

Luas Cork Non-Statutory Public Consultation

Emerging Preferred Route (EPR) 2025

Post-Consultation Report



00 Contents

00 Contents	2
Glossary	4
01 Executive Summary	7
1.1 Consultation sentiment.....	8
1.2 Key findings.....	9
1.3 Next steps	10
02 Introduction	13
2.1 Project overview	13
2.2 Consultation objectives.....	14
2.3 Public Consultation	15
2.4 Privacy and Personal Data	18
03 Approach to Public Consultation	21
3.1 Accessibility and inclusivity.....	21
3.2 How we engaged	22
3.3 Informing the public	24
3.4 Publicising the consultation.....	26
04 Feedback and Submissions Analysis	29
4.1 Introduction	29
4.2 Methodology.....	29
4.3 Analysis of submission findings	29
4.4 Analysis by key themes	31
A. Support for the Project ('We Need Luas')	35
B. Project Need.....	39
C. Public Consultation	41
D. Location Specific Feedback	45
1. Ballincollig.....	45
2. Churchyard Lane/Ballintemple.....	48
3. MacCurtain Street/St Patrick's Street	50
4. Proposed new Luas Bridge	51
5. Melbourn and Curraheen Road	52
6. Recurring local concerns	54

E. Route-wide design issues	61
1. Public realm	61
2. Cycle integration.....	61
3. Landscape and visual.....	62
4. Ecology and biodiversity	62
F. Luas Cork Stop Infrastructure	65
1. Proposed stop locations.....	65
2. Park and ride facilities	66
3. Luas stop design.....	67
G. Network Expansion and Route Alternatives.....	69
1. Southern extension.....	70
2. Cork Airport link	70
3. Western extension	70
4. Northern extension.....	70
5. Eastern extension.....	70
6. Other alternative route suggestions	72
7. Alternative transport solutions	73
H. Operations	75
1. Line priority/shared lane	76
2. Project delivery time (deliver Luas faster)	77
3. Suggestion on operation rules	78
4. Journey time.....	79
5. Integrated transport system.....	79
6. Fare structure	80
05 Conclusion and Next Steps.....	83
06 Appendices.....	87

Glossary

Acronym	Full Name
ACA	Architectural Conservation Area
ANPR	Automatic Number Plate Recognition
BRT	Bus Rapid Transit
CMATS	Cork Metropolitan Area Transport Strategy
CPO	Compulsory Purchase Order
CUH	Cork University Hospital
EPR	Emerging Preferred Route
EU	European Union
EV	Electric Vehicle
GDPR	General Data Protection Regulation
ICT	Information and Communications Technology
ISL	Irish Sign Language
IRHA	Irish Road Haulage Association
JT	Journey Time
LRT	Light Rail Transit

Acronym	Full Name
MCA	Multi-Criteria Analysis
MTU	Munster Technological University
NDP	National Development Plan
NPF	National Planning Framework
NSPC	Non-Statutory Public Consultation
NTA	National Transport Authority
PDFs	Portable Document Formats
PR	Preferred Route
P&R	Park and Ride
PTSB	Permanent TSB
Q&A	Questions and Answers
RTÉ	Raidió Teilifís Éireann
TDs	Teachtaí Dála
TII	Transport Infrastructure Ireland
UCC	University College Cork



01

Executive Summary

1.1 Consultation sentiment

1.2 Key findings

1.3 Next steps

01 Executive Summary

This report presents the outcomes of the Non-Statutory Public Consultation (NSPC) on the Emerging Preferred Route (EPR) for Luas Cork, delivered by Transport Infrastructure Ireland (TII) in collaboration with the National Transport Authority (NTA). The consultation period ran from 14 April to 9 June 2025 (eight weeks) and was officially launched at a public event in Cork City Hall by An Taoiseach, Micheál Martin.

The purpose of this report is to describe how the consultation was conducted, the extent of public participation and present the key themes and sentiments expressed in consultation submissions. The project team is studying carefully the feedback offered during the consultation. TII will continue to engage with key stakeholders to enable the further development of a Preferred Route (PR), ensuring that public input continues to shape the planning and delivery of this major transport initiative for Cork.

During the public consultation period, a total of 1,003 individual submissions were received through a range of response channels. Most were submitted via the online feedback form.

Submission overview






	Online Submissions	898
	E-mails (including in Irish)	85
	Post	15
	Voicemail	2
	Video Submissions	3
TOTAL		1003

Figure 1: Submission overview

The project website served as a central information hub, attracting around 17,000 page views and 10,000 first time visitors throughout the consultation period.

A virtual exhibition room drew over 2,300 visitors to explore project materials online. Traditional outreach methods included four major newspaper advertisements and the distribution of over 8,000 project information leaflets to households and businesses located along the alignment to ensure that members of the public not on social media were made aware of the proposal. The launch of the consultation received widespread publicity on national and local news outlets including television, radio, online and print media.

In-person engagement was substantial, with over 1,200 attendees participating across eight consultation events. This included one launch event, four full-day drop-in events and three pop-up events introduced to ensure broader coverage and accessibility. At all events, consultation brochures and drawing books featuring detailed maps of the alignment were made available. Members of the design team were present to answer both general and technical questions and to assist attendees in navigating the consultation materials.

More than 15 stakeholder briefing sessions have been held with local authorities, elected representatives, business associations, commercial property owners, residents, community groups, accessibility and environmental organisations. TII will continue to engage with all stakeholders as the Preferred Route (PR) is developed.

Engagement summary







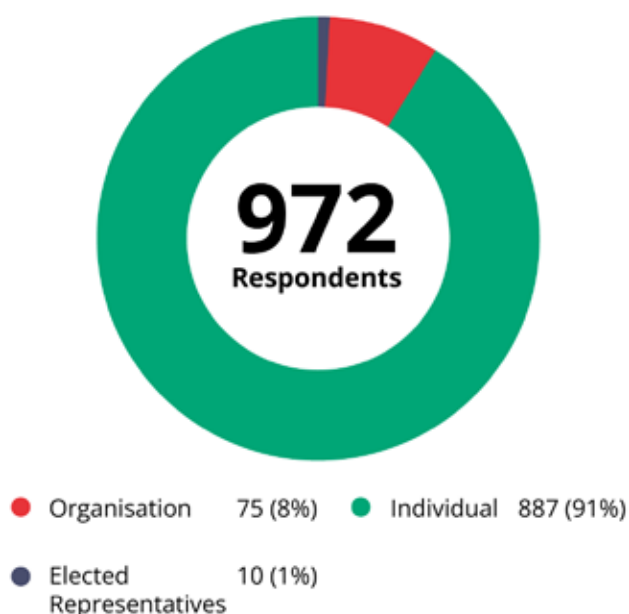
	8 weeks formal consultation
	1 public launch
	4 open days
	3 pop-up events
	30+ stakeholder briefings
	1003 submissions received

Figure 2: Engagement summary

Submissions were received from a wide range of stakeholders, including elected representatives, political parties, businesses, resident associations, land and property owners and individual residents. Contributors included Cork Chamber of Commerce, Cork Cycling Campaign, University College Cork, the National Student Union of Ireland (Aontas na Mac Léinn in Éirinn) and the Ballintemple Area Residents' Association, among others.

Breakdown of unique respondents*Figure 3: Breakdown of unique respondents*

A complete list of participating organisations is provided in Appendix T, while the list of public representatives who made submissions can be found in Appendix U.

After removing duplicate entries and consolidating similar responses, the final dataset included 972 unique respondents across all submission platforms. Of these, 887 submissions (91 per cent) were from individuals, while 75 submissions (8 per cent) came from organisations. Ten submissions were made by elected representatives.

1.1 Consultation sentiment

The consultation feedback demonstrated strong public support for light rail in Cork.

Of those who responded to the online survey, 55 per cent expressed satisfaction or neutral support for the specific route proposed and 45 per cent dissatisfaction with the route.

Of those who expressed dissatisfaction, a significant number of submissions expressed a clear desire to extend the route to communities not currently served by the EPR, to deliver the project faster and to address particular impacts.

Luas Cork satisfaction survey*Figure 4: Luas Cork satisfaction survey*

When asked about their satisfaction with the location of the proposed stops, 43 per cent of those who responded expressed satisfaction, 18 per cent were neutral and 39 per cent expressed dissatisfaction. About one per cent were unsure or did not respond.

Satisfaction with proposed stop locations



Figure 5: Satisfaction with proposed stop locations

1.2 Key findings

Submissions were analysed and the most common eight themes were identified as shown in Figure 6. The most widely supported request, submitted by 223 respondents, was to extend the route to communities in Douglas, Carrigaline and Rochestown. It was also suggested by 181 people that the route should be extended to Cork Airport, while 169 proposed a westward extension to Classis Lake and Ovens to serve major employers like Dell. There were 118 requests to extend the route to the north to Glanmire, Blackpool and Mayfield, perhaps building a second north-south line to complement the EPR's east-west alignment.

A petition organised by Sinn Féin, "Cork deserves a proper Luas!", had gathered 567 signatures at the time of this report. The petition calls for a more ambitious north-south Luas line that would serve key growth areas and include a spur to Cork Airport.

Submissions by key themes

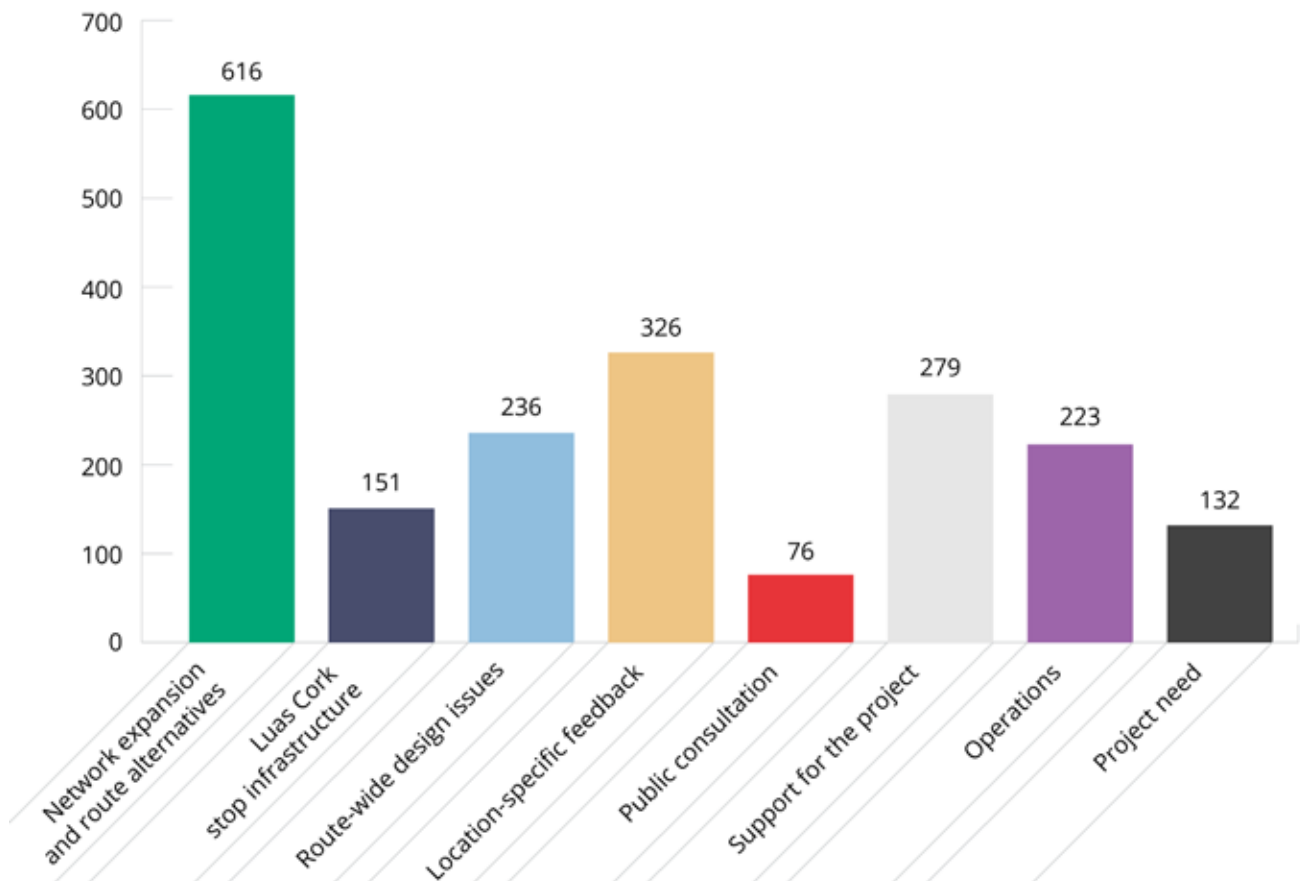


Figure 6: Submissions by key themes

Communities and stakeholders impacted by the proposed EPR expressed their concerns. These ranged from specific potential impacts on private property and premises to more general concerns about road safety and constrained locations.

Residents in Churchyard Lane, Ballintemple and Melbourn Road were particularly concerned about impacts on them during construction and operation. The loop around Ballincollig and the potential constraints of Station Road to accommodate the rail line were highlighted by many in that area. Businesses on MacCurtain Street were also worried about the potential disruption during construction and operations. There were many other comments about wider issues such as the branding of Luas Cork, accessibility, the environment, the proposed new bridge over the Lee – in particular its potential disruption on the maritime community – possible phasing of the route and stop infrastructure, journey time, reliability and efficiency.

A comprehensive analysis of these themes is provided in Section 4.

1.3 Next steps

With this phase of consultation completed, the project team in collaboration with key stakeholders, will progress to the development of a Preferred Route. This next stage will include the careful consideration of feedback provided and where appropriate, the further consideration of local alternatives. The input gathered during the consultation has been constructive and valuable, helping to shape a process that supports the delivery of the best possible route for Luas Cork.

Geographic engagement was analysed using the first three characters of respondents’ Eircodes, revealing strong participation from Cork City and its southern suburbs.

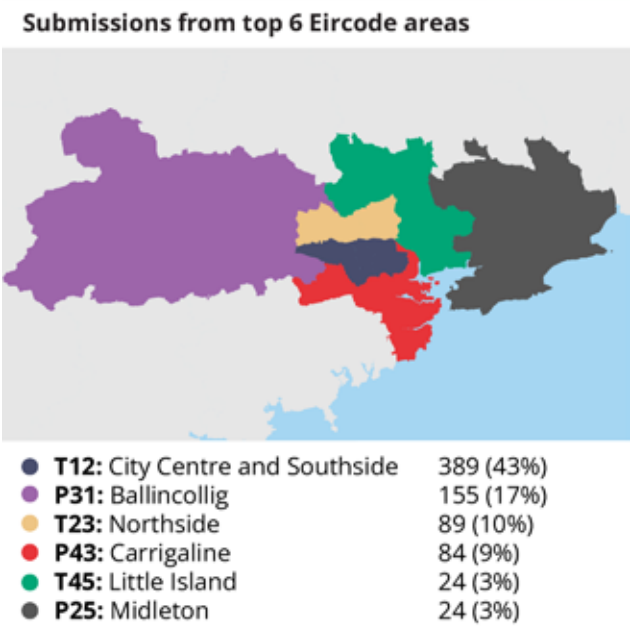


Figure 7: Submissions from top 6 Eircode areas



Indicative view of Luas Cork through Western Road

02

Introduction

2.1 Project overview

2.2 Consultation objectives

2.3 Public Consultation

2.4 Privacy and personal data

02 Introduction

2.1 Project overview

Luas Cork is a proposed 18 kilometre light rail line that will deliver a high-capacity public transport link between Ballincollig and Mahon, via the city centre. The EPR will connect key destinations including MTU, Cork University Hospital, UCC, Cork city centre, Kent Station, the Docklands, Páirc Uí Chaoimh and Mahon. With street-level access and step-free boarding, Luas Cork will offer a convenient and inclusive travel option for all users.

Luas Cork EPR route map with proposed stops

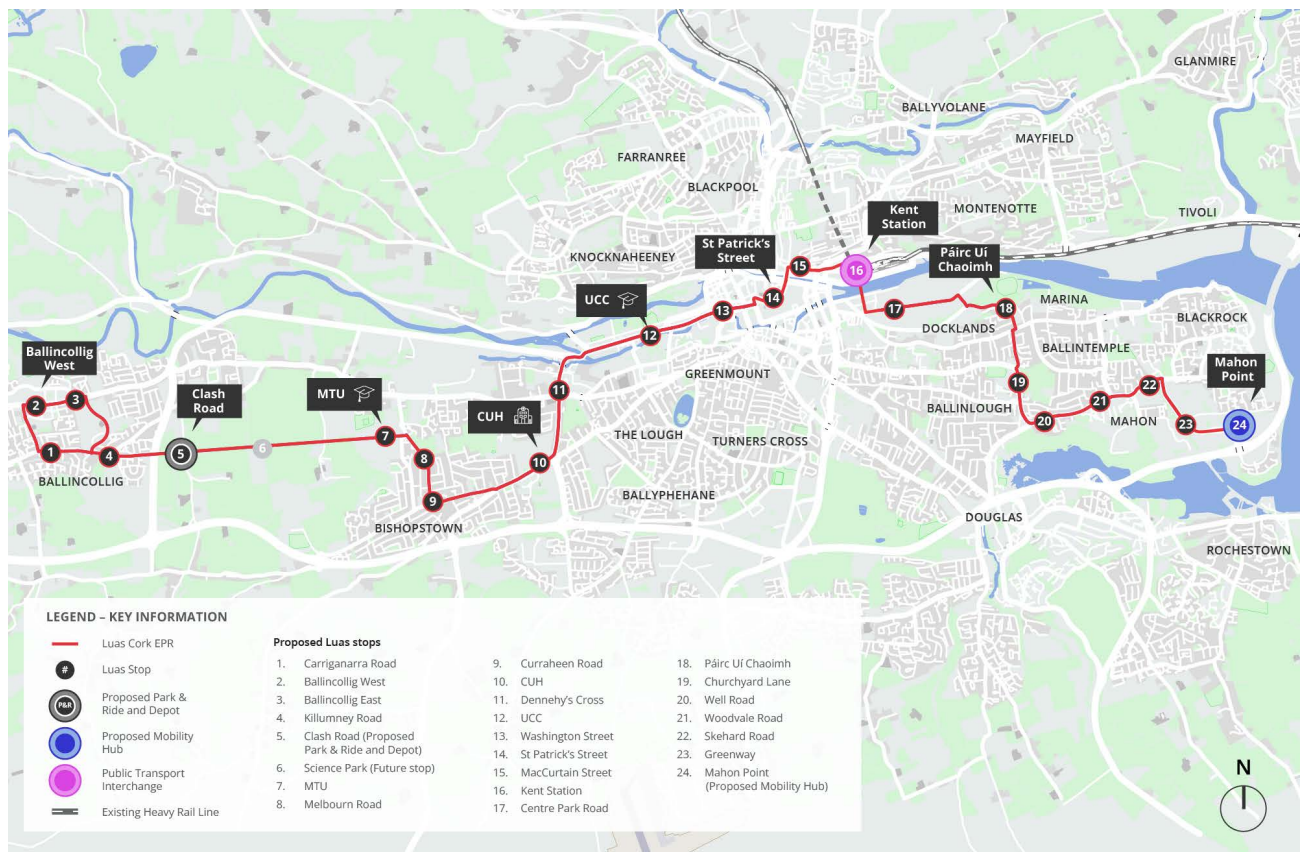


Figure 8: Luas Cork EPR route map with proposed stops

Estimated journey times are 35 minutes from Ballincollig to the city centre and an additional 20 minutes to Mahon. The EPR includes a 1,000-space Park & Ride facility in Ballincollig and a Mobility Hub in Mahon, both equipped with bike parking, EV charging and pick-up/drop-off points. It is intended that the system will integrate with existing bus services and connect to national and commuter rail at Kent Station.

