



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

Luas Cork Public Consultation Emerging Preferred Route 2025





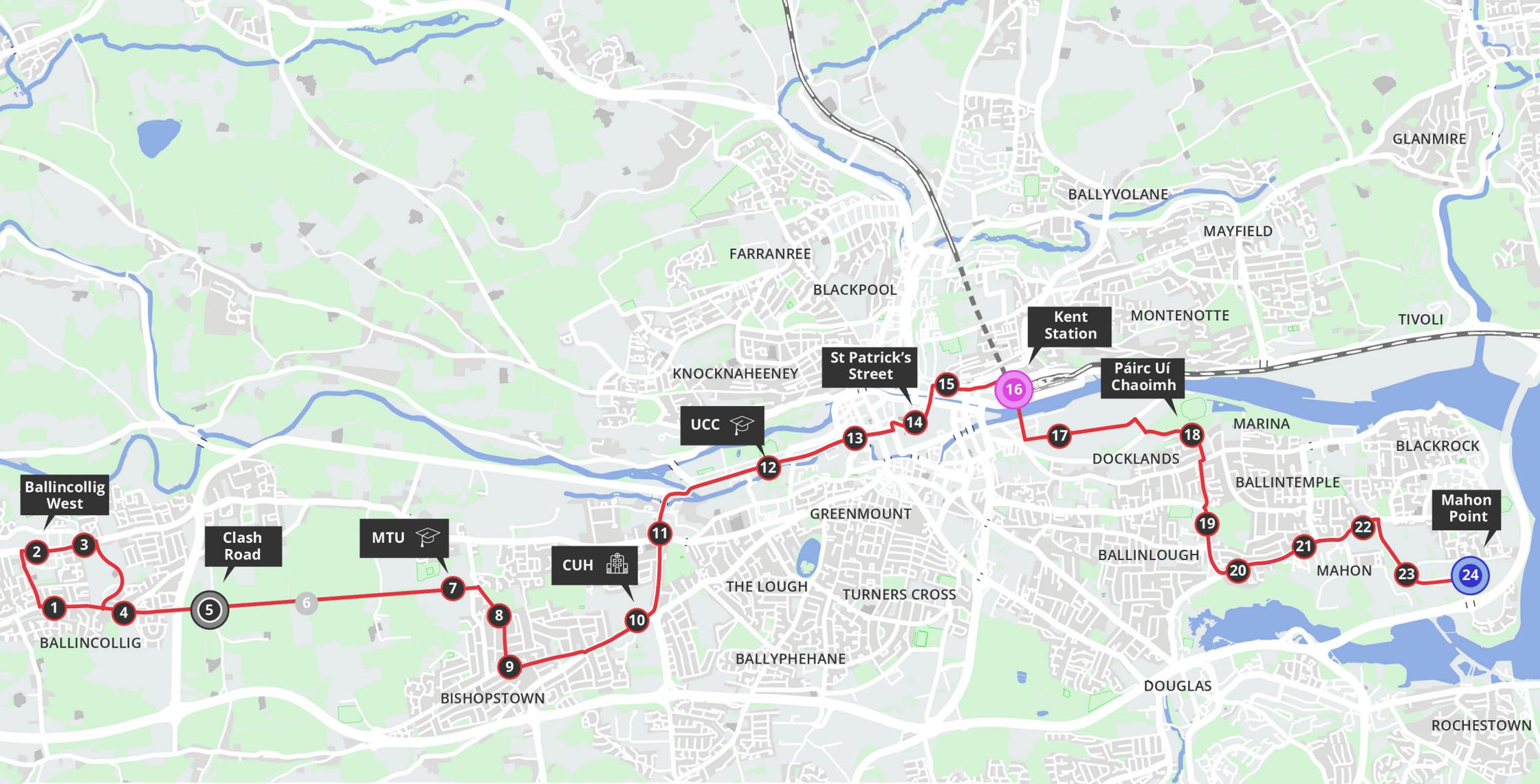
PATRICK ST. CORK. 495.W.L.

00 Contents

<u>01</u> Welcome to Luas Cork	5
<u>02</u> What is Luas Cork?	7
<u>03</u> Public Consultation	11
<u>04</u> Luas Cork Key Benefits	12
<u>05</u> Emerging Preferred Route Selection Process	21
<u>06</u> The Emerging Preferred Route	23
<u>07</u> Next Steps for Luas Cork.....	36
<u>08</u> Opportunities and Challenges	37
<u>09</u> Have Your Say	39



Front cover image courtesy of Jim McCarthy Photography



LEGEND - KEY INFORMATION

- Luas Cork EPR
- # Luas Stop
- P&R Proposed Park & Ride and Depot
- Proposed Mobility Hub
- Public Transport Interchange
- Existing Heavy Rail Line

Proposed Luas stops

- | | | |
|--|-------------------------|---|
| 1. Carriganarra Road | 9. Curraheen Road | 18. Páirc Uí Chaoimh |
| 2. Ballincollig West | 10. CUH | 19. Churchyard Lane |
| 3. Ballincollig East | 11. Dennehy's Cross | 20. Well Road |
| 4. Killumney Road | 12. UCC | 21. Woodvale Road |
| 5. Clash Road (Proposed Park & Ride and Depot) | 13. Washington Street | 22. Skehard Road |
| 6. Science Park (Future stop) | 14. St Patrick's Street | 23. Greenway |
| 7. MTU | 15. MacCurtain Street | 24. Mahon Point (Proposed Mobility Hub) |
| 8. Melbourn Road | 17. Centre Park Road | |



01 Welcome to Luas Cork

Welcome to this non-statutory public consultation on the Emerging Preferred Route (EPR) for Luas Cork.

The European Commission has selected Cork to become one of Europe's first climate neutral cities. Luas Cork is a transformative project, developed in close consultation with BusConnects, that supports this ambition, enabling the shift from cars to public transport and active travel.

