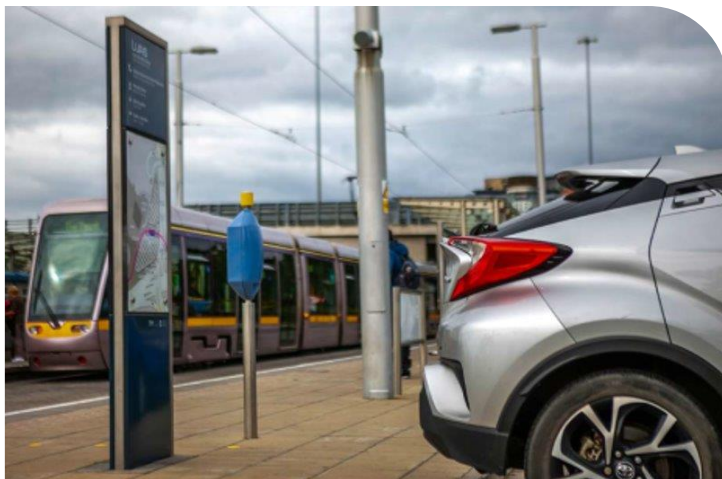
3,000+
average daily boardings



187%
growth in commuter
rail ridership 2016-2019



A gateway to the
Royal Canal Greenway



"I commute into Town from Carlow. It's made a big difference; I can just come into Heuston on the train and then come right here – because it stops right in front of my work."

- Spencer's Dock, Worker, 30s



Source: Flickr.com

Luas has unlocked new housing and supported regeneration

Urban Densification

Citywest



Opened 2011

4.2km
Extension
5 New Stops



6,300+
average daily boardings



93%
growth in boardings
2015-2023

Urban Regeneration

Tallaght



Opened 2004



3,000+
average daily boardings

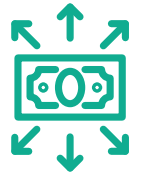
*"It's really allowed the city to expand outwards ... Saggart to Citywest, that's another new area that area has been built up... when you get off, and you see how big it's grown, like the housing estates and everything is very new and clean.
(Professional aged 40-49 – Glencairn, March 2024)*

*"It's the best thing that's ever happened in Tallaght. it's a fantastic service. don't know how we managed without it."
(Retiree aged 60-69 – Tallaght, March 2024)*

Luas connects Dublin's workforce to its major employment centres & supported the attraction of new jobs



Half of Dublin's 300,000 jobs are within a **15-minute walk** from a Luas stop



Luas commuters added over **€5 billion** in Gross Value Added* to the economy in 2022



35% increase in Luas commuters (2011-2022)



Office space well connected via the Luas has attracted at least **10,000 new jobs** since 2004, as a number of global companies moved to Ireland

Urban and Financial Regeneration

Docklands



Opened 2009

1.5km extension
11,000 new homes
Workforce of 40,000



Delivery timeline

20 Years of Luas

Luas has proven to be a flagship infrastructure project in Ireland, consistently delivered both on time and on budget.

It's original construction and subsequent line extension projects have each been delivered within one political term.



1999

Planning for Luas

Green and Red Lines granted planning approval.



2001

Main construction

Construction work on both lines commences to become the largest urban infrastructure project in Ireland.



2009-2011

Luas expands

Despite the recession, Luas saw rapid expansion and was in place when the economy recovered.

- Red Line arrives in Docklands (2009)
- Green Line extended to Brides Glen (2010)
- Red line extension from Belgard to Saggart opens to passengers (2011)



2004

Red Line opens

Route between Connolly and Tallaght opens in September.



2004

Green Line opens

Route between St. Stephen's Green and Sandyford opens in June.



2012

Luas Cross City extension

Luas Cross City extension from St. Stephen's Green to Broombridge receives planning approval.

Construction begins the following year and line opens within just 5 years.



2017

Creating a network

Luas Cross City opens, connecting Red Line and Green Line for first time.

Planning for growth

Increased capacity enhancements delivered on the green line, in recent years, provided longer and more frequent trams.



METROLINK

Integrated Transport. Integrated Life.



Looking forward to
Metrolink

Introduction to MetroLink—what is MetroLink?



- We choose to build MetroLink because, as JFK once observed, not because it is easy but because it is hard. And Because it is the right thing to do.
- MetroLink is a key scheme in the GDA' transport strategy to make Dublin a liveable city – more than an airport rail
- Need established in every relevant transport study and policy document over the years.



What problem will MetroLink solve?



- Ireland is outgrowing its current transportation infrastructure.
- In 2021, Dublin ranked as the 35th most congested city in the world.(TomTom, 2021).
- A Dublin commuter will, on average, spend over 213 hours a year stuck in traffic (28 extra minutes each rush hour).
- Economists estimate that, without intervention, congestion and lost time will cost the Irish economy over €2 billion per annum (EFEU, 2017).





What problem will MetroLink solve?

- The Greater Dublin Area is facing a considerable housing challenge with average annual price growth from 2012 - 2019 ranging from 8.3% to 10.7%.
- MetroLink will provide the planning nodal structure to almost 9,500 hectares of land that comes within a 2.5-kilometre radius of its stations. With housing and transport so inextricably linked, MetroLink will provide a natural incentive to deliver sustainable housing projects.





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Transport Infrastructure Ireland

Any Questions?