The project also features a new public transport bridge linking Kent Station to Kennedy Quay and enhanced cycling infrastructure along much of the route. During design and construction, opportunities will be taken to improve the urban realm and landscaping along the route. In parts of the city centre, the system will operate without overhead cables, using advanced battery technology.

As Cork prepares for a projected population growth of 50 to 60 per cent over the next two decades, Luas Cork will play a vital role in supporting sustainable development. It will help enable major regeneration projects like the Cork City Docklands, which aims to deliver 20,000 new homes and nearly 25,000 jobs.

Luas Cork will offer a compelling alternative to car travel, contributing to Cork’s ambition to become one of Europe’s leading carbon-neutral cities. Luas Cork is a central part of the Cork Metropolitan Area Transport Strategy (CMATS) and is supported by the strategic objectives outlined in the Cork City Development Plan 2022–2028. 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 2025
- National Planning Framework 2040
- National Sustainable Mobility Policy

2.2 Consultation objectives

The first non-statutory public consultation for Luas Cork was designed to give the public, particularly those living, working or travelling along the proposed route, an opportunity to shape the development of the project from EPR to the Preferred Route. The consultation specifically sought feedback on the EPR from Ballincollig to Mahon Point, as well as the proposed locations for Luas stops along the corridor.

This consultation was open to all interested parties, with a particular focus on engaging local communities along the EPR and relevant stakeholders. The objective was to collate a broad and inclusive range of feedback to inform the next stages of project design development.

Date	Event type	Location	Attendance
14 April 2025	Launch event & elected reps briefing	Millennium Hall	150
28 April 2025	Public open day	Kingsley Hotel	200
29 April 2025	Public open day	Páirc Uí Chaoimh	331
6 May 2025	Public open day	Metropole Hotel	112
9 May 2025	Public open day	Carraig Centre, Ballincollig	250
23 May 2025	Pop-up events	Ballincollig, Wilton and Mahon Point Shopping Centres	150+

Table 1: Consultation Event Breakdown

2.3 Public Consultation

The public consultation for Luas Cork ran for eight weeks, from Monday, 14 April to Monday, 9 June 2025, during which 1,003 submissions were received. These responses reflect a diverse range of public input gathered across multiple channels.

Engagement activities included a public launch event, four open days, and three pop-up events held across Cork. These events attracted over 1,200 attendees and offered valuable opportunities for the public to meet the project team, ask questions and share their views. A full list of these events is provided in Table 2: Schedule of Stakeholder Briefings.

In addition to public events, the Luas Cork project team conducted over 15 targeted stakeholder briefings during and after the consultation period.

These sessions, held both in-person and online, engaged a wide range of stakeholders, including:

- Local authorities and elected representatives
- Business associations and commercial property owners
- Residents and community groups
- Accessibility and environmental organisations

Engagement is not limited to the consultation phase and will continue throughout the life of the project, ensuring that stakeholders remain informed and involved as the project progresses.

The project team maintains proactive engagement with stakeholders by responding to queries, following up on issues and ensuring that concerns are acknowledged and addressed. This ongoing interaction reflects the project's commitment to meaningful dialogue and collaborative working.



An Taoiseach Micheál Martin officially launched Luas Cork public consultation on 14 April 2025 at Cork City Hall

Schedule of stakeholder briefings

Group	Stakeholder	Engagement and key feedback
Local Authorities	Cork City Council: Divisional Teams	Briefing on the EPR including: Heritage, Architecture, Landscape, Public Realm, Utilities, Services and Engineering
	Cork County Council: Senior Executive Team	<ul style="list-style-type: none"> • CCC are fully supportive of the project • Possible Park and Ride locations • CMATS Update • Integration with BusConnects • Extension of route further west
Business groups & individuals	Victorian Quarter Business Association	<ul style="list-style-type: none"> • Construction impacts, timescales and cost • New Luas Bridge • Can the quays be considered instead of MacCurtain Street? • Coordination of Cork Docklands Regeneration and Luas Cork
	Cork Chamber of Commerce	<ul style="list-style-type: none"> • Strong support for light rail in Cork • Proposed new bridge and impact on maritime activity • Shared space: cars, buses, light rail • Construction impacts
	Ballincollig Business Association	<ul style="list-style-type: none"> • Supportive of Luas Cork • Consideration of extension westwards and expand catchment • Park and Ride
	Goulding Soil Nutrition	<ul style="list-style-type: none"> • Gouldings outlined current operations at the site and the unique nature of the business • Concerns regarding potential impact of Luas Cork on daily operations and next steps
	Skehard Rd Properties (Skehard Pharmacy, Liberty Hair Group, Cleopatra's Beauticians, Berkat Barbers)	<ul style="list-style-type: none"> • Included site visit to Skehard Road Businesses • Discussion surrounding the proposed route and the requirement to CPO the properties • Possible alternative road configuration to avoid CPO
	Cork Docklands	<p>Regular engagement with Cork Docklands prior to and during the consultation period, including:</p> <ul style="list-style-type: none"> • Knowledge-sharing • On-street configuration, position of stops, River Lee Bridge
	Cork Airport	<p>NTA, CCC, TII and Cork Airport all in attendance and discussion included:</p> <ul style="list-style-type: none"> • Overview of Cork Airport future development and plans • Overview of Luas Cork EPR and potential future connection points to the airport • CMATs 2026 and current access to the airport, bus routes, BusConnects • Agreement by all parties to work closely together
	The Venue Bar	<p>First Meeting following launch of the EPR. The proprietors expressed concern:</p> <ul style="list-style-type: none"> • at having not been informed prior to launch • at the impact of a possible CPO/demolition on the community • at the uncertainty for them from a personal and business standpoint

Group	Stakeholder	Engagement and key feedback
Business groups & individuals (continued)	O'Callaghan Properties	<ul style="list-style-type: none"> Fully supportive of the EPR as it signals progress in the delivery of key public infrastructure The EPR will have a significant impact on their landholdings at Kennedy Quay/Furlong Street; on Centre Park Road and at Mahon Point
	The Metropole Hotel	<p>Briefing and discussion which included:</p> <ul style="list-style-type: none"> Architectural Conservation Area and impact of Luas on public realm Construction duration and disruption Ongoing hotel maintenance requirements and protocols once Luas is operational
	Healy's Bar, Ballincollig	<ul style="list-style-type: none"> Concern regarding loss of parking and impact on deliveries Concern regarding uncertainty and impact on the business and the community
	Cork Business Association	<ul style="list-style-type: none"> Highly supportive of Luas Cork Emphasised the need for ongoing engagement and good communication Consideration of public realm, construction impacts
	DBLF/Dunnes Stores	<ul style="list-style-type: none"> Ongoing engagement Impact on access and deliveries
	PM Group	<ul style="list-style-type: none"> Co-ordination with BusConnects Access to their premises
	Enable Ireland	<ul style="list-style-type: none"> Potential impact on their site at Maryville Ongoing engagement and participation on disability and accessibility
	Joe Duffy Motors, Monaghan Road	<ul style="list-style-type: none"> Impact on the business, particularly customer parking Uncertainty regarding the route and the impact on business
	HW Planning with Thomas Murphy	<ul style="list-style-type: none"> Park and Ride Site Impact on N40 Junction/Kilumney Roundabout
	HW Planning with Murnane O' Shea, Ballincollig	<ul style="list-style-type: none"> Route should follow/capture future housing and development Use of proposed distributor road for public transport
	Basil Deli, Ballintemple	<ul style="list-style-type: none"> Concern around uncertainty and construction impacts for local businesses Impact on Ballintemple Village in terms of safety, parking, viability of local businesses

Schedule of stakeholder briefings (continued)

Group	Stakeholder	Engagement and key feedback
Community Groups	Monaghan Road Site	<ul style="list-style-type: none"> Concern regarding uncertainty hanging over the site. Timelines and Statutory CPO Process
	Disability Groups	<ul style="list-style-type: none"> Presentation on Luas Cork EPR and accessibility Establishment of a future User Group for Luas Cork
	Nature Network Ireland (Beaumont Quarry)	Meetings online and on-site meetings at Beaumont Quarry, which looked at: <ul style="list-style-type: none"> Impact mitigation Co-ordination with BusConnects Ongoing engagement as design progresses
	Transport and Mobility Forum	<ul style="list-style-type: none"> Highly supportive of Luas Cork Emphasised the need for an integrated approach to planning and delivery Focus on public realm, effective active travel, landscape and environment
Residents' Associations	Ballintemple Residents, Cork Constitution Rugby Club	<ul style="list-style-type: none"> Subsidence and home insurance Noise and vibration Community and safety issues Questions on alternative route
	Glencairn and Melbourn Mews Residents' Association	<ul style="list-style-type: none"> Shared amenity used by residents and their children Permeability to allow increased access to Luas Child safety concerns Flooding issues along Melbourn Road
	Curraheen Road Residents' Association	<ul style="list-style-type: none"> Potential property-take Co-ordination with BusConnects Traffic Congestion
	Melbourn Road Residents' Association	<ul style="list-style-type: none"> Child safety concerns Traffic congestion particularly during MTU term time Proposed road access changes (no left turn at Hawkes Road and Barretts Lane) resulting in potential 'rat runs' through estates. Impact on trees; cycle lanes
Utilities	Uisce Éireann; Bord Gáis Éireann; ESB; Gas Networks Ireland	<ul style="list-style-type: none"> Knowledge-sharing Co-ordination and planning Potential impacts, mitigation and standards

*Table 2: Schedule of stakeholder briefings***2.4 Privacy and Personal Data**

This document has been prepared in accordance with the EU General Data Protection Regulation (GDPR) 2016/679 and the Data Protection Acts 1988 to 2018. All personal data collected during the consultation process has been handled with care and in line with data protection legislation.

Submissions received through the online platform, email, post, or in-person engagement have been used solely for the purpose of analysing feedback and informing the development of the project. For full details of our moderation policy, privacy policy and all other terms and conditions, please visit www.luascork.ie.



Luas Cork Open Day, Kingsley Hotel – 28 April, 2025



Luas Cork Open Day, Páirc Uí Chaoimh – 29 April, 2025

03

Approach to Public Consultation

- 3.1 Accessibility and inclusivity
- 3.2 How we engaged
- 3.3 Informing the public
- 3.4 Publicising the consultation

03 Approach to Public Consultation

3.1 Accessibility and inclusivity

The project team prioritised accessibility and inclusivity throughout the consultation process. Multiple engagement methods were offered to ensure broad participation across all stages of the consultation process.

To support this:

- Information was provided in plain language, available in both Irish and English
- Accessible formats were developed, including screen reader-compatible PDFs and an inclusive virtual exhibition room
- All consultation materials were available in easy-to-read and downloadable formats
- Stakeholders could access information through printed materials, in-person events, the project website and a dedicated phonenumber
- The virtual exhibition room featured downloadable brochures, maps, reports and artist impressions
- Stakeholders were able to submit feedback online, by post or via email. The public also had the option to request materials or arrange one-to-one meetings for personalised discussions

To ensure full accessibility at in-person events:

- An Irish Sign Language (ISL) interpreter was present at all consultation events
- Members of the Cork Deaf Club were supported in submitting their feedback via signed video recordings, which were transcribed and included in the overall analysis



Students from a nearby school exploring plans for the Luas Cork project during one of the public consultation open day events

To further enhance engagement:

- TII appointed a spokesperson, Paolo Carbone, Head of Public Transport Capital Projects, for media interviews and issued press releases to national and local outlets
- Digital outreach included updates on LinkedIn, Facebook and the project website, helping to reach a wide and diverse audience
- Each event featured an 80-inch GIS screen displaying interactive maps, allowing attendees to explore the materials in greater detail. Tablets were also provided to support engagement and facilitate participation

3.2 How we engaged

A comprehensive and inclusive stakeholder engagement process was implemented throughout the consultation period, using a variety of tailored methods to ensure that a wide range of voices were actively involved. These included landowners, community members, resident groups, public representatives, businesses and interest groups. The approach combined direct outreach, public engagement and focused discussions to encourage meaningful participation and gather valuable feedback. See Table 2 on pages 16-18 for full list of groups.

Further engagement activities undertaken include:

Stakeholder briefings and webinars

The project team hosted a series of targeted briefings and webinars with key stakeholders. These sessions, held both in-person and online, provided opportunities for stakeholders to share insights, raise concerns and contribute to the development of the EPR.



Members of Cork Deaf Club engaging with the Luas Cork consultation team, supported by an Irish Sign Language (ISL) interpreter, at one of Luas Cork open day events



Stakeholders engaging with the Luas Cork consultation team during one of the Open day events



Luas Cork briefing for Ballintemple residents at Cork Constitution, 4 June, 2025

Engagement with directly affected stakeholders

At the launch of the consultation, letters were sent to landowners directly impacted by the EPR. As the consultation progressed, additional stakeholders were identified, prompting further engagement through phone calls and meetings with businesses located along the proposed route. This direct engagement approach will continue throughout the future phases of the project.

The Luas Cork project team also engaged with stakeholders who raised specific technical queries. These took place through in-person meetings, phone calls and email correspondence.

In addition, some stakeholders submitted formal responses or follow-up communications to share their views on the EPR.

Wider community engagement

More than 7,000 residential and commercial properties located within a 1 kilometre walking distance of the EPR were identified as part of the consultation zone. This area was selected to reflect the communities most likely to be interested in or affected by the proposals. The consultation zone is illustrated in Appendix M which shows the leaflet distribution area.

3.3 Informing the public

The project team launched a comprehensive communications campaign. This included a mix of digital, print and in-person engagement tools designed to reach a wide and diverse audience.

Communication channels

Project website

A dedicated project website (www.luascork.ie) served as the central hub for all project-related content, including background information, key reports and updates. The site launched on 14 April 2025 and generated a total of 17,000 page views and 10,000 new visitors. A sample page is shown in Appendix E.

Project email

An email address (info@luascork.ie) facilitated interactions, allowing the public to submit feedback, ask questions and request materials. The email remains active for ongoing correspondence.

Project phonenumber

A freephone number (1800 777 321) was available during office hours, with a voicemail service for out-of-hours queries. All queries were responded to promptly by the project team.

Project video

A project video, hosted in the virtual consultation room, provided a visual overview of the proposed route, stops and key features.

Books of drawings

Books of drawings, comprising four volumes (Ballincollig, Cork City West, Cork city centre and Cork City East), were made available online and at events. Each volume included detailed maps and illustrations of the EPR. A sample is provided in Appendix K.

Brochure and leaflet

Over 7000 leaflets were delivered by direct mail and about 1000 brochures distributed at events and published on the website.

Digital versions were also available online. A sample brochure is included in Appendix A (in English) and Appendix B (in Irish).

Display banners

Pull-up and pop-up display banners featuring route maps, key benefits and photomontages were used at consultation events. Photomontages illustrated “before and after” views of key locations. See Appendix T for examples.

Interactive big screen

An 80-inch interactive GIS screen was provided at the event, allowing attendees to explore project maps and materials in greater detail.



Attendees at the Luas Cork Open Day, Páirc Uí Chaoimh – 29 April 2025

Handheld tablets

Handheld tablets were used by the project team to support one-on-one discussions with attendees, helping to present and explain consultation materials.

Virtual consultation room

To replicate the experience of a traditional drop-in event, a virtual consultation room was developed. This interactive platform enabled users to explore the study area, view the EPR and submit feedback 24 hours a day over the eight-week consultation period. It featured display boards with infographics, maps, drawings, timelines and photomontages.

During the consultation period, the virtual room was accessed by 2,308 users.

As illustrated in Figure 9, access was primarily via desktop devices (71 per cent), followed by mobile phones (27 per cent) and tablets (2 per cent).

A sample display of the virtual room is provided in Appendix J.

Device breakdown of virtual room visitors

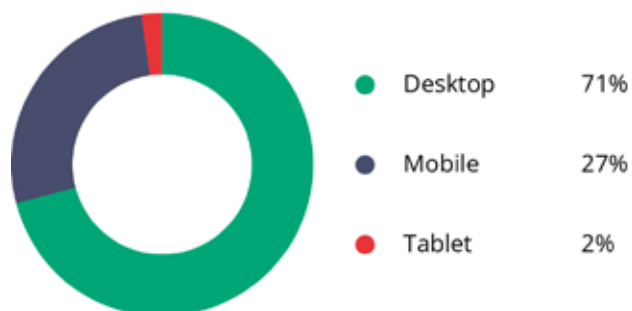


Figure 9: Device breakdown of virtual room visitors

Feedback collection

A dedicated online feedback portal, available in both English and Irish, allowed users to respond to questions, make comments and upload attachments. Downloadable and printed versions of the form were also available. See Appendices Q and R for a sample of the English and Irish portals.



Luas Cork project briefing with members of the Victorian Quarter Business Association – 6 May 2025

3.4 Publicising the consultation

The consultation was promoted using multiple channels. Key publicity activities are summarised in the table below:

Activity	Description
Letters to residents and property owners	Sent to affected landowners on the morning of the consultation launch, including a leaflet and tailored drawings. See Appendix O.
Launch event (14 April 2025)	Held at Cork City Hall, launched by An Taoiseach Micheál Martin. Attended by Councillors, TDs and media. See Appendix N.
Technical briefing for elected representatives (14 April 2025)	Post-launch session with project overview and Q&A for elected representatives. Led by TII and NTA.
Press Release	Issued by TII on 14 April 2025. See Appendix L.
Media coverage	Coverage by national and local outlets. See Appendix P for examples.
Stakeholder emails	Sent on launch day with project details and participation instructions.
Consultation leaflet	Over 7,000 leaflets distributed locally. Included EPR summary, route map, event information and feedback channels. See Appendix M.
Newspaper advertisements	Published in national papers (14–27 April) in English and Irish. Included project and event details. See Appendix H.
Online and social media	Shared via TII channels and partners. Included event reminders and closing notices. See Appendix I.
Spokesperson engagement	Paolo Carbone, TII spokesperson, conducted media interviews. Press handled via media@luascork.ie .

Table 3: Public consultation publicity activities



Rialtas na hÉireann
Government of Ireland

Transportal Eolas
Transport Ireland
2040

Luas Cork Public Consultation

Emerging Preferred Route
2025

Ballincollig



Indicative view



Current view

Visit: www.luascork.ie
Email: info@luascork.ie



Rialtas na hÉireann
Government of Ireland

Transportal Eolas
Transport Ireland
2040

Luas Cork Public Consultation

Emerging Preferred Route
2025

Bishopstown Road



Indicative view



Current view

Visit: www.luascork.ie
Email: info@luascork.ie



Rialtas na hÉireann
Government of Ireland

Transportal Eolas
Transport Ireland
2040

Luas Cork Public Consultation

Emerging Preferred Route
2025

Western Road



Indicative view



Current view

www.luascork.ie
info@luascork.ie

04

Feedback and Submissions Analysis

- 4.1 Introduction
- 4.2 Methodology
- 4.3 Analysis of submission findings
- 4.4 Analysis by key themes

04 Feedback and Submissions Analysis

4.1 Introduction

This report conveys the views of the public and their opinions about the proposed route. It does not provide a technical assessment or response to the submissions.

This section presents the result of the consultation. All submissions, whether received through the online feedback form, by post or email, have been reviewed and recorded by the project team.

4.2 Methodology

The online feedback form included ten questions. The first five collected personal details (name, address and email). All personal data, except for names, remains confidential and is used solely for this project. Demographic data was collected to assess whether the consultation reached a representative sample.

Responses were analysed thematically, grouped by recurring issues and suggestions rather than by priority. A duplicate check identified multiple submissions from some individuals (e.g. via both email and the online form). These were recorded to ensure each respondent was counted only once, though all feedback was reviewed.

Many responses covered multiple themes. Each respondent was assigned a unique ID to support accurate tracking and analysis.