Luas Cork aligns with several objectives of Project Ireland 2040, the Government's long term overarching strategy to make Ireland a better country for all. Luas Cork enables compact growth, sustainable mobility, access to education, employment and healthcare, and a transition to a low-carbon society.

After analysing a range of options, we now propose an Emerging Preferred Route for Luas Cork. The Emerging Preferred Route extends from the west of the city to the east – from Ballincollig to Mahon Point.

Before we proceed any further, we want to hear your views. This brochure explains the proposed alignment, its benefits and impacts and how you can send us your thoughts and ideas.

Luas Cork will be delivered by Transport Infrastructure Ireland (TII) and has been designed in collaboration with the National Transport Authority (NTA). Together we are committed to public participation in the design process of this important piece of transport infrastructure.

We hope you will examine the proposal and tell us what you think.

NTA's mission is to connect Ireland's people and places by providing sustainable transport infrastructure and services as well as working to reduce transport demand, all helping to lower carbon emissions.

TII's purpose is to provide sustainable transport infrastructure and services, delivering a better quality of life, supporting economic growth and respecting the environment.





02 What is Luas Cork?

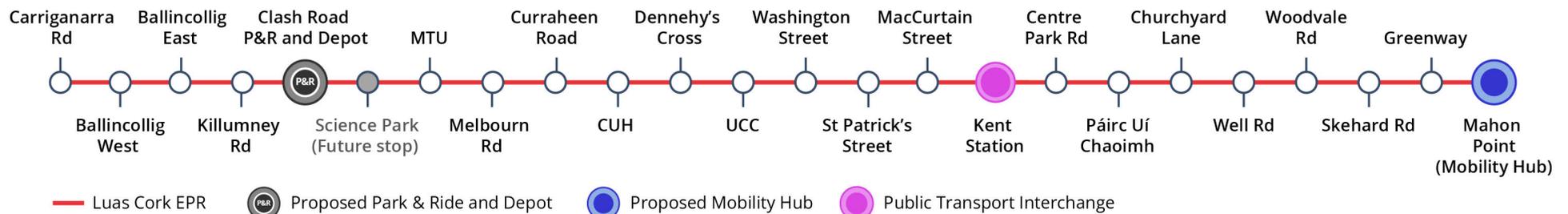
Luas Cork is a light rail line that will create a new public transport connection from Ballincollig to Mahon. Luas is a high-capacity system. Based on transport demand analysis it is expected that up to 2,300 passengers per hour will use the system in each direction at peak times with services running every six minutes, or more frequently if demand increases.

Luas runs at street level, making it convenient to hop on and off. With no steps or high platforms, Luas is easily accessible for all users.

With an estimated journey time of 35 minutes from Ballincollig to the city centre and a further 20 minutes to Mahon, Luas Cork will provide a direct link between Ballincollig, MTU, CUH, UCC, Cork city centre, Kent Station, Cork Docklands, Páirc Uí Chaoimh, Blackrock and Mahon Point. The Emerging Preferred Route includes a Park & Ride facility in Ballincollig, along with a proposed Mobility Hub in Mahon.

Both locations will include bike parking, electric vehicle charging and pick up/drop off points. Luas Cork will interchange with bus services along the route and with rail services at Kent Station. During the design and construction of Luas Cork, opportunities will be taken to enhance the urban realm and improve landscaping. Using the latest evolution of transport battery technology there will be no overhead cables in parts of the city centre.

The capacity, reliability and comfort of Luas Cork will give people an attractive alternative to cars, helping Cork become one of Europe's top climate neutral cities.

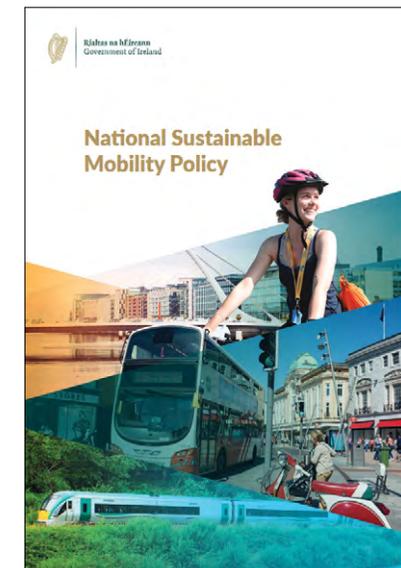
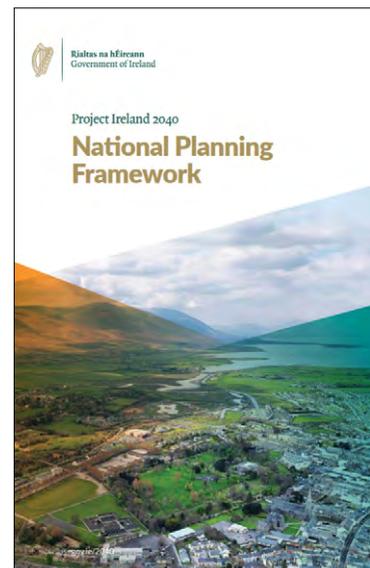
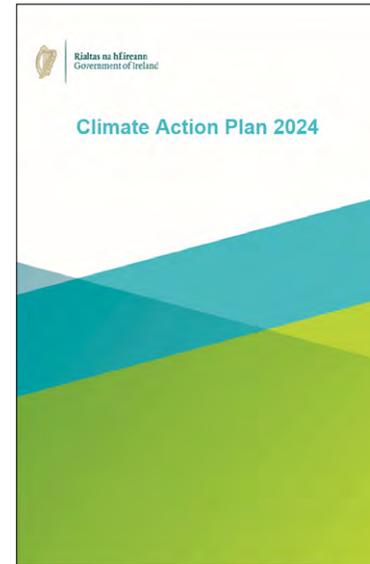




Cork Metropolitan Area Transport Strategy (CMATS)

Luas Cork is a central part of the Cork Metropolitan Area Transport Strategy (CMATS). CMATS will deliver a series of public transport services including BusConnects, heavy rail improvements, safe cycling and walking infrastructure, and Luas Cork. This new era of public transport will enable Cork to develop into an accessible, connected and vibrant city. CMATS is closely aligned with other national policies including:

- National Development Plan 2021–2030
- Climate Action Plan 2024
- National Planning Framework 2040
- National Sustainable Mobility Policy



KEY FEATURES

18km
from Ballincollig
to Mahon Point
via Cork city centre

Up to
25
Luas stops

No overhead cables
through the city centre


High Quality
Interchange
with Kent Station

New bridge from
Horgan's Quay to
Kennedy Quay



KEY BENEFITS

Higher frequency trams
to sporting venues
and events when
required

every
Trams 6 mins

CO₂
Reduced
transport
emissions

Ballincollig to
City Centre **25 mins**



Mahon Point to
City Centre **20 mins**


Up to **2,300**
passengers per
hour per direction
at peak times


16 million
forecast demand
passengers per
annum


100,000
people within 15 minute
cycle of a Luas stop (by 2035)

65,000
people within
15 minute
walk
of a Luas stop



03 Public Consultation

What we're consulting on and why

It is important to give everyone who is likely to be interested in or affected by our proposals an opportunity to participate in the design and planning of Luas Cork, especially at this early stage of development. We are specifically seeking your feedback on the:

- Emerging Preferred Route
- Location and names of the proposed stops
- Proposed cycling and pedestrian facilities
- Public realm and environmental issues

Have your say at
www.luascork.ie



04 Luas Cork Key Benefits

1. Transforming the city

Cork is planned to be the fastest-growing city in Ireland over the next 20 years with a population that is targeted to grow by 50 to 60 percent. The confidence in Cork's growth is reflected in the significant amount of investment in the city including some of the largest regeneration projects in the country, new cycling and walking infrastructure and urban renewal works.

High-quality public transport projects like Luas Cork are key to delivering large-scale regeneration, such as the development of the Cork City Docklands, expected to deliver 20,000 new homes and almost 25,000 jobs across the 4.2-acre site at Kennedy Quay and the surrounding docklands.

This growth is neither achievable nor sustainable without frequent, reliable public transport and active travel infrastructure that connects communities and neighbourhoods.

Investment and Tourism

Cork is ranked the best small city in Europe for economic potential by the Financial Times FDI European Cities and Regions of the Future 2022/2023.

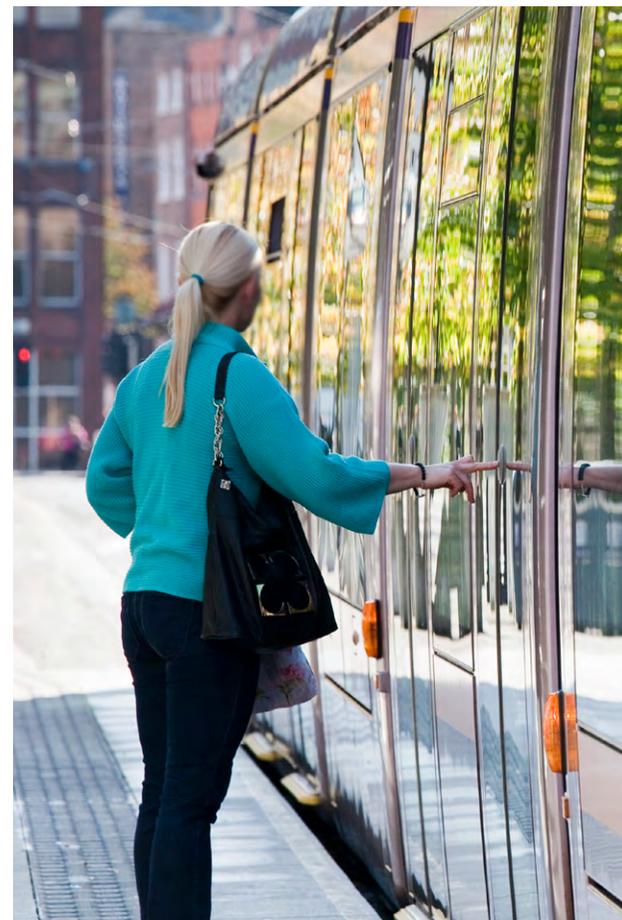
Cork City Docklands is planned to become an internationally recognised magnet for major inward investment projects.

Public transport is also a key element in the visitor experience. Good light rail is attractive to tourists. It's simpler because routes are permanent and highly visible. Luas Cork will be integral to the city's reputation and marketing as a sophisticated, liveable destination.

Tourism and sport

Luas Cork will connect Cork's key tourism, sporting and recreational spaces including:

- Fitzgerald Park/ Mardyke Arena
- The English Market
- Glucksman Gallery
- Páirc Uí Chaoimh
- Victorian Quarter



2. Fast, reliable journey times

Luas Cork will offer more frequent, more reliable journey times than other forms of travel along this route. This high-quality service will encourage people to leave their cars behind, easing congestion across the city. The reduction of cars in the city centre will free up space for active travel and for more sociable uses.

Passengers will be able to get from Ballincollig to MTU in 13 minutes, to UCC in 27, and from Mahon Point to the Kent Station stop in under 20 minutes, without worrying about rush hour or parking.

Third Level Education

Many third-level students and staff rely on cars, creating parking pressures at their college or university and limiting access to education. The Luas Cork Emerging Preferred Route serves key third level institutions – UCC, MTU and the College of Commerce – enabling staff and students to reduce their dependency on cars and switch to public transport.

Second Level Education

Thousands of secondary school students will be within 1km walking distance of a Luas stop. Light rail's reliability and safety means parents can be confident their child will get to school securely and on time. With bicycle parking at stops and the new cycle and pedestrian paths, students can get to school without relying on cars.