4.3 Analysis of submission findings

1,003 submissions were received during the consultation. After removing duplicates, 972 unique respondents were identified. The majority of all respondents, 898 (89 per cent), submitted their feedback through the online platform. An additional 85 submissions (eight per cent) were received by email, including one in Irish, which was translated for analysis. A further 15 written submissions (1.5 per cent) were received by post.

Some of these were duplicates of online responses, while others included supplementary materials such as diagrams or alternative route proposals.

Additional contributions included two voicemails from members of the public and three video messages submitted by members of the Cork Deaf Club during consultation events. These video messages, delivered in Irish Sign Language, provided input on location-specific concerns, accessibility challenges and design suggestions. (See Figure 10 for breakdown of submissions by platform).

All written submissions were transcribed and analysed using the same qualitative methodology. Every submission, regardless of how it was received, was included in the analysis to ensure that all contributions were fully considered.

Breakdown of submissions by platform

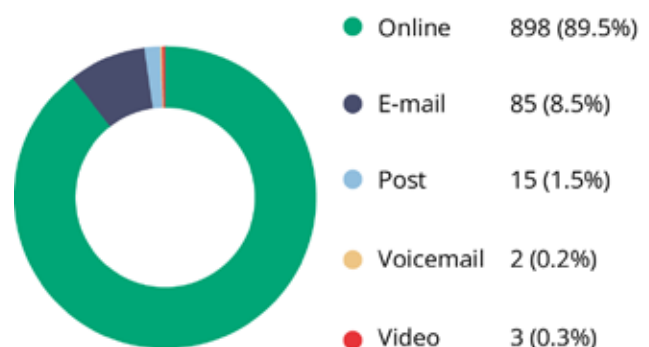


Figure 10: Breakdown of submissions by platform

Demographics of respondents

Of the 972 unique respondents, 887 submissions (91 per cent) were made by individuals. A further 75 submissions (eight per cent) came from organisations, while ten submissions (one per cent) were submitted by elected representatives.

A full list of participating organisations is available in Appendix T.

Geographic distribution of submissions

Using the first three characters of each respondent’s Eircode, submissions were mapped to visualise engagement across the Cork Metropolitan Area. As shown in Figure 11, participation was particularly strong in Cork City and its southern suburbs.

This analysis is based on the 903 responses submitted using the official project questionnaire, whether online or in alternative formats.

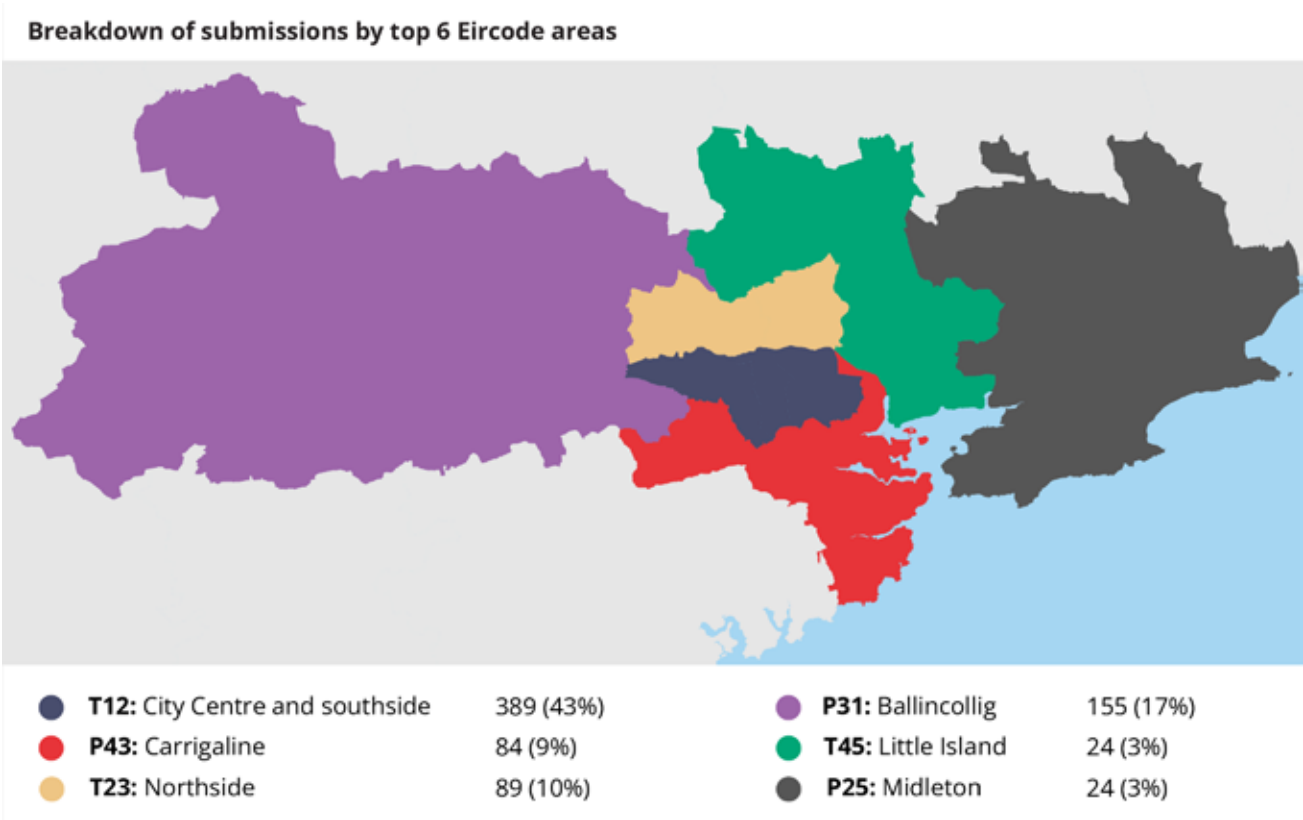


Figure 11: Breakdown of submissions by top 6 Eircode areas

4.4 Analysis by key themes

This section presents a thematic analysis of all feedback received.

This report does not provide a technical assessment or response to the submissions. It conveys the views of the public and their opinions about the proposed route.

The submissions were analysed and the most common eight themes were identified. These are shown in Table 4 below.

43 respondents indicated they had no additional comments. While these were acknowledged, they were excluded from the thematic analysis. Comments that did not fit within the eight main themes were recorded separately to ensure all feedback was captured. These included 26 submissions, which focused on transport issues outside of the scope of the project and beyond Cork and its surrounding area.

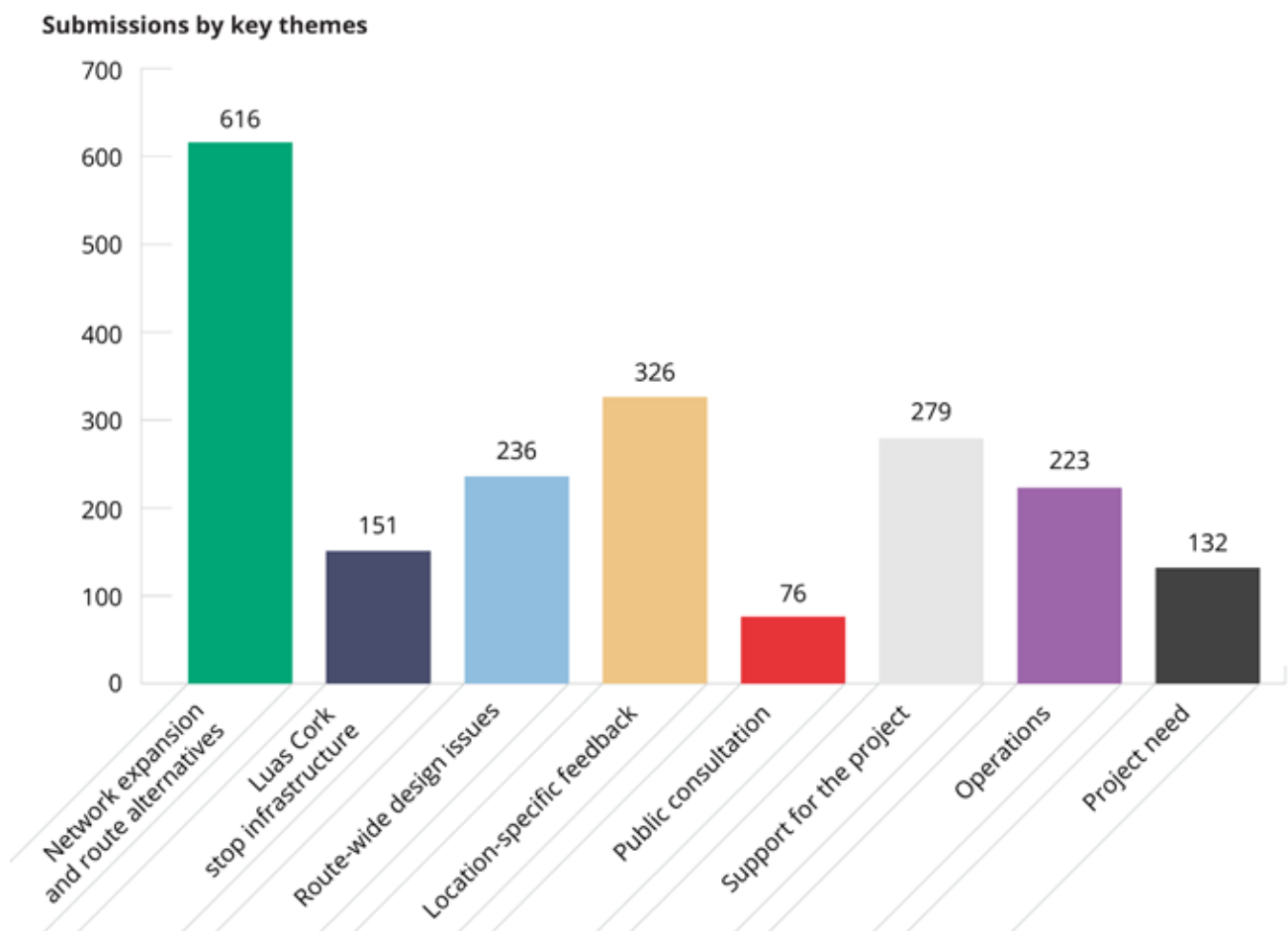


Figure 12: Submissions by key themes

Feedback themes

Key Theme	Description	Sub-Themes
A. Support for the Project ('We Need Luas')	Support for Luas Cork to boost sustainability, connectivity, growth and integration.	<ul style="list-style-type: none"> • Agree with the scheme/support for Luas Cork
B. Project need	Criticism or opposition to the project.	<ul style="list-style-type: none"> • Scheme will have little benefits • Comments on current public transport system • Do not progress Luas
C. Public Consultation	Feedback on consultation duration, need for clearer materials (e.g. 3D visuals, GIS, ISL) and calls for ongoing engagement.	<ul style="list-style-type: none"> • Feedback on consultation process
D. Location-specific feedback	Specific and recurring local themes	<ul style="list-style-type: none"> • Ballincollig • Churchyard Lane/Ballintemple • MacCurtain Street/St Patrick's Street • New Luas Bridge • Melbourn and Curraheen Road
E. Route-wide Design Issues	Design-related feedback focused on public realm improvements, cycle integration and environmental impacts.	<ul style="list-style-type: none"> • Comments on project design
F. Luas Cork stop infrastructure	Feedback on stop infrastructure, including location, catchment area, accessibility and interchange options.	<ul style="list-style-type: none"> • Proposed stop locations • Park & Ride facilities • Luas stop design
G. Network expansion and route alternatives	Proposals to extend the line in all directions.	<ul style="list-style-type: none"> • Extend to the south • Include a link to Cork Airport • Extend to the west • Extend to the north • Extend to the east • Alternative route design suggestions • Alternative transport solution
H. Operations	Operational feedback covering journey time, project delivery timeline, service frequency, branding, accessibility and inter-modal interchange.	<ul style="list-style-type: none"> • Line priority/shared lane • Project delivery time • Suggestions on operation rules • Journey time • Integrated transport system • Fare structure suggestions

Table 4: Feedback themes



Indicative view of Luas Cork through Skehard Road

A

Support for the Project (‘We Need Luas’)



A. Support for the Project ('We Need Luas')

The feedback offered valuable insight into the level of support for Luas Cork. 279 respondents (29 per cent) expressed overall support for the project.

Contributions highlighted the potential for long-term benefits, including improved regional connectivity, more sustainable transport options, better integration with existing infrastructure and support for future population and economic growth.

The project was frequently described as a forward-looking investment in the region's development.

To illustrate the depth and diversity of this support, a range of positive comments have been selected, representing stakeholder groups such as public representatives, resident associations, individual citizens, property owners and organisations. These endorsements reflect public confidence in Luas Cork's potential to enhance daily commuting, reduce traffic congestion and encourage more sustainable transport habits.

Some of these comments are shown on the following pages.



Luas Cork project briefing with members of the Cork Chamber of Commerce on 21 May 2025



Attendees at the official launch of Luas Cork public consultation on 14 April 2025

"This is a very significant day for the public of Cork - this will be a transformative transport project for Cork city"

"Luas Cork will hugely improve connectivity in the city by modernising the city's public transport network, making it more accessible and creating new opportunities for residents, visitors and local businesses".

Mícheál Martin, Taoiseach

"It is a long-awaited, missing but vital link in the city's transport infrastructure, it will provide real choice to have more people travel by public transport, reduce car dependency, connect key locations and allow for significant additional growth in the development of the city".

Councillor Dan Boyle, Lord Mayor of Cork

"Today's announcement of the Luas Cork Public Consultation represents a step forward, but we still have miles to go. Cork needs a public transport transformation, too many buses are delayed or don't show up at all."

"We need a clear timetable for the Luas Cork. We need a dedicated funding stream. We need the project to progress as quickly as possible - this shouldn't take decades".

Pádraig Rice, Social Democrats TD

"At the outset we wish to highlight our support for Luas Cork and all our members recognise the benefits it will bring to the business community in Ballincollig in addition to the community as whole."

Ballincollig Business Association (BBA)

"Public transport systems such as the Luas Cork and BusConnects are crucial to ensure large scale movement of citizens across the City. A form of public transport that will not only be efficient, quick and reliable, but that will capture the imagination of the people of Cork is necessary to identify Cork as a modern, exciting city to live, work and play in..."

"We need to build Cork into a major 21st Century City and Region and we need a 21st Century light rail to match it".

Cork Sinn Féin

"We would like to note that we are pleased that transport in the Ballintemple area - and across Cork - is being examined for development and improvements."

Ballintemple Area Residents' Association

"The Cork Cycling Campaign welcomes the Luas Cork project and its potential to transform sustainable transport and active travel in the city. We support the inclusion of high-quality cycling infrastructure, which will improve connectivity and complement both the future BusConnects programme and the further development of the Cork Cycle Network Strategy (2017)."

Cork Cycling Campaign

"The prospect of a Cork light rail is exciting and can be transformative for the city. At present, there is not sufficient reliable public transport options in Cork and there is an over-reliance on the car as a result. It is of utmost importance that construction begins on the Luas Cork before 2030."

Senator Laura Harmon, Labour Party

"Tesco welcome the proposed investment in public transport infrastructure and consider that the scheme has the potential to significantly enhance same."

Tesco IRL Ltd

Footnote: Quotes in this report have been excerpted from authentic public submissions. Sections may have been omitted for clarity, brevity and readability; however, care has been taken to preserve the original intent and meaning.

"Transport and Mobility Forum, Cork (TMF) is strongly in favour of the proposed plans for a Luas light rail in Cork. Public Transport (PT), along with active travel, needs to become the backbone of transport in the Metropolitan area."

The Transport and Mobility Forum, Cork

"I am thrilled with the proposed route. I cannot endorse it strongly enough. I look forward to being enacted with as little delay as possible. It will improve my life significantly as my current bus commute from Ballincollig is a nightmare. I am very hopeful that this service will make the city less car-dependent, reduce vehicle congestion and make us a more environmentally sustainable city going forward."

Maria Power

"At the outset, Cork Chamber wishes to express its strong support for this project, its ambition, its vision and the significant positive impact it is poised to have on not only the city's future but that of the entire Cork region. As envisaged in the Cork Metropolitan Area Transport Strategy the Luas Cork has the potential to enable and sustain population and employment growth, unlock the potential of the Cork Docklands, deliver a major modal shift from private car use to sustainable transport and enhance Cork's competitiveness and attractiveness for international investment."

Cork Chamber of Commerce

"I think that the stops on the Luas line that are proposed are good, from Mahon Point to Ballincollig. One thing that is very positive is that there is a stop at UCC and a stop at CUH, I think that's very, very positive."

Cork Deaf Club

"I think this will make a massive difference to the experience of living in and visiting Cork. I think the stops are well considered and useful and I can already imagine several well-travelled routes I currently make by car that can be partially or completely taken by this tram route. For example, from MacCurtain Street to both UCC and CUH."

Audrey O'Carroll

"We strongly welcome the proposed Cork Luas project and acknowledge the transformative and significant long-term benefits it can bring to the city. As a growing metropolitan hub, we recognise the importance of developing a sustainable and efficient public transport system for Cork and we support the vision behind the proposed Cork light rail project."

The Victorian Quarter Cork

"I am extremely supportive of this project and I believe that it will have a major positive impact on Cork City. Serving UCC and MTU are sure to reduce traffic congestion in these areas."

Adam Warner

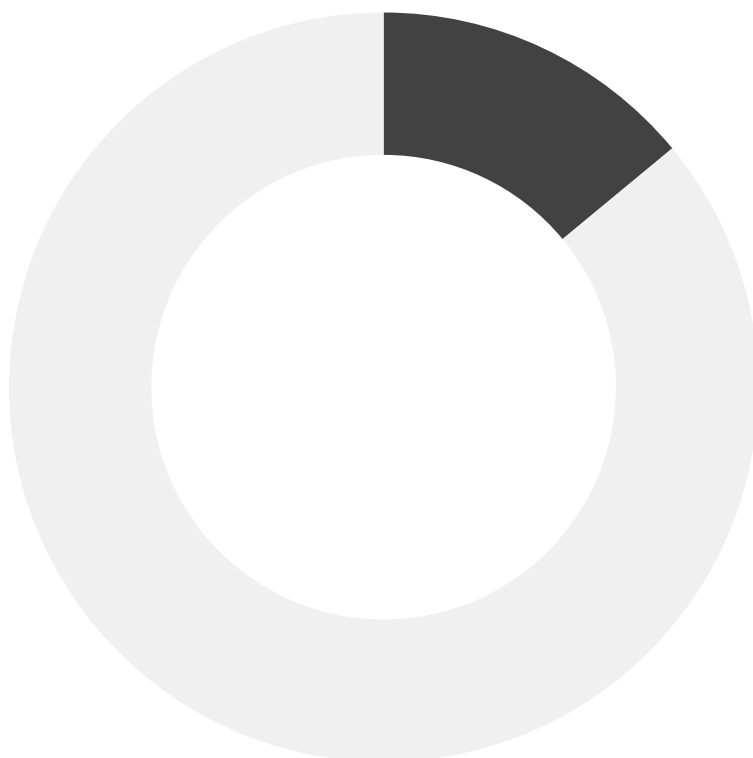
"Current plans for Cork Luas are very impressive and highly commendable. TII, the NTA and associated bodies have gone to great efforts to make the consultation process accessible and this is hugely appreciated."

UCC Green Campus

B



Project Need



B. Project Need

132 respondents (14 per cent) commented on the need for the project. We analysed this feedback under three sub-themes: perceived limited benefits, suggestions to improve existing public transport and direct opposition to Luas Cork proposal including calls by some not to progress the project. Some respondents questioned whether Luas Cork would effectively meet local travel needs. They suggested that enhancing the existing public transport network could deliver more immediate benefits. Others called for careful consideration of financial costs, potential construction impacts and how the project aligns with broader infrastructure priorities.