3. Ireland's first carbon neutral city

The European Commission has selected Cork to become one of Europe's first climate neutral cities making Cork one of 100 cities to lead Europe in climate action. Transport emits 30 per cent of greenhouse gases in Ireland. Transforming transport is vital in making Cork a smart, carbon neutral city.

As a result of its high capacity, light rail consumes far less energy than other forms of transport. A single tram can carry 300 people – the same as 240 cars.



By replacing thousands of car journeys and vehicle kilometres, Luas Cork will contribute to reducing Ireland's transport carbon emissions.

4. Active Travel

The future of travel requires us to share the road in a fairer way between pedestrians, cyclists, public transport and cars. Luas Cork will promote active travel by transforming and reallocating road space. We will construct parallel cycle paths and footpaths along sections of the route. Together with more cycle parking, Luas Cork will integrate well with the existing and proposed Cork cycle network.



300 people need



5. Integrated travel

Public transport works best when passengers can change conveniently from one mode to another. Luas Cork will create interchange opportunities with bus, rail, cycling and walking infrastructure along the route.

Kent Station will be the epicentre of activity in the North Docks and will play a significantly increased role as an interchange hub with all transport modes. City centre stops will also provide access to regional and Expressway/Intercity bus services from Cork City Bus Station at Parnell Place. The ongoing rollout of BusConnects Cork has also been considered alongside Luas Cork. TII has been working closely with the National Transport Authority (NTA) to ensure the systems complement each other.

6. P&R and Mobility Hub

As part of the wider transport strategy for Park & Ride in Cork, we have identified potential sites at each end of the proposed Luas Cork route. A Park & Ride facility in Ballincollig, with car parking spaces and bike parking, would enable commuters from the N22 to switch to Luas to complete their journey into Cork city. A smaller Mobility Hub at Mahon would provide additional facilities such as bike parking, car sharing, links to local walking and cycling infrastructure and interchange with both Luas and buses.



7. Safe and designed for all

TII puts “accessibility for all” at the core of its work. Luas trams are equipped with audio and visual next-stop and destination announcements to assist people with visual or hearing difficulties.

Luas Cork will provide:

- On-street lighting at stops and the surrounding area
- Barrier and step-free infrastructure making travel easier for those with mobility issues, luggage or managing small children in buggies
- Spacious trams for double strollers and wheelchairs
- Holding rails for children
- Seating at stop shelters

Luas Cork will be JAM Card friendly. The JAM Card allows people with a communication barrier tell others they need ‘Just A Minute’ discreetly and easily.

In addition, TII is leading research into the specific needs of female passengers in public transport, including security and access. The TII report “Travelling in Women’s Shoes” shows how public transport designed for women’s needs is better for everyone.

Affordable, reliable public transport reduces the need for car ownership. Luas Cork will make it quicker and easier for people to access employment, health services and education.



8. Landscape, Biodiversity and Urban Design

As Luas Cork develops from an Emerging Preferred Route to a detailed design, the public spaces, local landscapes, cycle routes, places and connections will all be developed and integrated into the scheme and the following design principles will be applied;

Respect Landscape Settings

Analyse and understand the local landscape character and respect the local landscape settings along the route. Restore and replace local landscapes wherever trees and boundaries may need to be removed.

Enhance Biodiversity

Maximise opportunities to enhance local biodiversity; incorporate sustainable landscape solutions including Sustainable Urban Drainage (SUDs) where appropriate and enhance Blue/Green infrastructure along the route.

Improve Public Realm

Seek opportunities to improve village and urban spaces and create attractive and sociable public places at key locations along the route. Improve pedestrian areas, active travel, street tree planting and street furniture to create vibrant and multi-functional streetscapes.

Improve Access to Open Space

Encourage equitable access to open space from the core route. Enhance links and connectivity to the Lee Fields, the Lee to Sea Greenway, the Mardyke and the Marina. Cultivate local links and attractive routes to and from the Luas stops.





Case Study

The city of Bordeaux – Bordeaux Métropole

The first new line was opened in December 2003. Four extensions have increased the route length to just over 77 kilometres with more routes planned. The impact of the tram on the city was not just seen in terms of moving people around. It has had a much wider impact on the structure of the city and the way in which new development took place. Trams in Bordeaux have created more walkable streets. There is little evidence of a city centre traffic problem and tram stops have created new networks and communal public spaces.

The infographic consists of three vertical panels on a red background. The first panel shows a blue car icon and text stating a 35% decrease in city centre traffic and private car use, leading to a return to a compact urban model. The second panel shows two people on bicycles and text stating a 10% increase in cycle use, leading to a rediscovery of walking. The third panel shows a wind turbine, a person on a bicycle, and a globe, with text stating the regeneration of public spaces like quays, resulting in a beautiful, humane, and traffic-calmed city.

Benefits of Light Rail in Bordeaux





05 Emerging Preferred Route Selection Process

Overview

The process to identify an Emerging Preferred Route comprised of three overall objectives for the scheme:

- Serve the existing and future passenger demand
- Provide a safe, frequent, reliable, efficient and sustainable public transport connection
- Reduce public transport journey times

Route selection process

The following criteria were used to assess the development of route options during each stage:

- Land use and Transport Planning Assessment
- Integration with transport policy and existing and proposed transport network
- Engineering and space-proofing
- Environmental Assessment
- Accessibility and social inclusion
- Safety and security
- Economic impacts
- Physical activity opportunities

The Stage 1 Option Selection Report is available online at: www.luascork.ie





Indicative view of Luas Cork through Main Street Ballincollig

06 The Emerging Preferred Route

Indicative impressions of how the route might look are presented on the following pages.