Feedback on limited benefits of Luas Cork

76 respondents questioned the overall value, scope and long-term impact of Luas Cork. Issues included the limited reach of a single line, particularly its failure to connect important areas in the west and south of Cork, such as the airport. They also mentioned the absence of a second line to support north to south connectivity and the perceived lack of integration with other transport modes. These factors were viewed as potential limitations to the Luas's effectiveness within the broader mobility network.

Mark Eiffe said:

"There should be a second line. One north south, incorporating the airport and Douglas, with potential to extend to Carrigaline."

Questions were raised about the long-term scalability of the project, with some warning that the current design could limit future expansion or make it more costly and complex.

Others questioned whether the level of investment required for Luas Cork was justified. They argued that the funding might deliver greater benefits if used to improve the existing public transport system.



Suggestions to enhance existing public transport

Feedback from 52 respondents focused on the current public transport systems, with recommendations to improve existing services such as buses and commuter rail. Some suggested that enhancing these services could deliver faster and more cost-effective results than building a new Luas line. However, many supportive comments highlighted the limitations of the current system as justification for introducing a new mode of transport. Common issues raised included infrequent service, long travel times and limited weekend schedules particularly in areas like Douglas, Carrigaline, Ballincollig and near Cork Airport.

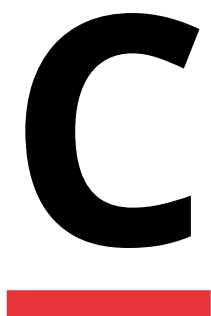
Some respondents mentioned the route's overlap with areas already served by existing public transport. Questions were raised about whether the route effectively targets locations with the most urgent need for improved connectivity.



Direct opposition (Do not progress Luas Cork)

Opposition was expressed by 18 respondents to Luas Cork. They focused on the financial cost of the project, anticipated disruption during construction and the belief that other infrastructure priorities should take precedence.

There were comments that the assessment of alternatives may be inadequate and not aligned with Cork's overall transport strategy. Comments were also raised about geographic equity, with claims that the project would mainly benefit certain areas while neglecting others.



Public Consultation



C. Public Consultation

Feedback from 76 respondents representing eight per cent of all submissions focused specifically on the public consultation process. Feedback ranged from praise for the consultation events to constructive suggestions for improving engagement, particularly around the clarity of materials, communication effectiveness and the timing of public involvement.

Many participants expressed appreciation for the professionalism and enthusiasm of the project team. Kevin Burke commended the team's approach, noting his confidence in the delivery of a high-quality LRT system under Transport Infrastructure Ireland's (TII) project management.

He said:

"As an aside, I would like to offer my thanks to the professionalism and enthusiasm of the TII and consultant team in the key consultation events throughout the past 6 weeks. I would be extremely confident of the delivery of a high-quality LRT system under TII's project management."

The consultation events themselves were described as informative and well-organised. Rachel Heaphy thanked the project team for including Ballincollig as a consultation location and praised their proactive engagement with residents during the event held on 9 May.

She said:

"I would first of all like to thank the Project Team, Cork City Council, TII and all others involved for including Ballincollig on the list of locations for Public Consultation. I attended the PC in Ballincollig on 9 May and wish to thank all involved for taking the time to meet with so many residents and for engaging so proactively."

Eoghan O'Toole acknowledged the extensive work undertaken to bring the proposal to its current stage and appreciated the quality of engagement at the events, although he suggested that the consultation process should have commenced earlier.

He said:

"It's clear a vast amount of work has been undertaken to get the proposal to this point, engagement with staff at the public consultation was very good but the consultation process should have commenced at an earlier point."

Support for the consultation process also came from Taoiseach Micheál Martin during the launch event. He recognised the progress of the project and publicly acknowledged the contributions of TII, the National Transport Authority and Cork City Council in advancing the initiative.

He said:

"It is very positive to see this project progressing and from that point of view I would like to acknowledge the work done by Transport Infrastructure Ireland, the National Transport Authority and indeed Cork City Council."

Other feedback received included calls for longer consultation period and better timing, with suggestions to hold future consultations in October or November to better accommodate students.

Calls were made for further engagement with residents and property owners such as The Melbourn Residents' Association. They said the project affects the entire neighbourhood and requested to be kept informed and involved.

Senator Laura Harmon echoed this sentiment, advocating for targeted consultation in areas such as Melbourn Road, Maryville and Churchyard Lane.

Questions were raised about the availability of design details and the absence of alternative options in the consultation materials.

Calls were also made for better coordination across related planning initiatives, with concerns about overlapping timelines. One respondent felt that the decision to run consultations in parallel with other planning processes undermines the integrity of both consultation processes.

Specific requests for improved formats and accessibility of materials were received. These included GIS and spatial data in ESRI format (as previously provided by TII for MetroLink), 3D visualisations, video content and translations into Irish Sign Language.

Others expressed interest in continued engagement and further consultation.

While the formal consultation period has concluded, engagement with key stakeholders will continue throughout the project's development.

Overall, the feedback demonstrates a community that is actively engaged and keen to shape the development of Luas Cork.

Luas Cork Public Consultation

Emerging Preferred Route 2025

KEY FEATURES

18km
from Ballincollig
to Mahon Point
via Cork city centre

up to
25
Luas stops

No overhead
cables
the city

New bridge from
Horgan's Quay to
Kennedy Quay

KEY BENEFITS

Higher
frequency
trams
to sporting venues
and events when
required

Tram

Ballincollig to
City Centre
20
mins

up to
2,300
passengers per hour
per direction at peak
times

16 million
forecast demand
passengers per annum

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

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D



Location Specific Feedback



D. Location Specific Feedback

This section presents an analysis of location-specific concerns raised by respondents. 326 submissions (33 per cent) shared detailed feedback on how the project might affect properties and businesses in their communities. These comments covered a broad range of issues, including potential traffic disruption, construction impacts, loss of parking, safety risks, visual changes and other environmental effects.

The analysis is organised around five key locations: Ballincollig, Churchyard Lane/Ballintemple, MacCurtain Street/St Patrick's Street, the proposed new Luas bridge and Melbourn Road. Each of these areas generated distinct feedback reflecting local priorities and concerns.

As illustrated in Figure 13 below, Ballincollig and Churchyard Lane/Ballintemple areas received the highest number of comments.

1. Ballincollig

107 submissions were focused on the proposed tram route through Ballincollig. These responses reflected a broad spectrum of contributors, including local residents, elected representatives, advocacy groups and organisations with a direct stake in the area. Feedback related to the proposed loop design, concerns along Station Road and questions about the overall efficiency of the tram route.

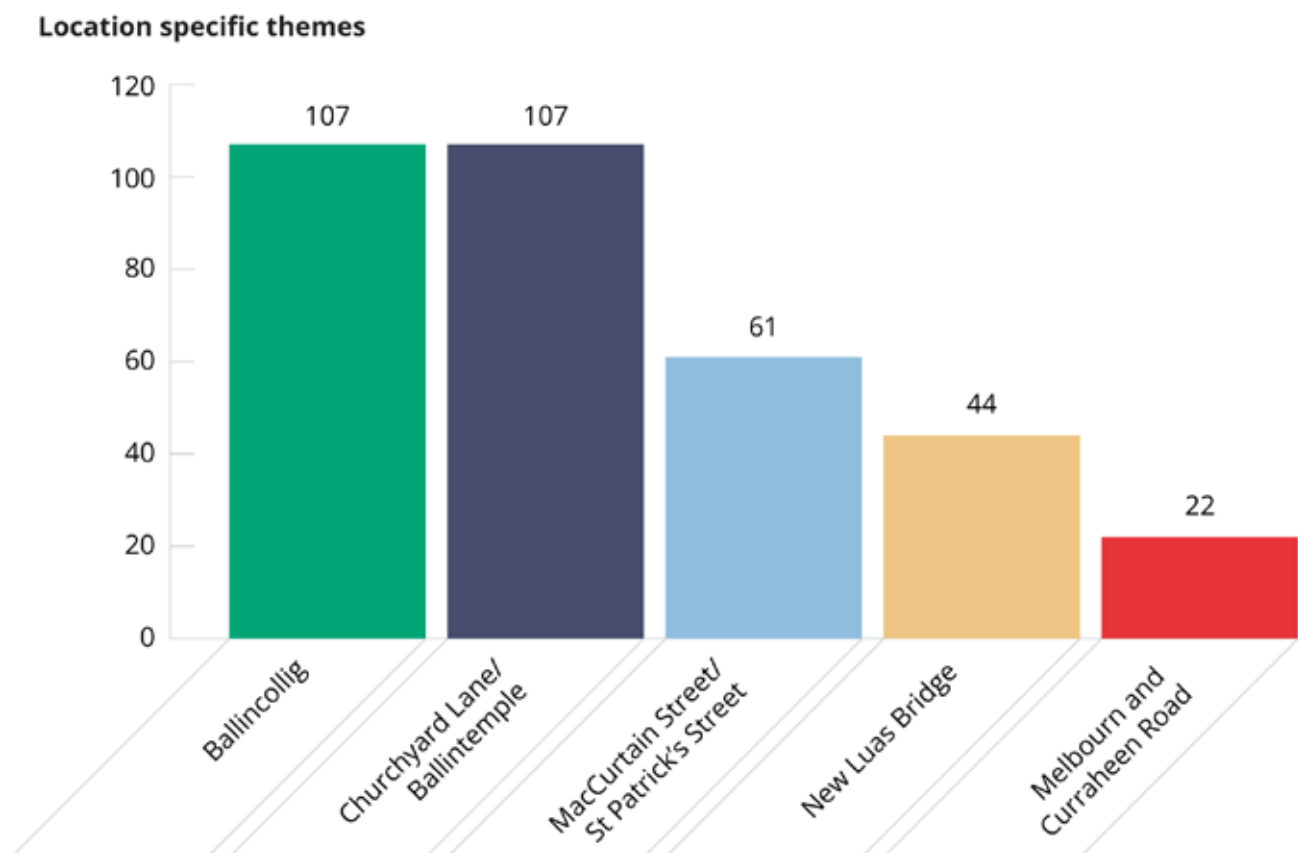


Figure 13 : Location specific themes



Loop design

Comments were made about the proposed single-track loop in central Ballincollig, with questions about its long-term suitability. Respondents argued that the design could limit future westward expansion and make the system more vulnerable to service disruptions in the event of breakdowns or accidents.

Adam Ryan said:

“The use of single track in Ballincollig is a poor future design choice as it will both limit capacity for this area in the future and it greatly restricts any future extension from the point. Double track here would allow a potential future extension further west into Ballincollig and even to Dell EMC.”

Further concerns focused on the number and layout of stops within the proposed loop. One submission pointed out that the stops were too closely spaced and suggested a more linear route with fewer, more strategically placed stops.

Shane Hogan questioned the rationale for the proximity of stops, stating:

“Having 4 stops in the Ballincollig area, all within relatively the same vicinity does not make sense. It would be much more beneficial to the Ballincollig population to spread these stops out in a linear format, stretching from Ballincollig East up to the Dell factory.”

Aontas na Mac Léinn in Éirinn supported the inclusion of Ballincollig in the tram network, highlighting its importance as a commuter hub for students due to more affordable rental options. However, they shared concerns about the loop design, favouring a terminus that would allow for bidirectional travel.

They said:

“There are concerns however about the Ballincollig stops being a closed loop rather than a terminus allowing for bidirectional travel, as this could make future expansion of the line in this area difficult.”



Streetscape and access

The proposed inclusion of Station Road in the tram route was raised. Residents and local councillors described the road as too narrow to safely accommodate trams, particularly at turning points, they noted that it is already heavily congested.

The route's proximity to key community facilities, including primary and secondary schools, a parish church and a community centre was seen as problematic, especially during school drop-off and pick-up times when traffic is already at its peak.

Councillor Joe Lynch said:

“Station Road is not a suitable location for Luas traffic and the installation of a one-way vehicular system; given the number of schools, community facilities and residential estates located in the area and on Station Road itself. Muskerry Estate already used as a ‘rat run’ between the Main Road and the ‘Back Road’—will also be massively negatively impacted by this proposition. Any proposal to ‘loop’ the line at Station Road is unacceptable.”

Questions were also raised about whether the tram would worsen existing traffic issues, particularly in areas like Muskerry Estate, which already experiences high volumes of through-traffic. There was opposition to the proposed one-way traffic system on Station Road, with concerns that it would restrict access to homes especially for residents who would be limited to left turns only and create serious challenges for disabled individuals who require unrestricted driveway access.

Tony O’Leary said:

“Creating a one-way system for traffic on part of the Main Street is going to add to traffic congestion. There are approximately 170 houses in Carrigdena and Castle Park, all of whom will have to turn left when exiting onto the main street.”

Requests were made for a comprehensive traffic management plan and for alternative route options to be considered. These broader traffic-related issues are examined in greater detail later in the report.

Some submissions cited safety risks and the potential for increased anti-social behaviour at tram stops.

Gerardene McNamara said:

"This is already a very heavy traffic road, while being very narrow... A lot of elderly people use the church and it will become extremely dangerous for them to cross Station Road. I could go on and on as to why the Luas should not enter Station Road at either end."

Residents of Cranford Pines referred to potential impacts on their homes, including potential increases in noise and air pollution, the risk of subsidence due to unstable sandy ground and existing structural cracks, the loss of parking spaces and the removal of mature trees. These environmental and amenity-related concerns are addressed in more detail later in this section.

Local businesses raised the issue of accessibility. The owner of Healy's Bar on Main Street highlighted the potential loss of two parking spaces and a delivery area critical to daily operations. They said:

"We use the private land outside our business as an operational part of the bar... The red line section you have in the plans will not allow for deliveries to be made to the pub, which has been open since 1932 and operational by our family. We are landlocked on either side and have no other alternative to accept deliveries. It is vital we keep our private land for deliveries."



Wider route efficiency

Questions were posed about how effectively the proposed tram route would serve the wider Ballincollig area. Respondents such as the Transport and Mobility Forum suggested that the current alignment benefits only a small portion of the population, leaving large residential areas without convenient access to the system. In their submission, they stated:

"The proposed single track ring serving Ballincollig village centre serves only 9% of the developed area of Ballincollig. We are seriously concerned that having such a small proportion of the population of Ballincollig within walking distance of a station will result in continued car dependency in the majority of the town and hence congestion affecting the service in Ballincollig village and Cork city centre."

There were suggestions that the area is already served by Bus Route 220, which follows a similar path with a proposal that Luas Cork could instead begin at a major transport hub to better integrate with existing services and avoid redundancy.

Murnane O'Shea Ltd drew attention to the exclusion of the planned Maglin Urban Expansion Area (MUEA). They recommended that the route be revised to include this strategic growth zone, ensuring that future residential development is supported by sustainable public transport from the outset.

They stated:

"The MUEA is a strategic growth area for Metropolitan Cork and its delivery is a key objective of Cork City Council. The MUEA will be primarily accessed and serviced by the Maglin Urban Expansion Area Sustainable Access Corridor, which has been designed and is being implemented as a "Public Transport Corridor". The proposed route of the Luas does not have regard to the objectives of CMATS in terms of unlocking strategic growth areas and will not support compact growth which is its primary objective. We request that TII reconsider the route options available for the Luas in Ballincollig and that it seeks to take advantage of the significant area of land sacrificed to accommodate public transport provision in the MUEA and maximise future patronage."

This concern was echoed in the submission from Cork Sinn Féin and they said:

"...As an area of large-scale future residential development, it is felt that current proposals do not adequately serve the South Ballincollig (Maglin) area, which is designated a strategic site under the Cork City Development Plan."

The route's ability to reduce car dependency was also questioned. Without a westward extension, some respondents were sceptical that the tram line would attract enough users to meaningfully shift travel patterns.

Questions were posed in relation to the proposed Park and Ride (P&R) facility in east Ballincollig, with views shared that it could increase traffic volumes and congestion in that part of the town, potentially undermining the goal of reducing car use. Comments on Park and Ride facilities are discussed in more detail in the Stop Infrastructure section later in this report.

2. Churchyard Lane/Ballintemple

Comments were received from respondents in the Churchyard Lane and Ballintemple area. This feedback reflected a diverse mix of stakeholders, including residents, landowners, elected representatives and organisations with a particular interest in the area. These included Cork Constitution Football Club, ESB Group Property, Beaumont Residents Association, Cork Commuter Coalition, Whelan Solicitors, The Venue Bar and Clyde Real Estates.

Comments include potential environmental impacts such as noise and vibration, alongside safety and traffic-related issues. These topics, along with other area-specific concerns, are explored in greater detail later in this section. Respondents suggested several alternative routes, which are outlined in the design section of this report.



Indicative view of Luas Cork through Páirc Uí Chaoimh



Business issues

- The potential demolition of buildings, compulsory purchase of land and disruption to long-standing businesses were detailed.
- Opposition to potential demolition of established businesses such as The Venue Bar.
- Businesses located in a building on Skehard Road including a barbershop, beauty salon, hairdresser and pharmacy were concerned about disruption and potential displacement.



Environment

- Potential impact on the local community and natural surroundings.
- Disruption to quiet residential areas like Avondale Park and Copperhill.
- Risks to older homes along Churchyard Lane and Maryville with minimal foundations and Victorian-era sewage systems.
- Potential impact to Ballintemple Graveyard and demolition of The Venue Bar.
- Nature Network Ireland focused on the proposed route's proximity to Beaumont Quarry, a site of geological and ecological significance. They called for protective screening to shield wildlife from noise and light pollution.
- Concerns for children and the elderly due to limited crossings and narrow footpaths.
- Possible impact on Ballintemple's Architectural Conservation Area and historic character.
- Conversion of green areas (e.g., near Ashcroft Estate) into parking
- Flood risk concerns.



Emergency and service access

Requests were made to maintain access for emergency vehicles, operational vehicles, for waste collection and deliveries during and after construction.



Traffic

- Churchyard Lane is seen as too narrow and steep, already prone to congestion.
- Displacement of traffic to smaller roads like Crab Lane and unclear enforcement of access restrictions.
- The need for a comprehensive traffic management plan considering the full local road network.



Parking and access

- Respondents mentioned the loss of on-street parking and difficulties accessing relocated parking areas, such as those proposed at Ashcroft Estate.
- Cork Constitution Football Club highlighted the impact of reduced on-street parking and the potential obstruction of a designated emergency access route by the proposed Luas Cork platform.



Impacts on residents

Submissions received from residents of Churchyard Lane, Maryville, Russet Court, Avondale, Copperhill, Ardcairn, Temple Hill Lawn, and Beaumont Cottages. Comments were made about potential devaluation, loss of privacy, and disruption to daily life.

3. MacCurtain Street/St Patrick's Street

The inclusion of MacCurtain Street and St Patrick's Street was mentioned by 61 respondents. Feedback was received from a diverse range of stakeholders, including local businesses such as The Metropole Hotel, Da Mirco Osteria and The Victorian Quarter Cork, elected representatives, the Cork Commuter Coalition and the Transport and Mobility Forum.



Traffic congestion and construction

Respondents mentioned that existing traffic congestion could worsen with tram operations and that underground services beneath the westbound traffic lane on MacCurtain Street could complicate and prolong works.



Local businesses

Businesses including Paladar Bar, MacCurtain Wine Cellar, The Glass Curtain and Hotel Isaacs mentioned the economic impact of the project. Issues raised included potential damage to building basements, restricted pedestrian access and reduced access for guests and suppliers.



Cultural and social

Some submissions mentioned potential anti-social behaviour along MacCurtain Street and the effect on nearby theatre venues due to construction and tram activity.



Visual heritage

Respondents such as The Victorian Quarter group emphasised the importance of preserving outdoor dining areas as this is vital to maintaining the vibrant atmosphere on the street.