Ballincollig

The proposed Luas Cork Emerging Preferred Route (EPR) begins in Ballincollig on the west side of the city. A single-track loop through Ballincollig connects Leo Murphy Road to Station Road to Main Street and back to Leo Murphy Road, at which point the arrangement changes to a more typical double-track configuration and continues eastwards towards the city centre.

Beginning at Station Road, the tram travels in a northbound direction on a single track, while one-way vehicular traffic travels in a southbound direction. Once on Ballincollig Main Street, the tram travels eastwards, one-way, on a single track through the village, while vehicular traffic between Old Fort Road and the Station Road Junction is in a westerly direction only.

From the Old Fort Road junction with Main Street to the southern end of Leo Murphy Road, there are two lanes of traffic in each direction and a single southbound Luas track.

At the junction with Leo Murphy Road and Killumney Road, the tram reverts to a normal double-track arrangement eastwards towards the city centre whilst the single track arrangement

continues westwards towards Station Road. Along with traffic management changes in the area, some land-take and car-parking removal will be required to deliver the scheme.



Current view of Main Street Ballincollig



Indicative view of Luas Cork through Bishopstown Road

Ballincollig to Wilton Road

From the Leo Murphy Road/Killumney Road junction, the EPR continues eastwards along Kilumney Road to the Kilumney Link East roundabout on the N22, which will be converted to a signalised junction. After crossing the roundabout, the route proceeds eastwards, running adjacent to the proposed depot and Park & Ride site.

It then continues through agricultural land on a segregated and protected corridor for approximately 2.2km, until it reaches the Munster Technological University (MTU). A parallel, two-way cyclepath connects to the Curraheen Greenway and footpath at the Curraheen River end of this stretch of corridor.

The EPR enters the MTU grounds, crossing over the Curraheen River by bridge and running uphill between the existing GAA pitches and athletics track to a proposed stop in front of the campus administrative centre on Institute Road. The Institute Road/Rossa Avenue roundabout will be signalised and here the route turns onto Melbourn Road. The inbound track will be shared with general traffic while the outbound track will be segregated for tram only. A northbound segregated traffic lane will also be provided on Melbourn Road.

The proposed layout aims to maintain the treelined suburban character of the area, while at the lower end of Melbourn Road, the route cuts diagonally through a green area towards Curraheen Road, to a proposed stop, positioned to protect the mature trees and planting as far as possible. In addition to the EPR, cycling facilities are proposed along Melbourn Road to maintain good connectivity to MTU.

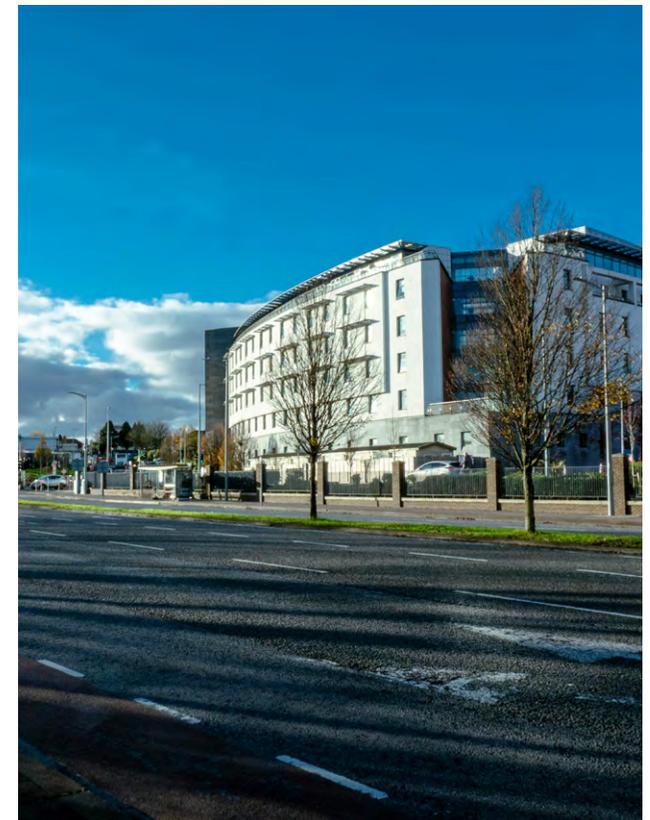
From Melbourn Road, the route turns onto Curraheen Road where part of the alignment will be segregated for tram only, and part will be shared with general traffic and buses in both directions.

It is proposed to create new signal-controlled junctions with priority for Luas along the shared road sections. Along this section of the EPR some land-take will be necessary, mainly on the north side of Curraheen Road, to facilitate both BusConnects and Luas Cork. Where possible, the EPR for Luas Cork will utilise the corridor provided as part of BusConnects to provide priority for public transport while minimising the need for further road widening in the area.

From Curraheen Road the proposed route continues eastwards, joining Bishopstown Road and sharing with general traffic until Cork University Hospital/Wilton Shopping Centre. Here, the existing wide roadway enables segregation of all modes of transport including Luas, buses, general traffic, and cycle lanes. The EPR will be segregated along the hospital boundary and will turn northwards at the Wilton Roundabout.

A compact public transport interchange will be provided in this area to facilitate bus-to-Luas and Luas-to-bus transfers.

It is also proposed to upgrade the existing Wilton Roundabout to a new signal-controlled junction as part of BusConnects, with some subsequent modifications required as part of the Luas Cork scheme thereafter.



Current view of Bishopstown Road



Indicative view of Luas Cork through Western Road

Wilton Road to Cork City Centre

From the new Wilton junction the EPR travels northwards along Wilton Road, through Dennehy's Cross to Victoria Cross, where it then turns east onto Western Road towards the city centre. On Wilton Road there will be a total of four lanes along its full length, as proposed for BusConnects Cork. The two central lanes will be allocated to general traffic and the two outer lanes to BusConnects/Luas. A new priority system at the signal-controlled junctions will ensure operational efficiency along this section of the corridor.