The Metropole Hotel emphasised the need for access to maintain its historic building using large equipment like a Mobile Elevating Work Platform (MEWP). They also requested protective measures for decorative columns and the building façade.

With regard to the proposed use of batteries instead of overhead power lines in parts of the city centre, there was a mixed response. Nicolas Venci suggested:

"There should also be a reconsideration about the overhead wires on St. Patrick's Street. Batteries will make the trams heavier and may cause issues each time the tram changes from each mode. It would also recreate the historic look of St Patrick's Street if put back".

4. Proposed new Luas Bridge

44 respondents commented about the proposed fixed bridge over the River Lee, planned between Stop 16 (Kent Station) and Stop 17 (Centre Park Road). The primary issue raised was the potential restriction of maritime access to Cork's historic inner harbour.



Maritime access

Concerns were raised that a fixed bridge at quay level could block vessel access to the city centre, threatening events like Maritime Festival and the Ocean to City Race.

MMCC Port Marine Ltd said:

"The proposed fixed railway bridge will permanently stop vessels' access to the city because of its quay level height... Smaller vessels... will not come up to the city."

Fáilte Ireland and others called for water-based activities and recreational amenities, which are integral to Cork's cultural and maritime identity, to be protected.



New bridge design

Respondents mentioned that the fixed bridge may contradict goals in the National Strategy and Cork City Council Docklands Framework Plan. Respondents called for:

- River use feasibility study
- Flood risk assessment
- Direct engagement with river users



Alternatives proposed

Alternatives proposals included:

- Building an opening (movable) bridge
- Re-routing Luas Cork to use existing bridges
- Terminating the line at Kent Station to avoid crossing the river.

5. Melbourn and Curraheen Road

Submissions about Melbourn Road, as a residential area already experiencing traffic congestion, were made by 22 respondents. They mentioned that the road is too narrow to accommodate tram lines and warned that introducing Luas services could lead to further delays and safety risks.



Road width and traffic congestion

Several submissions questioned the suitability of existing road infrastructure to accommodate Luas Cork. Key issues included the width of roads, potential traffic congestion and access for emergency services.

Residents Valerie and John Kelly said:

"Melbourn Road already suffers from considerable traffic congestion, particularly during the MTU academic and school terms—specifically early morning, lunch times (especially on Fridays) and early evenings with day students leaving and evening students arriving Monday to Thursday."

Other residents Carol and Tony Quinlan said:

"The road is too narrow as it is to allow easy access to our homes, so what impact will there be with Luas lines being included on the road? How will emergency services vehicles manage on the road?"



Environmental and safety issues

Submissions listed aspects of environmental disruption such as noise, vibrations etc. Some respondents were worried about the potential for anti-social behaviour at the stops. Others were worried about the safety of children, particularly during peak hours and the construction phase of Luas Cork.

Residents mentioned that the proposed route along Melbourn Road and associated changes will restrict access to private properties and compromise the safety of road users especially pedestrian safety and the ability of local residents to access and exit their homes safely. The Melbourn Residents Association questioned the positioning of pedestrian crossings and cycle lanes and shared concerns about the potential impact on the Area of Architectural Conservation.

The Glencairn Park & Melbourn Mews Residents' Association expressed support for the project but emphasised the need to protect the integrity and usability of local amenity spaces, which they believe will be affected by Luas Cork and the associated realignment of cycle lanes and footpaths.

There was a suggestion to improve connectivity by opening a permanent public path through Bishopstown Community School, where a gated pedestrian entrance already exists at the crossing. This would enhance access to Luas Cork for nearby residents and support active travel between key local destinations such as Bishopstown GAA, Highfield Rugby Club, CUH, MTU and Leisureworld.

Rather than constructing parallel cycle paths along sections of the rail line, residents urged that Luas Cork should actively improve permeability to the stops. Given that the school boundary is to be re-aligned, they emphasised that permeability should be considered at this important location.



Visual landscape

Residents commented about the potential visual impact of Luas Cork, particularly overhead wires and the potential loss of scenic views along Melbourn Road.

The Melbourn Road Residents Association emphasised that the area is designated as one of architectural conservation by the City Council and is known for its tree-lined avenue and distinctive visual character. They asked if plans were in place to preserve the mature trees and protect the scenic views that contribute to the area's heritage and identity.

The Glencairn Park & Melbourn Mews Residents' Associations urged for the protection of local amenity spaces, which residents worry will be compromised by the Luas Cork route and the associated realignment of cycle lanes and footpaths. Although suggestions were made to improve connectivity through Bishopstown Community School, residents emphasised the importance of preserving the area's visual heritage. They said that any infrastructure changes should complement and enhance the existing streetscape.

6. Recurring local concerns

This section summarises the submissions received regarding the potential impacts of the proposed route along the corridor. Respondents listed issues such as increased traffic congestion, the loss of parking spaces, restricted access to properties, elevated noise levels, safety risks, environmental degradation and the potential demolition of valued community assets.

Although there was strong support for Luas Cork in principle, particularly in relation to its sustainability and long-term benefits, many respondents were also worried about how the proposed alignment might affect their homes, livelihoods and the overall character of established neighbourhoods.

The analysis presented here is based on 326 submissions, representing 33 per cent of all responses on location-specific and recurring themes. These comments refer to key areas within the study corridor, including Ballincollig, Churchyard Lane and Ballintemple, MacCurtain Street and St Patrick's Street, the proposed new Luas bridge and Melbourn Road.



Noise

Residents mentioned the potential noise from the trams, especially in the Ballintemple area. They said that Ballintemple is a quiet residential area and that the trams would be in close proximity to their home.

They requested clarity on what mitigation measures would be implemented to address the potential impacts and called for use of quieter tram models to minimise disruption.



Construction

56 submissions related to potential disruption caused by construction activities. Feedback focused on both anticipated impacts and suggestions for mitigation, including effective construction management strategies to reduce disruption.

Individual landowners and residents' associations such as the Melbourn and Beaumont Residents' Associations mentioned issues about potential prolonged disturbances, including noise, dust and loss of privacy due to the close proximity of construction to their homes.

There were calls for careful coordination between Luas Cork and BusConnects projects to avoid conflicting works and minimise disruption, including the risk of groundwater contamination in the Beaumont Quarry area. Nature Network Ireland described the quarry as a unique heritage asset that has not yet been fully explored. They urged that any potential damage be carefully considered and requested more detailed information about the planned construction methods to ensure minimal environmental impact.

Comments from businesses such as An Post, Tesco and the Cork Business Association mentioned that construction could negatively affect their operations.

Key issues included restricted customer access, noise and delivery disruptions.

MacCurtain Wine Cellar said:

"We have concerns... about underground services and existing cellars... As a business that cannot function without its basement, it is worrying..."

The Cork Business Association said:

"Construction disruption can lead to revenue losses... Best practices: Business Impact Assessments, 'Open for Business' campaigns, temporary parking, grants and rent relief."

Clyde Real Estates, urged that planned developments in the area such as the CAB Motors redevelopment and new housing on Blackrock Avenue be considered when assessing the potential construction and operational impacts of Luas Cork.



Property

Issues such as potential demolition of buildings, compulsory purchase of land and disruption to long-standing businesses were outlined. Respondents opposed the proposed demolition of The Venue Bar, describing it as an important social amenity for the entire community.

Suggestions were made to explore alternative route options to preserve such community assets and minimise potential economic impacts, including job losses. The owners of The Venue Bar, Con Dennehy and Kathleen Tierney, emphasised the pub's important role as a social hub within the community.

The Southern Milling company outlined the potential impact on access and usability of their facility. They stated that loss of land and buildings could affect their operation and eventually make it impossible. Their submission also addressed the potential financial implications and risks associated with potential relocation.



Property

Other comments came from the owners of Bridge House who objected to the planned acquisition of parts of their garden or property for the project.

The possible demolition of the Liberty Hair unit was also mentioned especially with regard to the risk of job losses.

Residents from Churchyard Lane, Maryville, Russet Court, Avondale, Copperhill, Ardcairn, Temple Hill Lawn and Beaumont Cottages mentioned the potential impact on quality of life. They shared an opinion that Luas Cork would lead to property devaluation and make it more difficult to sell homes in the future.

Residents were also worried about the possible impact of the rail line on access to private properties, including driveways, parking areas and gardens. Areas mentioned included Skehard Road, Well Road, Cranford Pines, Curraheen Road,

the Wilton Junction area and Victoria Cross. They described potential challenges for private vehicles crossing the tram line, especially where turning movements may be restricted.

Impacts on businesses along Skehard Road were also highlighted, including a barbershop, beauty salon, hairdresser and pharmacy. Business owner Martin O'Donovan said that the proposed route impacts businesses more than private properties and that the proposed geometry will cause potential road safety issues.

The proximity of the proposed tram line to residential properties was mentioned, with residents in Churchyard Lane noting that in some areas, the line could run as close as two metres from homes, particularly where stops and tracks would be positioned directly in front of windows, potentially affecting privacy.



Access, connectivity and emergency services

Submissions referred to the manner in which Luas Cork may affect access to key destinations, private properties and neighbourhoods, particularly in the city centre such as Cork University Hospital, Everyman Theatre and PM Group offices.

Calls were made to maintain access for emergency vehicles, especially to Cork University Hospital; operational vehicles such as stage setup trucks at the Everyman Theatre, and for waste collection and deliveries during and after construction.

The Irish Road Haulage Association (IRHA) stressed the importance of preserving routes for wide and abnormal loads travelling through the city, particularly between the Port and destinations north and south of the city.

They said:

"There should be adequate design flexibility... for the movement of wide and abnormal loads within Cork City and in particular to and from the Port."

They offered to collaborate with TII to identify specific locations along the route where such accommodations could be implemented.

PM Group expressed concern that the proposed Luas Cork route would cut off vehicular access to the main entrance of their office on Lough Mahon Link Road. ESB Group Property noted that underground cables located beneath Centre Park Road would need to be considered in the final design.

There was mixed feedback on the proposal to restrict Churchyard Lane to local access only with some expressing neutrality toward the idea and others questioned how such a restriction would be enforced and whether bicycle access would still be permitted.



Traffic and road safety

Respondents raised concerns about potential increased congestion, unsafe road conditions and poor traffic planning. It was noted that Churchyard Lane is already prone to congestion and introducing trams could lead to frequent service delays and increase traffic levels in the area.

Respondents pointed out that a significant portion of traffic in the area originates from Cork's suburbs and asked whether Luas Cork would meaningfully reduce these journeys. There were questions that the project could lead to increased illegal parking or encourage drivers to use smaller local roads, such as Crab Lane, as shortcuts.

The Melbourn Residents' Association commented on the potential for increased traffic through residential estates due to junction closures.

They said:

"Proposed road access changes (no left turn Hawkes Road and Barretts Lane) can result in 'rat runs' through estates. Closing junctions can have unintended consequences, especially in a high-traffic location with several key amenities in a dense area."

Questions were also raised that the proposed tram route could worsen existing traffic issues, particularly in areas like Muskerry Estate in the Ballincollig area, which is already used as a shortcut. Feedback indicated opposition to the proposed one-way traffic system on Station Road with concerns that it would restrict access to properties, especially for residents who would be limited to left turns only. There were calls for the development of a comprehensive traffic management plan.



Heritage

Respondents emphasised the need to protect Cork's natural and built heritage. Concerns were raised about the environmental impact of the proposed Luas route, particularly in relation to the loss of trees, biodiversity and the proximity of the route to sensitive habitats.

The removal of mature trees and hedgerows was mentioned as significant, both for their ecological value and their role in reducing noise and contributing to the character of public and private spaces. Specific areas referenced included Marina Park, Centre Park Road, Cranford Pines and Maryville Road. Daniel Murphy recommended prioritising tree preservation and replanting, suggesting that well-planned replanting could help mitigate environmental impacts.

The Nature Network Ireland submission focused on the proposed route's proximity to Beaumont Quarry, a site of geological and ecological significance.

Respondents mentioned the designation of Ballintemple as an Architectural Conservation Area (ACA) and highlighted the potential impact of the proposed tram route on the village's heritage and historic character.



Loss of Parking

The potential loss of existing on-street parking on Churchyard Lane was raised. Respondents said the proposed new parking area at Ashcroft Estate would require a walk from nearby properties, which may pose difficulties for elderly residents, people with disabilities, or those carrying heavy items.

Una Bresnan said:

“Concerns about Churchyard Lane residents' car parking after Luas is built. Concern about wet, rainy footpaths with food shopping or other items. Elderly residents need access to their homes & having a Luas line in front of their home will cause issue for them.”

Cork Constitution Football Club also mentioned the potential impact of the Luas Cork proposal on their operations.

They said:

“It would appear, from your submissions, that the plan for Luas Cork will eliminate on-street parking completely. This is a major issue for the future viability of our club. It will therefore be essential to provide an off-street parking solution.”

Residents from Cranford Pine in Ballincollig also raised the issue of parking. They asked how many parking spaces would be allocated per household and how residents would access the new parking area from their homes. Some respondents also asked about potential effects on taxi drivers.



Vibration & Subsidence

Respondents mentioned potential impacts related to vibration and subsidence during both construction and operation, particularly due to the age and fragility of local buildings and infrastructure, such as Victorian-era clay pipes. Specific reference was made to Ballintemple Graveyard and nearby structures, with calls for detailed geotechnical studies to be carried out before work begins.

Property owners along the proposed route, especially in the Ballintemple and Melbourn Road areas, mentioned risks to structural integrity, safety and insurance due to the age of buildings many of which are over 100 years old and not underpinned. One respondent cited a previous incident where a wall collapsed following vibrations from traffic on Churchyard Lane, highlighting the potential impact.



Health & safety

Issues were raised regarding pedestrian safety, particularly for children and older adults.

Michael Fitzgerald said:

“Accessing homes safely will be made more difficult... Children and elderly people will be most exposed to additional risk.”

Churchyard Lane was mentioned specifically, due to limited pedestrian crossing. The risk posed by tram grooves to cyclists was also mentioned. Some respondents said there could be possible mental health impacts from disruption, noise and stress.

Operational issues are discussed in more detail later in this report.



E



Route-wide Design Issues



E. Route-wide design issues

This section presents analysis of feedback received about the design of Luas Cork. Comments were shared by 236 respondents (24 per cent) specifically on existing route design. These responses addressed a wide range of topics, including the integration of the tram system with cycling infrastructure, the quality and character of the public realm and visual impacts.



1. Public realm

Respondents expressed support for the integration of high-quality public realm improvements along the proposed route, with calls to enhance rather than compromise key areas such as Grand Parade, St Patrick's Street and MacCurtain Street.

The legacy of the Cork Electric Tramways and Lighting Company was referenced, with an emphasis on the importance of thoughtful integration into the city's visual landscape. Suggestions included the use of high-quality materials, well-designed landscaping and coordinated street furniture and lighting to ensure the tram route complements its surroundings.

While the introduction of more car-free areas was welcomed, comments were made about access particularly in relation to proposed closures. Barry O'Shea stressed the importance of preserving Cork's distinctive urban character, stating:

"The design of the line must go hand in hand with significant public realm upgrades... The Beth Gali designed urban realm has a 'Cork identity' it would be a shame to lose that."



2. Cycle integration

There were calls for the need for improved cycling and pedestrian infrastructure along the proposed route. Comments included requests to create new paths and connections that would enable easier access to Luas Cork stops from surrounding areas, as well as facilitate interchanges between cycling and Luas travel.

The Cork Cycling Campaign opposed the proposed removal of a cycle lane. They said:

"The removal of Washington St cycle lanes, the reduced safety and access to St Patrick's St and the poor connectivity to the South Mall two-way cycle lane are all significant concerns. This would be a major strategic change to the planned Cycle Network and warrants the highest possible quality alternative solutions to ensure that cycling does not become riskier, less enticing and ultimately less desirable in the city centre. This alteration specifically impacts the five core principles of cycle network design outlined in the National Cycle Design Manual: Safety, Coherence, Directness, Comfort and Attractiveness."

The Lee to Sea Greenway Committee expressed support for the integration of Luas Cork with the Greenway. They highlighted the importance of ensuring safe crossing points for both pedestrians and cyclists along the route.

Other suggestions include calls for the route to be designed with raised tracks in flood-prone areas to enhance climate resilience and comments about sharp turns in the city centre, which could present engineering challenges during both construction and operation.



3. Landscape and visual

Respondents mentioned that the introduction of trams, particularly overhead wires and rail infrastructure, could potentially impact the visual character of the historic city centre, while others welcomed the visual changes or considered them minimal.

There were also suggestions to extend the use of battery-powered trams beyond the city centre into suburban areas. This was proposed as a way to reduce reliance on overhead wires and minimise visual disruption along the entire route. The importance of high-quality design that is sensitive to the surrounding context was emphasised.

Comments included potential impacts on local ecology and biodiversity, habitats for otters, foxes, bats and various bird species. Archaeological features such as caves and limestone formations in Beaumont Quarry were also mentioned, along with the loss of green areas (including one proposed for parking), tree removals and flood risks. Respondents called for a comprehensive Environmental Impact Assessment to be carried out.

Nature Network Ireland mentioned the potential damage from tree removal and disturbance to bats and invertebrates due to construction noise, lighting and long-term operational impacts. They also objected to the proposed lowering of the wall that currently protects the quarry.



4. Ecology and biodiversity

Respondents highlighted issues such as potential tree loss, habitat disruption and potential risks to sensitive sites like Beaumont Quarry. They expected the project to minimise harm to natural habitats, preserve mature trees where possible and include meaningful biodiversity restoration. Transparency around mitigation plans was requested, along with the use of native species in landscaping.

The UCC Green Campus raised questions about biodiversity loss and the adequacy of proposed mitigation measures. They requested more detail on landscaping plans and emphasised the importance of using native species.



F



Luas Cork Stop Infrastructure



F. Luas Cork Stop Infrastructure

151 respondents (16 per cent) made comments on the stop locations and design features along the proposed route. The feedback focused on several key areas, including the number and placement of stops, the location of Park and Ride facilities and suggestions for new stops to better serve local communities. Respondents also offered detailed suggestions on stop design to improve accessibility and user experience, along with proposals to develop Kent Station into a fully integrated transport hub.

The respondents included a diverse range of stakeholders such as residents, local councillors, the Ballincollig Sustainable Travel Group, Cork Deaf Club, Cork Chamber, Residents Associations, University College Cork, Cork County Council and several local businesses.

Figure 14 presents the number of respondents who commented on each sub-theme related to stop infrastructure. It highlights the frequently mentioned topics, such as stop locations and Park and Ride facilities, which are discussed in more detail below.

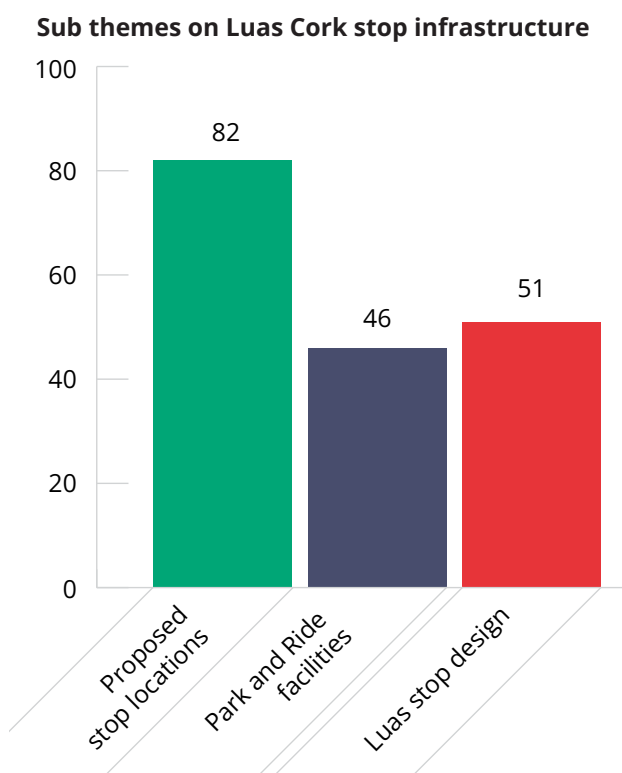


Figure 14: Sub themes on Luas Cork stop infrastructure



1. Proposed stop locations

Feedback on the number and placement of Luas Cork stops was provided by 82 respondents. While the inclusion of major transport hubs like Kent Station was supported, some respondents felt that too many stops could slow down journey times. Questions were raised about the spacing and accessibility of stops, particularly in residential areas where proximity to homes prompted comments about potential noise and privacy issues.