As the EPR proceeds through Victoria Cross and on to Western Road, it will continue to share the proposed BusConnects corridor. Four lanes will be provided: two central lanes for general traffic in each direction and two outside lanes for BusConnects/Luas. Some additional land-take is necessary along this section of the EPR, above what is required for BusConnects, primarily on the east side of Victoria Cross Road.

Along Western Road, the EPR will adopt a similar configuration to the proposed BusConnects scheme, including a proposed facility for cyclists along Mardyke Walk.

On Western Road, from Victoria Cross to Gaol Walk, four lanes are provided for full bus and Luas segregation.

A three-lane configuration is proposed from Gaol Walk to the UCC entrance at the Donavan Road junction. From the UCC entrance, general traffic will be diverted north onto the Mardyke

Road, while Luas Cork and BusConnects will proceed through a public transport gate onto Western Road along two-lanes running in each direction. Local traffic will be allowed to share the eastbound lane for access.

Cycle routes through the city centre will be compatible with BusConnects and developed in conjunction with Cork City Council and Cycle Connects to ensure safety and permeability to and through the city for cyclists.

They may run in parallel with the route or on adjacent but connected streets. In certain city centre areas, depending on further detailed analysis – a wire and pole-free Luas corridor is proposed.

This will minimise the impact on the public realm, will mean less clutter on the streets and make greening the city more achievable.



Current view of Western Road



Indicative view of Luas Cork through St Patrick's Street

Luas Cork City Centre

As with other older European cities, crossing through the historic core of the city centre presents particular challenges. The tram needs to serve the heart of the city, whilst also minimising impact on the built environment and integrating with other travel modes and the receiving streetscape. For this reason, we examined a number of alternative routes in detail, which can be found in the *City Centre Alignment Options Report*, uploaded to the consultation website.

Luas Cork Emerging Preferred Route/ via St Patrick's Street to Kent

The proposed Emerging Preferred Route crosses the city centre via St Patrick's Street, MacCurtain Street and Kent Station, with a tram stop at each of these locations. Picking up from Washington Street, the route turns left onto Grand Parade towards St Patrick's Street. It is proposed that the corridor will be primarily public transport only as far as St Patrick's Bridge, with some servicing of the street permissible.

There are a series of tight curves around which the Luas vehicles must navigate, resulting in a couple of pinch-points at the corner of Washington Street/ Grand Parade and at the junction of St Patrick's Street/ Grande Parade, with a possible impact on the corner building "Finn's Corner", subject to further detailed design.



Current view of St Patrick Street



Indicative view of Luas Cork through MacCurtain Street

Similar to Washington Street, alternative cycle routes will be identified to allow cyclists avoid the tight curves, as they can be difficult to negotiate for some cyclists. As the design progresses, solutions will be developed to ensure an integrated and permeable cycle network for the city centre, while avoiding Washington Street/ Grand Parade and the junction of St Patrick's Street.

Daunt's Square will be pedestrianised, and vehicular access to Daunt's Square/Paul Street from the south will no longer be permitted.

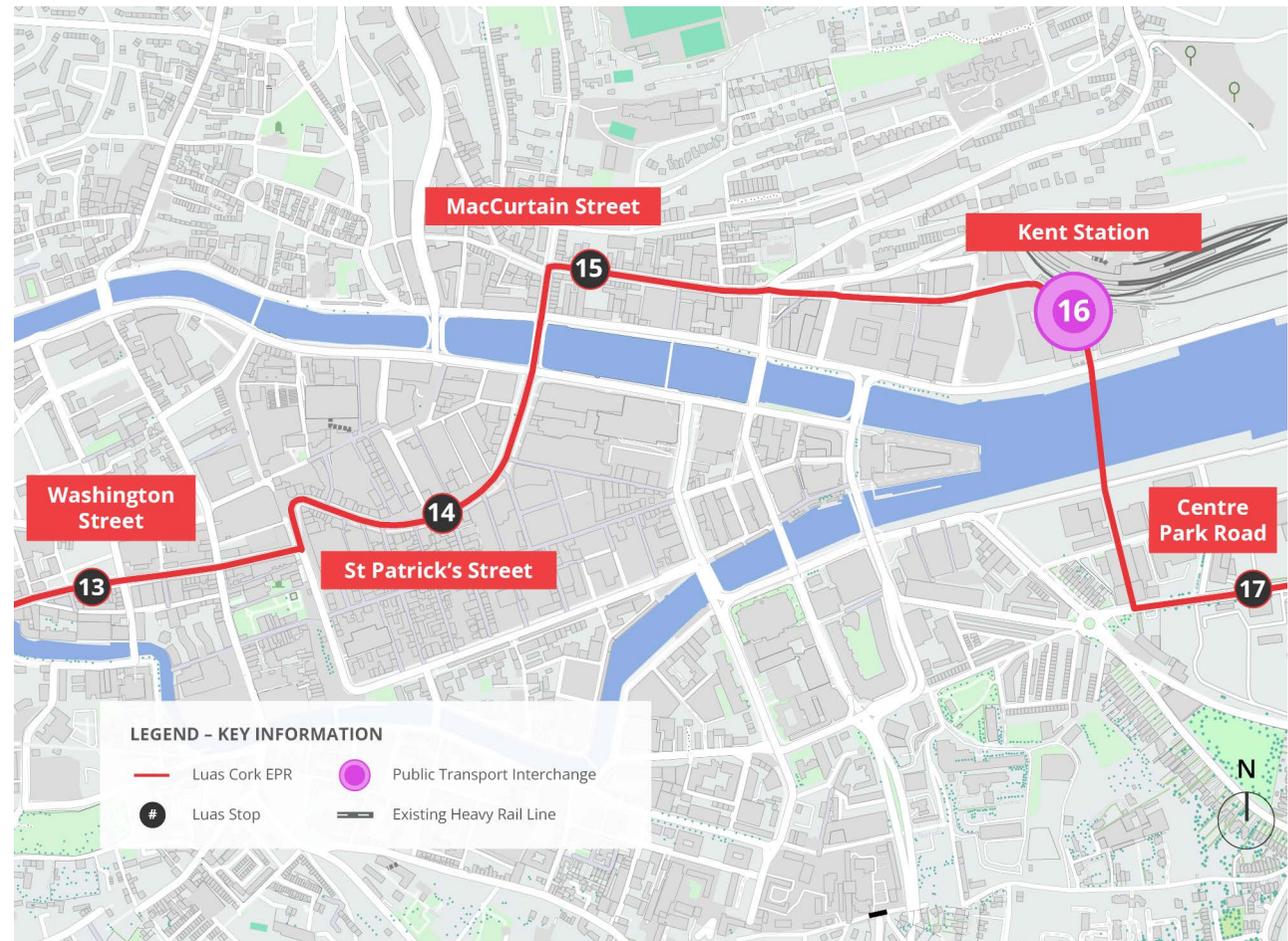
Once on St Patrick's Street, the route continues eastwards, maintaining the wide footpaths and streetscape of this important public space in the heart of the city. Crossing St Patrick's Bridge and onto MacCurtain Street, the route shares with buses and general traffic in an eastbound direction and with buses only in a westbound direction.