Others called for additional stops to improve access and better serve local communities. Feedback came from a range of stakeholder groups, including residents' associations, transport and mobility advocates, business representatives and landowners. Their suggestions, covering several specific locations, are explored in more detail in the following sections.



Ballincollig to Bishopstown

Respondents mentioned the number of stops at the western end of the Ballincollig route, particularly Stops 1 (Carriganarra Road), 2 (Ballincollig West) and 4 (Killumney Road). This issue, known as the Ballincollig loop, is discussed in Section D (see page 46). Suggestions included relocating Stop 6 (Science Park) further east, within the ZO-13 area identified in the Cork Development Plan 2022–2028. University College Cork (UCC) noted that the current proposed location is approximately one kilometre from the future Science Park. Another proposal recommended adding a new stop before Stop 7 (MTU).

Concerns were also raised by the Westgate and Glencairn Residents' Associations about the stops on Melbourn Road. They called for the removal of both stops and a review of Stop 8's (Melbourn Road) location due to its potential impact on an

existing footpath and green space. Additionally, one submission suggested shifting Stop 10 (CUH) slightly eastward.

There were many requests for an additional stop in Bishopstown, specifically between Stop 9 (Curraheen Road) and Stop 10 (CUH). Suggested locations included the Bishopstown Bar area, Dunnes Stores, the former PTSB building, Sarsfield Road, Fingrove Green, Bishops court Park, Looney's Cross and the Credit Union area.

Comments were also made regarding the naming of tram stops in Ballincollig. Sinn Féin in its submission, noted that the proposed names do not accurately reflect local geography or commonly used place names. Suggested changes included renaming 'Ballincollig West' to 'Ballincollig Town Centre', 'Ballincollig East' to 'Leo Murphy Terrace' and 'Killumney Road' to 'Heathfield'.



Western Road and Cork city centre

Respondents recommended relocating Stop 11 (Dennehy's Cross) to avoid potential conflicts with bus traffic and the junction at Model Farm Road. Suggestions included moving the stop either north or south of the intersection, closer to University College Cork (UCC). For Stop 12 (UCC), feedback proposed shifting it nearer to the main campus gates or towards Donovan's Road. UCC supported this change, highlighting accessibility challenges at the current location, particularly for wheelchair users and the need for suitable lifts.

There were also calls to add a new stop between Stops 11 (Dennehy's Cross) and 12, (UCC) to better serve nearby student accommodation. This proposal was supported by both UCC and Aontas na Mac Léinn. Further suggestions were made regarding Stops 13 to 15 in the city centre - Washington Street (Stop 13), St Patrick's Street (Stop 14) and MacCurtain Street (Stop 15). These included relocating Stop 13 further east along Washington Street, consolidating the three St Patrick's Street stops into a single central stop to improve efficiency and shifting Stop 15 approximately 600 metres closer to Harley Street and York Hill to improve spacing with the stop in the opposite direction.



Docklands

Respondents suggested relocating Stop 17 (Centre Park Road) further east, closer to Marquee Road, within the ZO-07 development area identified in the Cork Development Plan. Concerns were also raised about the location of Stop 18 (Páirc Uí Chaoimh), which some felt was too close to the stadium. A proposed alternative was to move it to the top of Temple Hill.

Additionally, there were requests for a new stop in the Docklands area, positioned between Kent Station and Páirc Uí Chaoimh, to improve access across this growing part of the city.



2. Park and ride facilities

46 respondents provided feedback on the proposed Park and Ride (P&R) facilities. Concerns were raised about the site near Clash Road, particularly its perceived limited capacity and the risk of worsening existing traffic congestion. One landowner objected to the inclusion of their property and recommended relocating the facility further west, in line with the CMATS plan.

Questions were raised about whether a single P&R site would be sufficient and suggestions made for additional facilities at both ends of the route. Proposed locations included areas near Mahon Point (with access from the N40), further west near the N22, Bishopstown, Dunkettle, the M8, the northside and areas south of the South Ring Road. Respondents also recommended that P&R facilities be designed to serve a wide range of users, including students, hospital staff and commuters. In the absence of adequate options, there were fears that users might resort to private parking, such as at Mahon Shopping Centre. Additional suggestions included providing electric vehicle (EV) charging stations and ensuring that parking is free or low-cost for Luas Cork users. The Red Cow Park and Ride in Dublin was cited as a successful example.



3. Luas stop design

This theme garnered feedback from 51 respondents. They provided a wide range of detailed and thoughtful observations on the design of Luas Cork stops, including calls to future-proof key platforms, ensure passenger comfort, accessibility and integration with other transport modes.

Stakeholders offered specific design-related observations. Richard Cross emphasised the importance of planning for future capacity. He said:

"Platform length does need to be longer for expansion from the get-go, because expansion afterwards will be expensive."

He also advocated for a third platform at Páirc Uí Chaoimh and stressed the need for efficient tram movement:

"Immediate tram priority at all traffic lights to prevent issues and slowdown,"

Matt Donovan focused on passenger comfort. He said:

"It would be great if the platform shelters are bigger to protect more from rain and for more people,"

Patricia Duffy raised concerns about boarding efficiency, stating:

"It is essential to have prepay at the stops to speed up journeys... the buses are a nightmare partly due to having to pay on board."

Accessibility was a key theme, with respondents highlighting the need for inclusive design. Respondents called for step-free access, well-designed pavements and tactile guidance lines to support independent travel.

Cork Deaf Club said:

"In terms of the stops for the Luas, I think it's really important that there are visual displays, those have to be very clear, not basic like what exists now, in terms of very basic displays, the colour of the font has to be the right contrast, also I think sign language should be on it, but I think it should be a person signing it not artificial intelligence, so not an avatar, I think having proper sign language would make the service more accessible to people. I think as well, you have to consider other disabilities, making it accessible for other disabilities not just deaf people."

Respondents also suggested that city centre stops be designed as welcoming public spaces, incorporating greenery, community notice boards and locally inspired design elements.

A range of technical suggestions were made, including the use of island platforms, reconsideration of track layouts at Cork University Hospital, installation of raised tables where tracks run along the road centre and the addition of a third track at key stops such as St Patrick's Street and Kent Station.

There were also proposals to develop Kent Station as a multi-modal transport interchange, enabling seamless integration between rail, bus and tram services. Recommendations included reserving space for future expansion, improving pedestrian and cycling access and enhancing signage and wayfinding to support user navigation.

G



Network Expansion and Route Alternatives



G. Network Expansion and Route Alternatives

This section highlights public feedback on potential network expansion and future route options for Luas Cork, along with suggestions for alternative transport solutions. 616 respondents (63 per cent of all participants) engaged with this topic, demonstrating strong public interest in a more comprehensive and integrated transport network.

The most popular proposal was a southern extension, with many advocating for the route to include areas such as Douglas, Carrigaline and Rochestown. Additional suggestions included extensions to the west, north and east, a dedicated connection to Cork Airport and the introduction of various alternative transport modes.

Sub themes on network expansion and route alternatives

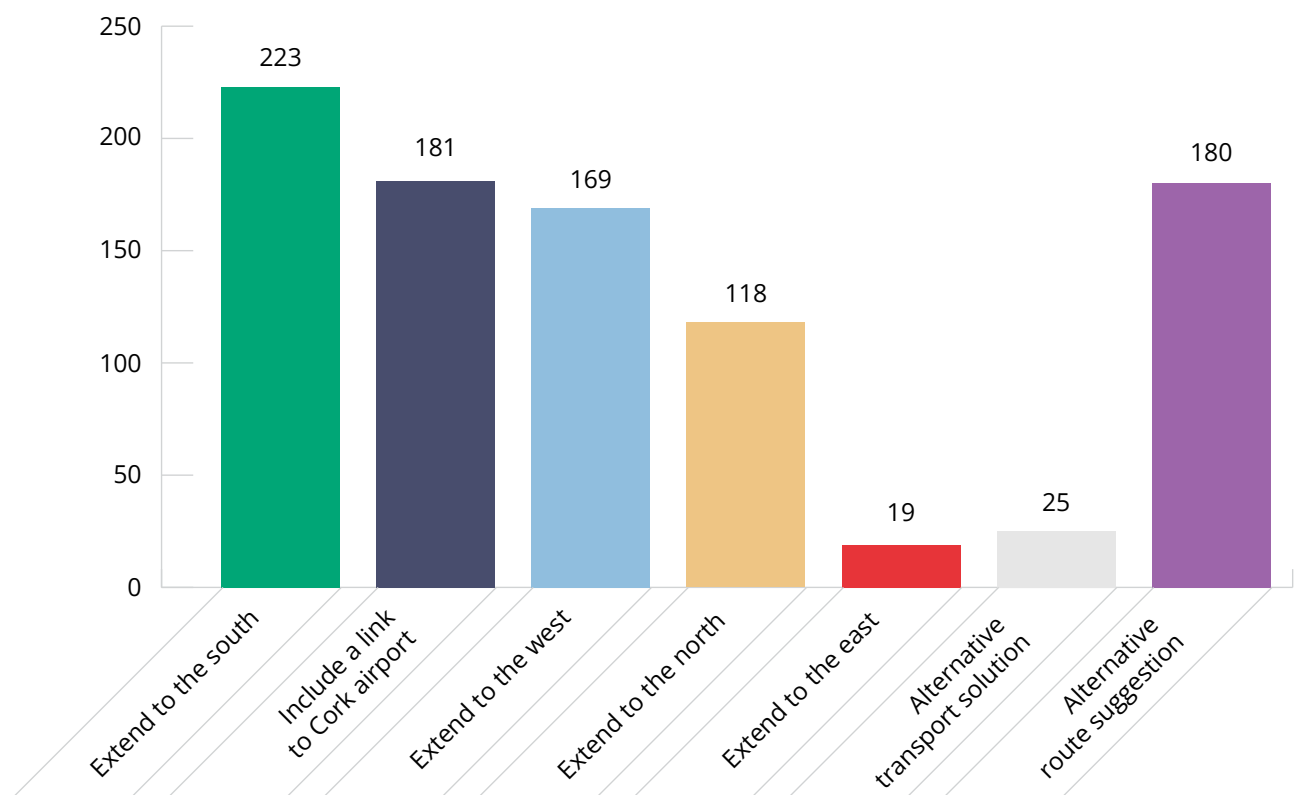


Figure 15: Sub themes on network expansion and route alternatives



1. Southern extension

The southern extension was the most popular suggestion. Feedback from 223 respondents called for the route to include areas such as Douglas, Carrigaline, Rochestown, Frankfield, Ringaskiddy, Ballinhassig and Ballyphehane. They mentioned that these areas are densely populated, experience daily traffic congestion and the lack of reliable bus services, which leads many people to rely on private cars.



2. Cork Airport link

181 respondents supported extending Luas Cork to Cork Airport. This was another frequently mentioned strategic addition to the route with respondents highlighting a range of anticipated benefits:

- **Wider accessibility:** The extension was seen as a way to serve a broad spectrum of users, including local residents, employees in the airport business park and tourists arriving or departing from Cork.
- **Economic impact:** Improved public transport access to the airport was viewed as a catalyst for economic growth, enhancing regional connectivity and supporting business development.
- **Strategic integration:** respondents emphasised the importance of linking Cork Airport with Kent Station, a major transport hub and planned stop on the proposed route, to create a seamless connection between air, rail and city transport.

In its submission, Cork Airport strongly supported the proposal. They encouraged planners to include a future link in the design and expressed interest in ongoing direct engagement to explore how the scheme could be developed further:

"Cork Airport emphatically recommends that a future intent and safeguarded route (for planning and development purposes) should now be set out, to develop as soon as possible, a southern spur from the planned east/west route to connect Cork Airport with the Cork light rail system."



3. Western extension

169 respondents proposed extending the route westward to Classis Lake and Ovens. They cited rapid residential growth and the presence of major employers like Dell Technologies. Comments noted that the distance to the proposed Luas Cork stop is currently too great to encourage use. References were made to the CMATS proposal, which included a longer route. They suggested a Park and Ride facility near the Dell site.



4. Northern extension

118 respondents suggested extending the route northward to areas such as Glanmire, Blackpool, Hollyhill, Fairhill and Mayfield. Suggestions included calls to include the Apple Computers campus and proposed development of a North-South line to complement the existing East-West route.



5. Eastern extension

19 respondents proposed extending the route eastward to Jacob's Island, Little Island and Passage West, making it the least frequently suggested direction.

Across all submissions, respondents suggested that extending the proposed route would serve a wider portion of Cork's population and contribute to a more balanced and sustainable transport network. These suggestions received support from a broad range of stakeholders, including local councillors, TDs, businesses, community organisations and members of the public.





6. Other alternative route suggestions

180 respondents suggested alternative alignments or design modifications to the proposed route. While these suggestions did not call for a complete redesign, they aimed to improve efficiency, minimise disruption and better align the route with local transport strategies. This section summarises the most frequently raised proposals.

Among the suggestions received was a proposal to use the old Cork Blackrock Passage railway corridor, commonly known as the Greenway, as the primary alignment. This route was seen as a way to reduce disruption in the city centre, provide a straighter and faster connection and align with previous transport plans.

Fergus Hurley said:

“We need a more accelerated delivery programme. The line should go along the Cork–Blackrock–Passage–Crosshaven line using the existing bridges from Kent Station to City Hall, so that the old Port of Cork is not sterilised to boats. While I appreciate the need for reliability and frequency, the proposed route is too meandering and will take too long.”

Another alternative mentioned was to reroute the line via the Quays instead of MacCurtain Street suggesting that this would avoid disrupting a recently upgraded street and offer regeneration opportunities for the Quays.

Pádraig Rice TD said:

“Currently the Quays are dominated by car traffic. An alternative light rail route that skirts the historic centre would have the dual benefit of bringing life to areas that have been neglected for too long, while also acting as a pathway for pedestrians heading into the commercial centre.”

There were also questions about too many turns and curves in the proposed city centre alignment with suggestions that this could reduce efficiency and increase journey times.

A range of localised route changes were suggested, as illustrated in Figure 16. These included broader proposals regarding the overall route structure, questions on the necessity of the Ballincollig loop and recommendations that the line begin at Clash Road (Stop 5).

One submission recommended dividing Luas Cork into two shorter lines with a central interchange hub. Another opposed the narrowing of Maryville Road and suggested placing tracks in the centre of Western Road, with lane dividers to prevent cars from encroaching on tram lanes.

Alternative transport technologies were also proposed, including preference for a monorail system instead of a traditional tram.

Localised Route Change Suggestions	
	Using Flynn’s Road instead of Station Road
	Using Boreenmanna Road instead of Churchyard Lane
	Extend Ballincollig loop to include Coolroe Meadows
	Shifting tracks to opposite side of road - Melbourn Road, Blackrock and Skehard
	Ensure the route includes Parnell Place Bus Station
	Adding a second track behind MTU to create a loopback to Curraheen Road
	Routing from MTU via the Model Farm and College Roads into the city
	Splitting the route between Oliver Plunkett Street and St Patrick’s Street to reduce impact
	Diverting via Mardyke Walk, Dyke Parade and Liberty Street. (Note, this would require some building demolition)
	Creating a split route between stops 10 - 20 to serve The Lough, Ballyphehane and Douglas
	Extending the line from Kent Station to Glanmire instead of crossing the river

Figure 16: Localised route change suggestions



Indicative view of Luas Cork through Bishopstown Road



7. Alternative transport solutions

In total, 25 respondents (four per cent) of submissions proposed alternatives to the light rail scheme, their submissions offered a diverse set of ideas that reflect broader concerns about the suitability and effectiveness of Luas Cork. Respondents were not all opposed to light rail; rather, many expressed conditional support or neutrality, suggesting that other transport modes should be considered either in place of or alongside the tram system to better meet the city's needs.

A recurring theme in the feedback was the desire for a more flexible and responsive public transport network. Respondents advocated for improvements to the existing bus system, including the introduction of Bus Rapid Transit (BRT), dedicated bus lanes and the electrification of the fleet. These suggestions were considered to be more adaptable and cost-effective alternatives to light rail, particularly in a city with narrow streets and complex traffic patterns. The integration of information and communication technology (ICT) was also highlighted as a way to enhance service efficiency and user experience.

Beyond buses, there were suggestions for the development of a metro system as a more scalable and future-proofed solution. Enhancements to the road network were also suggested, with a particular emphasis on expanding Park and Ride facilities to reduce congestion and encourage modal shift. There were calls for expanded heavy rail services, the adoption of trackless tram technology and the use of high-floor trains to increase capacity and operational efficiency.

Other submissions ventured into more innovative territory, proposing unconventional solutions such as a horizontal elevator system using pods. Underlying these proposals were comments about the light rail scheme itself. Respondents questioned its flexibility, particularly in relation to Cork's urban layout and raised practical issues such as the difficulty of bypassing broken-down trams and the challenges of removing damaged vehicles from tracks. These operational risks were seen as potential sources of disruption that could undermine the reliability of the system.

There were also comments about the value Luas Cork would add, with some suggesting it might merely duplicate existing bus services without delivering significant improvements. The cost and complexity of implementing light rail were frequently cited, with many suggesting that bus or rail enhancements could achieve similar outcomes more efficiently and with less disruption.

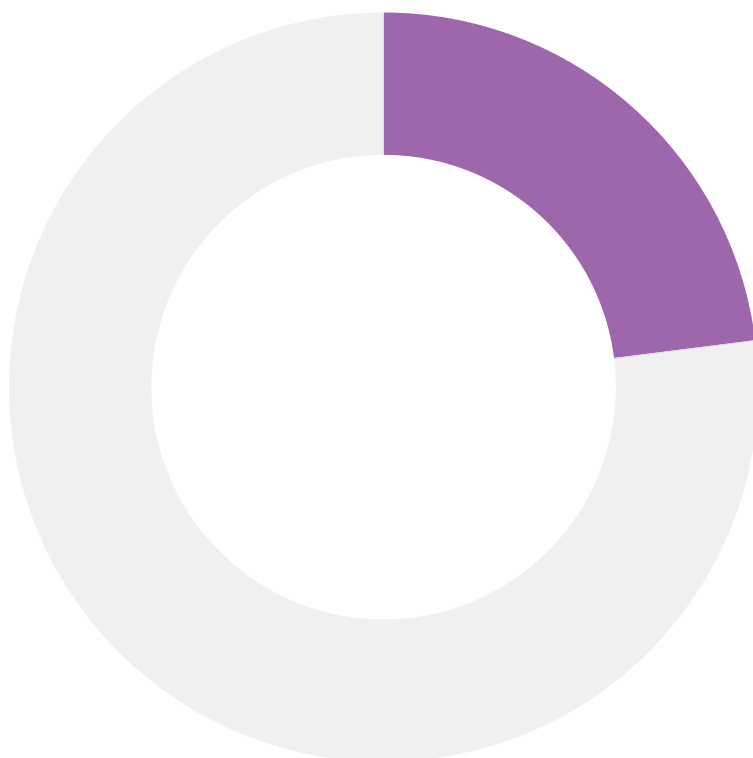
Environmental and economic considerations were also raised in the feedback. Respondents believed that alternative modes could offer greater sustainability benefits and better support for economic development.