As with other streets along the route, St Patrick Street and MacCurtain Street will require works to accommodate the new Luas tracks including utility diversions and modifications to kerb lines and footpaths.

From the junction with Lower Glanmire Road, the route travels towards Kent Station via Alfred Street, sharing with buses in an eastbound direction. A Luas stop will be

integrated into the proposed new entrance at the rear of Kent Station allowing easy transfer to commuter and inter-city rail services, buses, and other interchange facilities.

The EPR then travels southwards on a new public transport bridge over the River Lee from Horgan's Quay to the south docklands at Furlong Street.



Luas EPR through city centre



MAHON

Indicative view of Luas Cork through Páirc Uí Chaoimh

Kennedy Quay to Páirc Uí Chaoimh

Once across the new public transport bridge over the River Lee, the route continues southwards along Furlong Street before turning eastwards on to Centre Park Road, where the tracks will be fully segregated from other traffic. Some land-acquisition will be required at the Southern Milling site.

The EPR will be compatible with the South Docklands Area Based Transport Assessment and integrated with the future Docklands Development, creating an attractive streetscape for public transport, active travel, and access to the docklands and the Marina. The proposed configuration here includes a segregated Luas alignment on grass-track, a two-way road carriageway and bi-directional cycleways and footpaths. Through avenue management and careful landscaping, it is proposed to enhance the tree-lined avenue of Centre Park Road and the Marina setting.

At the Centre Park Road/Marquee Road junction the EPR turns southwards before reaching Monahan Road, where the route runs along the southern boundary of the newly developed Marina Park.

Monahan Road will be partly realigned to the south to make space for the Luas corridor while limiting as far as possible impacts on the newly developed Marina Park and the mature trees in the area.

After crossing Monahan Road, the Luas corridor will pass to the south of the road, and at this location a Luas stop with a three-track configuration is proposed to serve the stadium and to facilitate possible service turnback towards the city centre at off-peak times.

The proposed three-track configuration will enable more frequent services when big events are taking place at Páirc Uí Chaoimh. Some land-take is required at this location to facilitate the proposed stop and the incline of the track alignment as it ascends towards Maryville.



Current view of Páirc Uí Chaoimh



Indicative view of Luas Cork through Skehard Road

Páirc Uí Chaoimh to Mahon Point

From Páirc Uí Chaoimh, the EPR runs southbound on Maryville, up a steep hill to reach the junction with Blackrock Road, sharing with local access traffic only. Regrading works are necessary at the lower part of Maryville to enable Luas services to operate along this section of the route.

The EPR then crosses Blackrock Road and on to Churchyard Lane where a portion of landtake will be required to facilitate the alignment. This includes the acquisition of the Venue Bar, a well-known Ballintemple landmark. It is proposed to reinstate this corner site as part of the works, in keeping with the Architectural Conservation Area (ACA) status of the village.

The EPR continues southbound on Churchyard Lane sharing with general traffic, which will be permitted for local access only, until the Churchyard Lane/Boreenmanna Road junction. Existing onstreet parking on Churchyard Lane will be relocated - some on Churchyard Lane itself and some to the rear of Churchyard Lane, at the entrance to Ashcroft Estate.

From the Boreenmanna Road junction, the wider roadscape offers the opportunity to partially segregate the EPR whilst maintaining a northbound lane for general traffic and the provision of segregated cycling and pedestrian infrastructure. The boundary to the quarry may be impacted at this location and careful consideration will be given to landscape reinstatement and to the restoration of the quarry's natural setting.

At the southern end of Churchyard Lane, the EPR turns eastwards on to Skehard Road. The proposed BusConnects Sustainable Transport Corridor (STC) J proposes a four-lane configuration on Skehard Road until such time Luas is constructed.

There are small sections of land-take required to implement the proposed scheme successfully, towards the eastern end of Skehard Road.

At the Blackrock Avenue junction, the EPR leaves Skehard Road and turns southbound on to Mahon Link Road, where the alignment will run on segregated track on the west side of the road, parallel to the existing Greenway. The existing tree-lined kerb on the western side of Mahon Link Road will be maintained.

A two-lane configuration will be adopted to the east side of the EPR for general traffic, which will result in some land-take and replanting along the eastern property boundaries.

The EPR will continue southbound following the road alignment to the proposed terminus located to the northeast of the Mahon Link Road/City Gate junction. Segregated cycling and pedestrian facilities will be provided along Mahon Link Road and will lead to the terminus where a proposed potential Mobility Hub would promote and enhance transport interchange opportunities between private car, public transport, and active travel users.