Further questions were raised about the tram system's potential impact on urban regeneration and public space. Some felt it would do little to enhance the cityscape and feared it might be underutilised outside peak hours, leading to inefficiencies and poor return on investment.

H



Operations



H. Operations

This section summarises public feedback on the practical implementation of the proposed Luas Cork tram system. In total, 223 respondents (23 per cent) shared views on operational aspects, including construction-related concerns and suggestions for improving system efficiency and integration.

Suggestions included the need to prioritise Luas Cork vehicles over other traffic especially in shared-lane areas and calls for faster project delivery. Respondents also offered input on how the system should operate once launched. These included ensuring reliable journey times, better integration with other transport modes (such as buses and cycling infrastructure) and fare structures that promote accessibility and encourage widespread use.

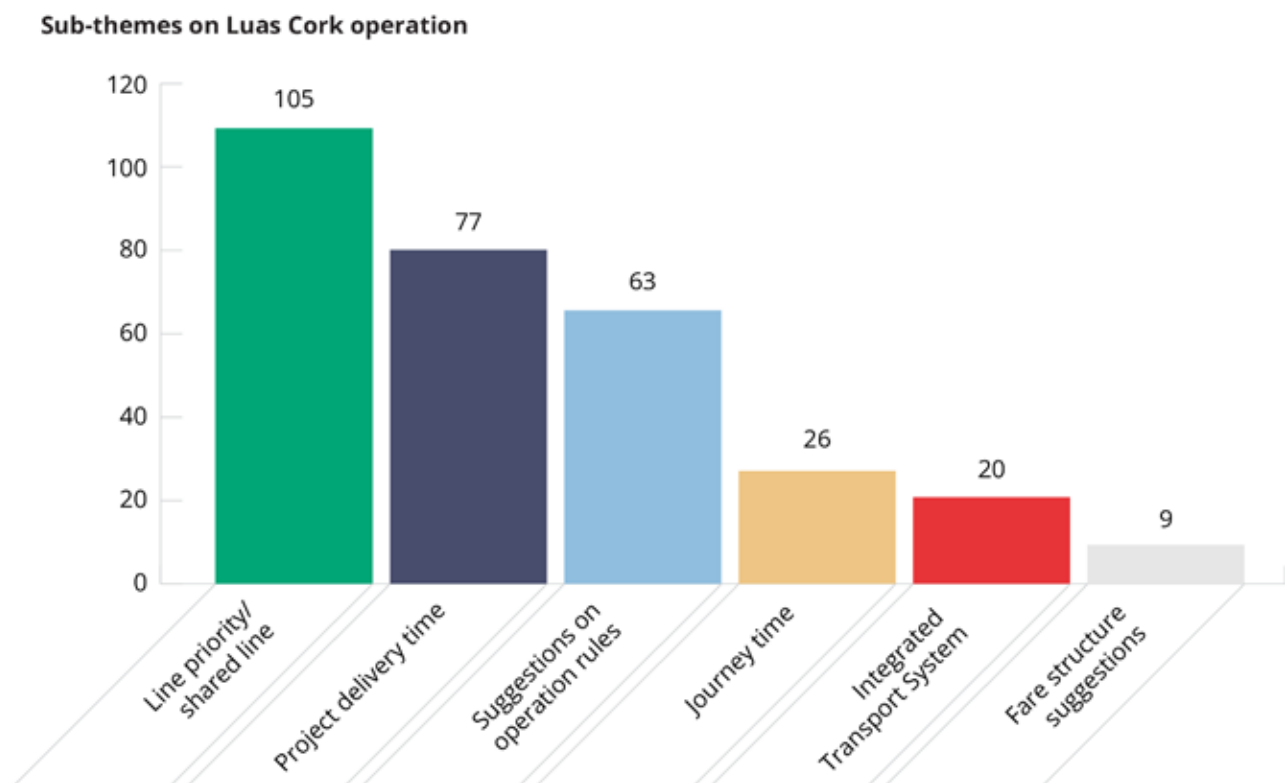


Figure 17: Sub themes on Luas Cork operation



1. Line priority/shared lane

105 respondents made comments about the proposed tram sharing long stretches of road with buses and cars. Many felt this arrangement could negatively impact the reliability and safety of the service, leading to slower journey times due to traffic congestion and frequent bus stops.

Respondents specifically highlighted issues with using bus corridors, noting risks such as:

- Trams being blocked by buses at stops
- Delays caused by breakdowns
- Disruption from right-turn lanes interfering with tram flow

Colm Linnane said:

"There are parts where the Luas runs at the edges of the street in bus lanes and when buses stop this could cause delays," advocating for centre-running tracks to avoid such interference.

Patrick Cronin echoed this view, he said:

"Prioritisation and segregation is key to allow this line to be as efficient as possible," and supported centre-running tracks to better separate trams from turning vehicles and general traffic.

To address these concerns, respondents proposed several targeted solutions:

- Dedicated tram lanes not shared with cars or buses
- Centre-of-road alignment for better segregation
- Automatic Number Plate Recognition (ANPR) systems to detect illegal use of tramways and parking

David Teixeira-Lynch stressed the importance of enforcement. He said:

"ANPR technology on trams as well as on junctions... will be essential to the whole project. Enforcement of traffic laws is one of the main reasons our current transport system fails."

Additional suggestions included:

- Closing MacCurtain Street and St. Patrick's Street to general car traffic
- Avoiding placement of bus stops within tram lanes

Cork Chamber supported these measures. They said:

"It is important that the light rail system runs as efficiently as possible. Therefore, any opportunity to minimise mixed traffic interactions must be explored... The location of bus stops within tram lanes should be avoided where feasible to ensure the success of both the light rail project and BusConnects."

They also recommended addressing design elements such as platform extension constraints and avoiding single-track segments that limit overtaking.

Transdev Dublin Light Rail (TDLR) said:

"What we don't see yet is the number of cross-overs. Although they may seem relatively expensive, they contribute highly to passenger satisfaction in case of disturbances. From a safety point perspective, sharing Light Rail track with cars should be minimised."



2. Project delivery time (deliver Luas faster)

Respondents suggested that delays could lead to public disengagement and reduced support. Many expressed a preference for completion by 2031, underscoring the need for a clear and ambitious timeline to sustain public interest and confidence.

Respondents highlighted that setting a defined,

realistic deadline would signal commitment and accountability, helping to build trust in the project's delivery. The urgency was often linked to broader benefits, such as easing congestion, expanding public transport options and improving overall urban mobility.

Below are selected public comments that reflect strong support for prompt and decisive progress on Luas Cork.

"It's very encouraging to see the work done so far and hopefully the project will be expedited in a timely manner."

Pat Scanlon

"As I said before I am excited to see the Luas coming to Cork and hope it comes about as quick as possible."

Tina McDonnell

"I'm just curious about the timing, but only because this looks amazing and it would really help to have this in place sooner rather than later."

Noirín Curran

"For this to be successful and to get full public buy in, a timeline of no longer than 5 years should be allowed, with a firm deadline of 2031 for completion. Any longer than this will lead to complete public apathy."

Eamon Dwyer

"Cork is currently in a particular moment which, if capitalised upon, could deliver a prosperous and progressive future for the City... We believe that it is not unrealistic to work towards delivery of part of the Luas Cork by decade end... We need to grasp the opportunity to reshape the development of the city and the Luas must be central to that."

Cork Sinn Féin

"Cork really needed a tram line 15 years ago and if this project is going to take another 15 to 20 years to complete, then it really needs to be designed with future proofing in mind. We should really be pushing for this to be completed as fast as possible."

Cian Sullivan

"The proposed Luas plans are a very welcome and significant piece of infrastructure that is badly needed in Cork. We wish the NTA all the best for a speedy delivery of the Luas."

Westgate Residents' Association



3. Suggestion on operation rules

Comments were submitted by 63 respondents on how Luas Cork should operate. They mentioned service frequency, capacity, hours of operation, system identity and inclusive design. Some felt that the proposed frequency and capacity might not be sufficient to meet expected demand. Many suggested that trams should run every four to six minutes equivalent to 12–15 trams per hour to prevent overcrowding and ensure the system is a viable alternative to car travel.

Adwin Geo Joby said:

"We need trams running at least every 4–6 minutes if this is going to make a real difference. Otherwise, overcrowding will become a daily issue from the start."

Respondents also called for extended operating hours, including early morning and late-night services. Some suggested 24-hour operation to accommodate shift workers and late-night travel. Special scheduling was recommended for match days and events, particularly in areas like Centre Park Road where road closures are likely.

Many respondents expressed a desire for the Cork tram to have a distinct identity, separate from Dublin's Luas. Suggestions for names rooted in Irish language and local culture included:

- Rian
- CART (Cork Area Rapid Transport)
- Tapaigh
- Suas

Respondents also suggested the use of colour schemes that reflect Cork's heritage, such as red and white (Cork's sporting colours) or green and orange (symbolic of Irish identity). These choices were seen as a way to connect the new system with the city's history.

Suggestions for tram models included modular or double-decker designs to accommodate varying passenger volumes. Some respondents proposed vintage-style trams, inspired by systems like San Francisco's, to add character and charm.

The Cork Chamber supported the idea of a locally resonant system and recommended a public consultation process to guide decisions on naming and branding, ensuring the system reflects community values and identity.

Cork Sinn Féin also emphasised the importance of incorporating the Irish language across all signage and announcements, framing this as a way to promote cultural inclusion and linguistic pride. Some respondents called for features that support multi-modal travel and enhance the passenger experience. These included:

- Allowing bicycles on board
- Providing onboard Wi-Fi
- Designing spacious interiors with dedicated luggage areas

Gretchen Kessler said:

"Please consider allowing bikes on the tram... Considering this Luas will be some of the only reliable public transport in Cork, please don't make them bike-free! It would be such a detriment for getting around the city."

Feedback also touched on onboard safety, potential changes to existing bus services and the importance of ensuring equitable service across the route. Respondents highlighted the benefits of a fully wired system, citing its reliability and environmental advantages. Cities such as Amsterdam, Berlin and Oslo were referenced as successful examples of overhead cable use in urban centres.

Battery-powered trams were viewed less favourably due to several practical limitations:

- Reduced internal space due to battery storage
- Environmental concerns related to battery production and disposal

As a potential alternative, some respondents suggested ground-level power supply systems. These were seen as a way to avoid visual clutter from overhead wires while addressing the limitations of battery technology.



4. Journey time

26 respondents suggested that the proposed 35-minute journey time from Ballincollig to the city centre is too long to be a viable alternative to car travel. They mentioned that if the tram is not time-competitive with driving, it may deter potential users and reduce the system's overall effectiveness.

These comments related to broader issues around user behaviour and the likelihood of a modal shift. Respondents noted that unless Luas Cork offers a clear time advantage or at least matches car travel it may struggle to attract commuters who prioritise speed and convenience.

Oliver O'Shea said:

"The only concerns I have are this: The estimated journey time of 35 minutes from Ballincollig to the city centre would make a lot of people think 'I'll just drive in.'"

There were suggestions for the development of a metro system as a more scalable and future-proof solution. To address this, they recommended the inclusion of contingency infrastructure such as pull-aside areas or turnback points along the tram route. These would allow trams experiencing technical issues to be removed from the main line, preventing disruptions to the entire network. Nicolas Vencl said:

"There should also be areas for trams to be able to pull aside if one were to experience a mechanical issue. This will prevent the line from operating since a tram stuck on the track will block every other tram behind it."

Respondents also emphasised the importance of integrating the tram system effectively with existing road infrastructure. Intelligent traffic light systems were proposed as a solution to improve tram flow through intersections, reduce delays and enhance safety for all road users. These systems could prioritise tram movements, helping maintain consistent journey times and reducing the impact of mixed traffic conditions.

In addition, clear and consistent signage, along with well-defined line markings, was identified as essential for safe interactions between trams, pedestrians, cyclists and vehicles. This is particularly important in shared spaces and at crossings, where ambiguity can lead to accidents or delays.



5. Integrated transport system

Feedback from 20 respondents including organisations such as Hibernia Line and the Cork Business Association, emphasised the need for a fully integrated transport system in Cork. Their feedback highlighted that the success of Luas Cork depends heavily on its ability to connect seamlessly with existing and planned transport modes namely rail services, bus networks and active travel infrastructure.

They noted that integration is not a secondary consideration but a core requirement for ensuring Luas Cork contributes meaningfully to a city-wide mobility strategy. Without it, Luas Cork risks operating in isolation, limiting its reach and reducing its appeal to users who rely on multi-modal travel.

Kent Station was repeatedly identified as a critical interchange hub, given its role in regional and intercity rail services. Respondents also called for strong connectivity with Parnell Place bus depot, a central node in Cork's bus network. These locations were seen as essential for enabling smooth transitions between transport modes and supporting efficient travel across the city and beyond.

To extend Luas Cork's reach, respondents proposed aligning local bus services with Luas stops, particularly in areas not directly served by the tram line. For example, improved connections from east Cork suburbs to Mahon Point were suggested to facilitate access and encourage broader use of public transport.

Questions were raised about the current level of coordination between the Luas proposal and other transport initiatives, especially BusConnects. Respondents urged planners to avoid duplication and ensure that services complement rather than compete with each other.

This they said would help create a streamlined and user-friendly experience, encouraging more people to shift away from car dependency.

The importance of mobility hubs, park-and-ride facilities and parallel cycling infrastructure was also highlighted. These were seen as vital to building a sustainable, accessible and future-proofed transport network.

The Cork Business Association stressed the need for well-planned mobility hubs to support Luas Cork. They proposed a major Park & Ride facility in Ballincollig, complete with bike parking, to encourage commuters from the N22 corridor to switch to public transport. They also recommended a mobility hub in Mahon,

integrating trams, buses, car-sharing services and cycling routes to create a seamless travel experience. They said:

"Parallel cycle paths along the tram route will further enhance connectivity, promoting healthy, active lifestyles while reducing reliance on cars."

Hibernia Line echoed the need for joined-up planning, they said:

"There needs to be joined up thinking with other stakeholders, including River Users, BusConnects, Harbour Link and Trains to fully assess the full sustainable transport for Cork city's future."



6. Fare structure

Although only nine respondents provided specific feedback on the fare structure, their input offered valuable insights into how pricing and payment systems could influence the success and accessibility of Luas Cork.

Their recommendations focused on three key areas: affordability, convenience and integration across the wider transport network.

Respondents mentioned the need for integrated ticketing that allows passengers to move easily between different modes of transport, namely Luas, bus services and heavy rail. They viewed this as essential for enabling multi-modal journeys and reducing barriers to public transport use. Suggestions included the introduction of daily passes and 90-minute tickets, which would allow flexible travel across various services within a defined time window. These options were seen as particularly beneficial for commuters, occasional users and tourists, offering both cost savings and ease of use.

Respondents also highlighted the importance of modern, user-friendly payment systems. They advocated for contactless card payments and off-board ticket purchasing as standard features, eliminating the need for users to download a dedicated app or navigate complex fare systems. This was especially important for those unfamiliar with the network, such as visitors or infrequent users and was framed as a way to streamline the boarding process and reduce friction in fare transactions.

Affordability was mentioned by respondents who urged planners to ensure that fare levels are aligned with the cost of commuting and support regular use. They recommended lower pricing for short journeys to encourage local travel and suggested using parking charges strategically to incentivise a shift from private car use to public transport. This approach was seen not only as a way to promote behavioural change but also to maintain equity in access, ensuring that public transport remains a viable option for all income levels.



05

Conclusion and Next Steps

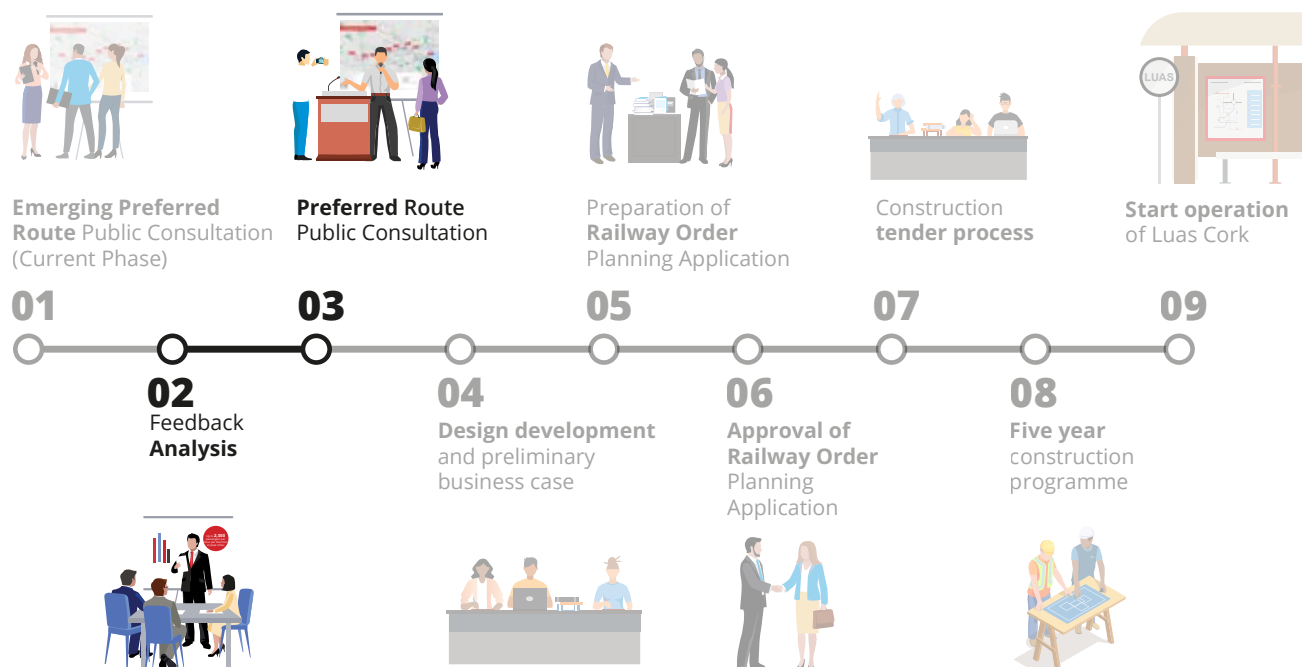
05 Conclusion and Next Steps

Building a light rail line in a densely occupied urban area is challenging and requires consideration of many elements such as cost, capacity, journey time, frequency, and impacts on residents, the environment, and other transport modes.

The goal is to design a route that serves as many people as possible by capturing key destinations in health, education, industry, retail and housing. But there are trade-offs. More stops slow down the journey time; fewer stops reduces demand. Segregating the line will speed up journey times, but shared lanes are necessary for people who still need their cars for other trips. The biggest challenge is to find enough space for all road users, including cyclists and pedestrians, to travel safely and reliably to their destinations.

Luas Cork must serve the people of Cork and yet no line can be constructed without impacting negatively on some residents and businesses. The design process involves carefully considering these impacts, evaluating possible alternatives and assessing the benefits and impacts of every option.

This non-statutory public consultation has been immensely valuable as so many people shared their thoughts on the proposed route. In this report we have described how the public consultation was conducted and attempted to reflect as accurately as possible the issues and ideas offered by the public.



You Told Us



More Luas

Most of the dissatisfaction expressed about the EPR was that Luas Cork did not go far enough. 63 per cent of all respondents wanted Luas Cork extended. The most popular suggestion was to extend south to include areas like Douglas, Carrigaline, and Rochestown. An extension to Cork Airport was also very popular, while others suggested extensions to the west, north and east.



Ballintemple, Curraheen and Ballincollig

Residents and businesses in a number of areas were concerned about the impact on their properties, particularly in relation to accessibility. These included Melbourn Road and businesses on MacCurtain Street. The locations that generated most concern were Churchyard Lane and Ballincollig. Churchyard Lane is a pinch point on the route. It connects key destinations; but it is narrow, and residents have raised several concerns about the impact on them. In Ballincollig both the single track “loop” and the use of Station Road were seen as issues for residents and businesses there.