The Mahon Link Road/City Gate junction will also be upgraded as part of the BusConnects proposals, providing enhanced pedestrian and cycling facilities and better connectivity to Mahon Point Shopping Centre.



Current view of Skehard Road

07 Next Steps for Luas Cork



Emerging Preferred Route
Public Consultation
(Current Phase)

01



Preferred Route
Public Consultation

03



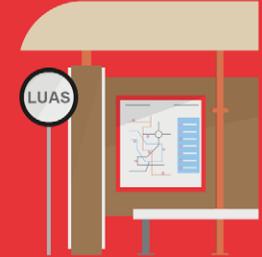
Preparation of Railway Order
Planning Application

05



Construction tender process

07



Start operation
of Luas Cork

09

02
Feedback Analysis



04
Design development,
preliminary business case and
statutory public consultation



06
Approval of Railway Order
Planning Application



08
Five year construction programme



08 Opportunities and Challenges

Delivering public infrastructure like Luas Cork may raise issues for those directly affected. We are committed to a meaningful and ongoing process of consultation and engagement with everyone affected by this proposal. We want to discover what the issues are, and how we can address them properly. Your feedback will help us better understand some of the issues and challenges we face.

Traffic management

During construction and operation, Luas Cork will impact traffic flows. Planning how to manage this traffic is part of our consultation process and will develop along with the design.

At every stage of design, right up to the Railway Order Process we will keep all stakeholders informed of issues that may affect them so potential issues are resolved.

Property acquisition

The proposed route will require some acquisition of private land. TII is committed to ensuring that any land acquisitions are managed in a fair and equitable manner. The scheme is currently at a preliminary design stage and exact land-take requirements are not yet defined.

We are communicating with landowners and tenants during this consultation on the Emerging Preferred Route and will continue.

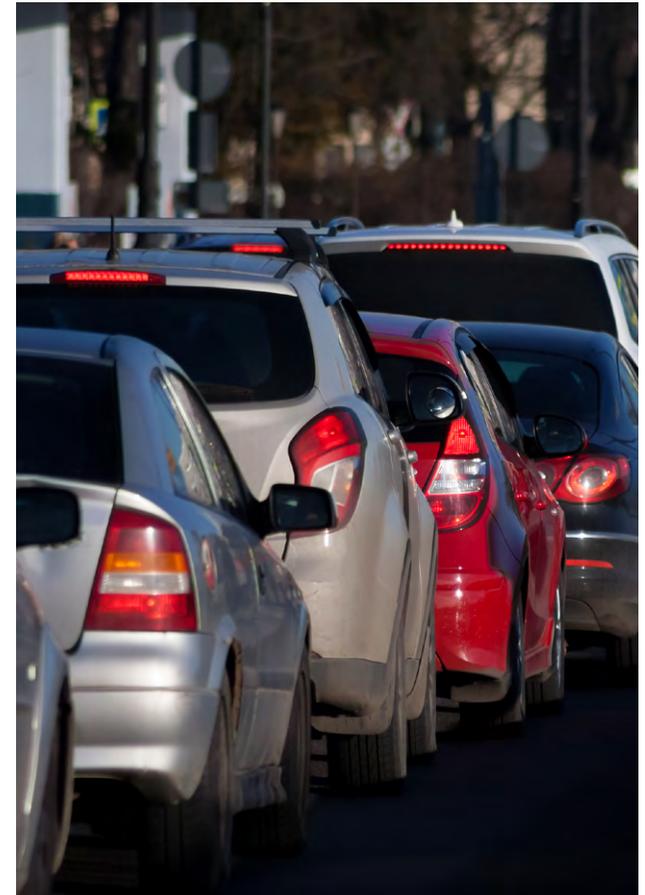
Environmental impacts

During the design development process, we will work to avoid and reduce environmental impacts. During construction, we will adopt sustainable approaches to minimise these impacts and to enhance streetscapes where possible.

The scheme will also include new planting and landscaping to reduce visual impacts and enhance biodiversity.

Cultural heritage

As with any construction project, Luas Cork has the potential to impact cultural heritage. We will endeavour to avoid all unnecessary impacts on important sites. This will be achieved through careful design, the Environmental Impact Assessment process and consultation with all relevant stakeholders. TII operates under a Code of Practice with the Department of Housing, Local Government and Heritage, which reflects our commitment to appropriately protect this resource.





09 Have Your Say

Your local knowledge will inform the emerging design, help us to improve the scheme and ensure it will be a success for you and the communities the route will serve. This is your chance to have your say on the proposed route.

How to find out more

Web

Please visit www.luascork.ie to find out more.

Virtual exhibition

From www.luascork.ie you can visit the virtual exhibition to find out more about our proposals, ask questions via email and provide feedback. Scan the QR code to visit the virtual exhibition.



Events

Upcoming Luas Cork events will be advertised on social media and online at www.luascork.ie.

Postal address

If you would prefer to print the response form from the website, please send it or any correspondence to:

Luas Cork, Transport Infrastructure Ireland
PO Box 13605
Little Island
Cork

Email

We're happy to hear from you via info@luascork.ie

Phone

1800 777 321
Our phone line is open 24 hours a day. If you leave a message, we'll aim to return your call between 9:30am and 5pm the next working day.

How to have your say

Go to our website www.luascork.ie and you'll be directed to our online consultation page. Register your details and then tell us what you think on the consultation form.

To provide an open and transparent consultation experience, all submissions, including the names of those who make them, will be published online once they have been reviewed and processed by the Luas Cork team.

Once consultation on the Emerging Preferred Route closes, we will review and take into consideration the comments we receive. At the next stage of the design development process, we will share a summary of how your feedback has helped to shape our plan.

To read full details of our moderation policy, privacy policy, and all other terms and conditions, please go to www.luascork.ie

Have your say at
www.luascork.ie