The River Lee Bridge

Members of the maritime community raised concerns that a proposed fixed bridge at quay level could block vessel access to the city centre, threatening events like Maritime Day and the Ocean to City Race.



Route-wide concerns

While most respondents supported the plan to bring light rail to Cork, they were also keen to ensure that close attention was paid to issues like the integration of cycling, improvement of the public realm, protection of heritage and architecture, impacts on the natural environment, road safety and accessibility.

Every submission has been read and studied by the project team, some of which have been quoted in this report. TII and the NTA are committed to a transparent process of public engagement, and we would like to thank everyone who made a submission. The more perspectives we get, the better our design process.

Since the consultation closed, the points raised have been the subject of much discussion and consideration by the team. Our goal is to proceed with the development of a Preferred Route which we hope to publish in the first quarter of 2026.

Beyond gathering feedback about the Emerging Preferred Route options, an important objective of this consultation is to develop and maintain relationships with the communities and interested parties who may be affected.

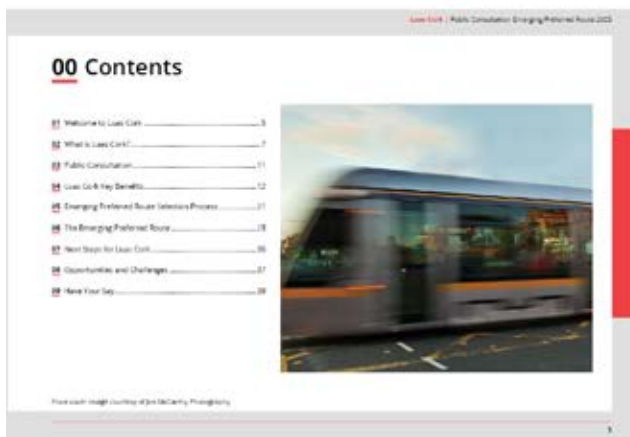
We will continue to meet, talk and listen to everyone affected by this route or possible changes. The publication of this report does not end the consultation process. All information and updates will be posted to the project website at www.luascork.ie



06

Appendices

A English brochure



https://luascork.ie/media/b34p2j1q/luas_cork_accessible_brochure.pdf

B Irish brochure



https://www.luascork.ie/media/lbqhict/luas-cork_brochure_ga.pdf

C English feedback form



Luas Cork
Consultation Response Form

To help you complete this form, please read the consultation booklet and other supporting documentation at www.luascork.ie

The closing date for response is 5.30pm
Monday 9th June 2025

Q1. How satisfied are you with the Emerging Preferred Route proposed for Luas Cork?

Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q2. How satisfied are you with the location of the proposed stops?





Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>






Q3. Have you any specific comments about the proposed route, including the proposed stops?
(Please use the space below to provide any comments to explain your answer.)

Q4. Do you have any further comments to make on these proposals?
(Please use the space below to provide any comments to explain your answer.)

About you

The questions in this section help us to understand more about the audience we have reached as part of our consultation. Your answers will only be used for the purpose of informing the analysis of this survey and will be treated confidentially. Unless we begin with a number to answer the following questions to help us understand if we are reaching a representative cross section of the public.

Are you responding on behalf of an organisation?

☐ Yes ☐ No

If yes, please provide the name of your organisation and role within it.

What are the first three digits of your postcode?

Name

Postal address

Email address

Keep in touch

☐ We would like to keep you informed with updates on the Luas Cork project. If you are interested in receiving more information from us in the future, tick here.

Please note, all submissions will be published on the TII Consultation Portal at www.tii.ie/consultations.

Thank you.






Information, Public Consultation Report and Data Protection

In the interests of transparency submissions, including names but not contact details of individuals, will be published on the Transport Infrastructure Ireland consultation portal at www.tii.ie

Further details of TII's processing of personal data in connection with the Luas Cork Public Consultation (including TII's collection, use and disclosure of such data) are set out at www.luascork.ie

All parties should also be aware that TII is subject to the Freedom of Information Act 2014 (FOI) and the Access to Information on the Environment Regulations 2007 to 2018 (AIE). Information on FOI and AIE is available at www.fir.gov.ie and www.tii.ie

A summary report of any issues submitted at public consultation stage will also be published on www.luascork.ie. Extracts from submissions, and the identity of those making submissions, may also be included in the report on the Luas Cork project.

Share your views with us by:
Returning this form using our Freepost address:

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

Or make your submission online at www.luascork.ie






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E Sample website content

Luas Cork

[Home](#)
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[Luas Cork Benefits](#)
[Luas Cork History](#)
[Luas Cork Future](#)
[Contact](#)
[Emerging Preferred Route](#)
[Privacy Policy](#)

08 58

Luas Cork Public Consultation Emerging Preferred Route 2025

Luas Cork

Luas Cork is a proposed light rail tram system running from Ballinacorney to Ballinacorney, connecting the city centre to the suburbs. It will be a 10.5km route, serving 15 stations, with a total length of 10.5km. The route will be a 10.5km route, serving 15 stations, with a total length of 10.5km.

The consultation period for the emerging preferred route is from 15th June 2025 to 15th July 2025. We are currently consulting on the emerging preferred route, which is a 10.5km route, serving 15 stations, with a total length of 10.5km.

Keep in touch via our email address info@luas-cork.ie

What is Luas Cork?
 Luas Cork is a light rail tram system running from Ballinacorney to Ballinacorney, connecting the city centre to the suburbs. It will be a 10.5km route, serving 15 stations, with a total length of 10.5km.

Key Features
 - 10.5km route
 - 15 stations
 - 10.5km route
 - 15 stations

Key Benefits
 - 10.5km route
 - 15 stations
 - 10.5km route
 - 15 stations

Emerging Preferred Route Map

Report route from Ballinacorney to Ballinacorney, serving 15 stations, with a total length of 10.5km.

Luas Cork Key Benefits

Transforming the city
 Luas Cork will be the fastest growing city in Ireland over the next 20 years, with a projected population growth of 100,000 people. High quality public transport projects for Luas Cork are key to delivering large scale regeneration, such as the development of the city centre, Ballinacorney, and the city centre, Ballinacorney, and the city centre, Ballinacorney.

Active journey routes
 Luas Cork will offer three reliable journey routes from the city centre to the suburbs, Ballinacorney, Ballinacorney, and Ballinacorney, Ballinacorney, and Ballinacorney.

Safe and reliable
 Luas Cork will be a safe and reliable journey route, Ballinacorney, Ballinacorney, and Ballinacorney, Ballinacorney, and Ballinacorney.

Active Travel
 Luas Cork will be a safe and reliable journey route, Ballinacorney, Ballinacorney, and Ballinacorney, Ballinacorney, and Ballinacorney.

Emerging Preferred Route Description

Ballinacorney
 The proposed route begins in Ballinacorney, with a single track running from Ballinacorney to Ballinacorney, Ballinacorney, and Ballinacorney.

Ballinacorney to Ballinacorney
 The proposed route begins in Ballinacorney, with a single track running from Ballinacorney to Ballinacorney, Ballinacorney, and Ballinacorney.

Ballinacorney to Ballinacorney
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Ballinacorney to Ballinacorney
 The proposed route begins in Ballinacorney, with a single track running from Ballinacorney to Ballinacorney, Ballinacorney, and Ballinacorney.

<http://www.luascork.ie/>

F English information leaflet

Luas Cork | Emerging Preferred Route Public Consultation 2025



Transport Infrastructure Ireland (TII) together with the National Transport Authority (NTA) has selected an Emerging Preferred Route for Luas Cork that will bring reliable, sustainable public transport to Cork.

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.

Luas Cork is a transformative light rail line connecting Ballincollig, MTU, Cork University Hospital, UCC, Cork city centre, Kent Station, Cork Docklands, Páirc Uí Chaoimh, Blackrock and Mahon Point. The 18km long route has up to 25 proposed stops, a new depot for the trams, a proposed Park & Ride at Ballincollig and a proposed Mobility Hub at Mahon Point.

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

Luas Cork will provide frequent and reliable journey times and will deliver many benefits for the local communities, commuters, students and tourists visiting the city.



Indicative view of Luas Cork through St Patrick's Street

Have your say

Before we proceed further with this proposal, we want to hear from you.

Learn more about Luas Cork and make a submission at www.luascork.ie

Meet the team at one of our open days:

Monday 28th April 2025, Kingsley Hotel Victoria Cross, Cork, 12pm to 8pm

Tuesday 29th April 2025, Páirc Uí Chaoimh, Cork, 12pm to 8pm

Tuesday 6th May 2025, The Metropole Hotel Cork, MacCurtain Street, Cork, 12pm to 8pm

Get in touch

Email: info@luascork.ie

Phone: 1800 777 321

Postal Address: If you would prefer to write to us, please send any correspondence to:

Luas Cork, Transport Infrastructure Ireland

PO Box 13605

Little Island, Cork

Consultation closes at 5.30pm Monday 9th June 2025

All submissions will be published on the Transport Infrastructure Ireland consultation portal at <https://consult.tii.ie/luascork>



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

G Irish information leaflet

Luas Chorcaí | Comhairliúchán Poiblí maidir leis an mBealach is Dealraithí a Roghnófar 2025

Tá Bealach is Dealraithí a Roghnófar roghnaithe ag Bonneagar Iompair Éireann (TII) in éineacht leis an Údarás Náisiúnta Iompair (NTA) do Luas Chorcaí, rud a thabharfaidh iompar poiblí iontaofa, inbhuanaithe go Corcaigh.

Is líne chlaochlaitheach iarnróid éadroim é Luas Chorcaí a chruthaíonn nasc idir Baile an Chollaigh, MTU, Ospidéal na hOllscoile, Corcaigh, COC, lár chathair Chorcaí, Stáisiún an Cheanntaigh, Ceantar Dugaí Chorcaí, Páirc Uí Chaoimh, An Dúcharraig agus Ionad Siopadóireachta Mahon Point. Tá suas le 25 stad beartaithe ar an mbealach atá 18km ar fad, iosta nua do na tramanna, Páirceáil agus Taisteal beartaithe ag Baile an Chollaigh agus Mol Soghluaisteachta beartaithe ag Ionad Siopadóireachta Mahon Point.

Tá Luas Chorcaí ag teacht le roinnt cuspóirí de chuid Thionscadal Éireann 2040, straitéis fhadtéarmach an Rialtais chun tír níos fearr a dhéanamh d'Éirinn do chách. Le Luas Chorcaí, éascaítear dlúthfhás, forbairt réigiúnach chothromaithe, rochtain ar oideachas, ar fhostaíocht agus ar chúram sláinte, agus aistriú chuig sochaí ísealcharbóin. Soláthróidh Luas Chorcaí faid ama

turais rialta iontaofa agus cuirfidh sé go leor buntáistí ar fáil do na pobail áitiúla, do chomaitéirí, do scoláirí agus do thurasóirí atá ar cuairt ar an gcathair.

I ndiaidh anailís a dhéanamh ar réimse roghanna, molaimid anois Bealach is Dealraithí do Luas Chorcaí. Gabhann an Bealach is Dealraithí a Roghnófar soir trasna na cathrach – ó Bhaile an Chollaigh go hIonad Siopadóireachta Mahon Point.



Radharc táscach ar Luas Chorcaí trí Shráid Phádraig

Bíodh tuairim agat

Sula leanfaidh muid ar aghaidh leis an moladh seo, ba mhaith linn cloisteáil uaitse.

Faigh tuilleadh eolais faoi Luas Chorcaí agus cuir aighneacht isteach ag www.luascork.ie

Buail leis an bhfoireann ag ceann dár laethanta oscailte:

Dé Luain an 28 Aibreán 2025, Óstán Kingsley, Crois Victoria, Corcaigh 12in go 8in

Dé Máirt an 29 Aibreán 2025, Páirc Uí Chaoimh, Corcaigh 12in go 8in

Dé Máirt an 6 Bealtaine 2025, Óstán Metropole, Corcaigh, Sráid Mhic Curtáin, Corcaigh, 12in go 8in

Bí i dteagmháil

Ríomhphost: info@luascork.ie

Fón: 1800 777 321

Seoladh Poist: Dá mba rogha leat scríobh chugainn, le do thoil seol aon chomhfhreagras chuig:

Luas Chorcaí, Bonneagar Iompair Éireann

Bosca Oifig Phoist 13605

An tOileán Beag Corcaigh

Dúnfar an comhairliúchán ag 5.30in Dé Luain an 9 Meitheamh 2025

Foilseofar gach aighneacht ar thairseach chomhairliúcháin Bhonneagar Iompair Éireann ag <https://consult.tii.ie/luascork>

H Sample newspaper advert

An Bealach is Dealraithí a Roghnófar do Luas Chorcaí

Comhairliúchán Poiblí

Luas Cork Emerging Preferred Route

Public Consultation

Roghnaigh Bonneagar Iompair Éireann (TII) in éineacht leis an Udarás Náisiúnta Iompair (NTA) Bealach is Dealraithí a Roghnófar do Luas Chorcaí.

Is line iarnróid éadrom 18km atá beartaithe é Luas Chorcaí a chruthaíonn nasc idir Baile an Chollaigh, MTU, Ospidéal na hOllscoile, Corcaigh, COC, lír chathair Chorcaí, Stáisiún an Cheannraigh, Ceantar Dugall Chorcaí, Páirc Uí Chaoimh, An Dúcharrag agus Ionad Siopadóireachta Mahon Point.

Find out more and have your say
www.luascork.ie

Meet the team at one of our open days:
Monday 28th April 2025, Kingsley Hotel Victoria Cross, Cork, 12pm to 8pm
Tuesday 29th April 2025, Páirc Uí Chaoimh, Cork, 12pm to 8pm
Tuesday 6th May 2025, The Metropole Hotel Cork, MacCurtain Street, Cork, 12pm to 8pm

Consultation closes at 5.30pm Monday 9th June 2025

Contact us:
Email: info@luascork.ie
Phone: 1800 777 321
Postal Address: Luas Cork, Transport Infrastructure Ireland, PO Box 13605 Little Island, Cork

Submissions deadline is 5.30pm Monday 9th June 2025.

Déan teagmháil linn:
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Fón: 1800 777 321
Seoladh Poist: Luas Chorcaí, Iompar Bonneagar Éireann, Bosca Oifige Poist 13605 An tOileán Beag, Corcaigh

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Luas Cork Emerging Preferred Route

Public Consultation

Transport Infrastructure Ireland (TII) together with the National Transport Authority (NTA) has selected an Emerging Preferred Route for Luas Cork.

Luas Cork is a proposed 18km light rail line connecting Ballincollig, MTU, Cork University Hospital, UCC, Cork city centre, Kent Station, Cork Docklands, Páirc Uí Chaoimh, Blackrock and Mahon Point.

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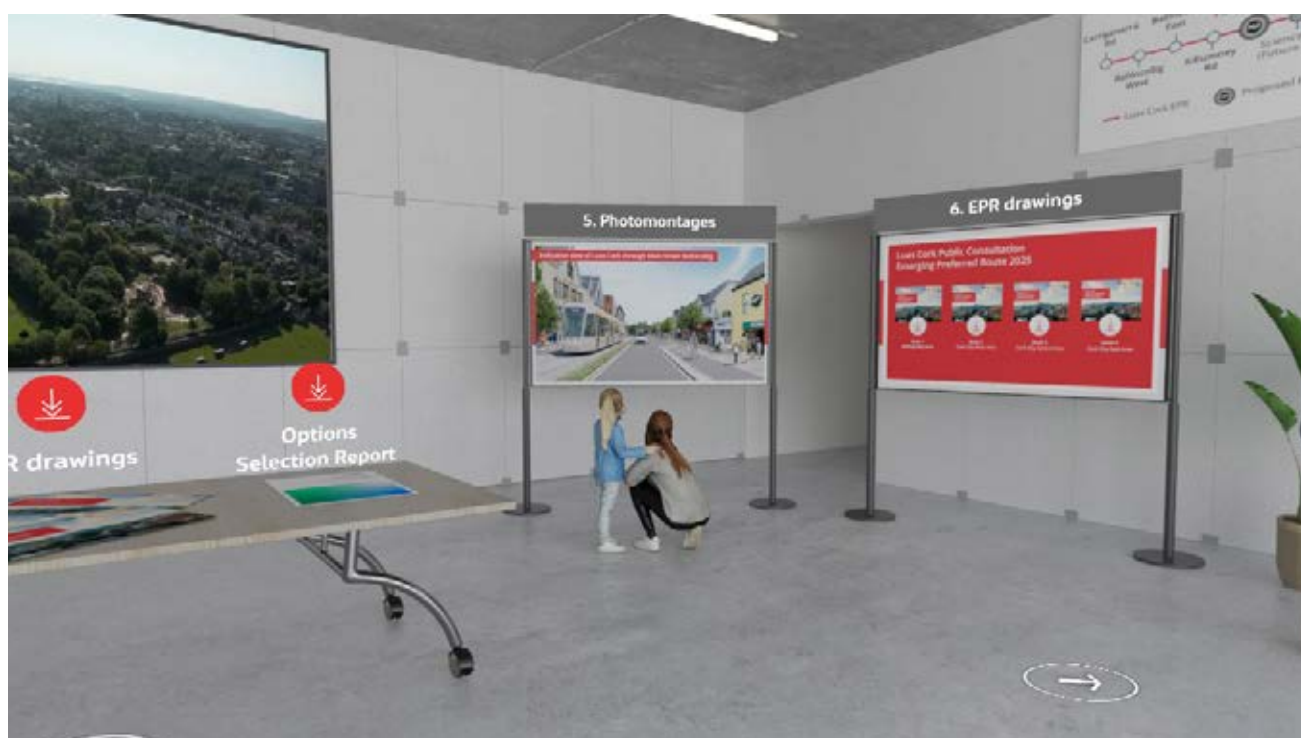
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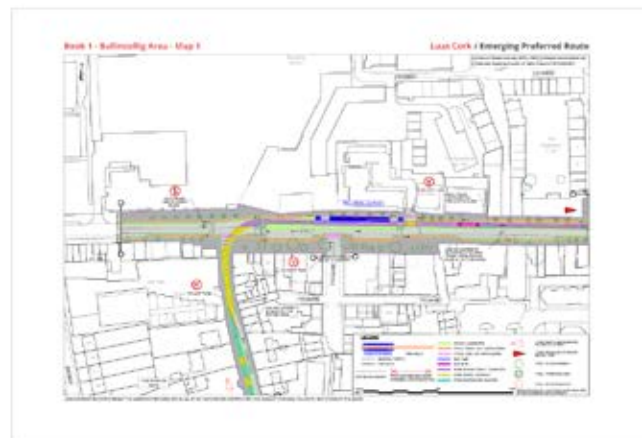
I Sample social media posts



J Sample of virtual exhibition room



K Books of drawings - Book 1



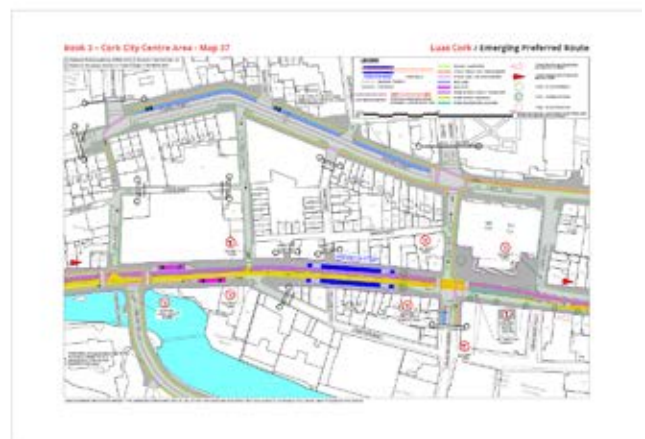
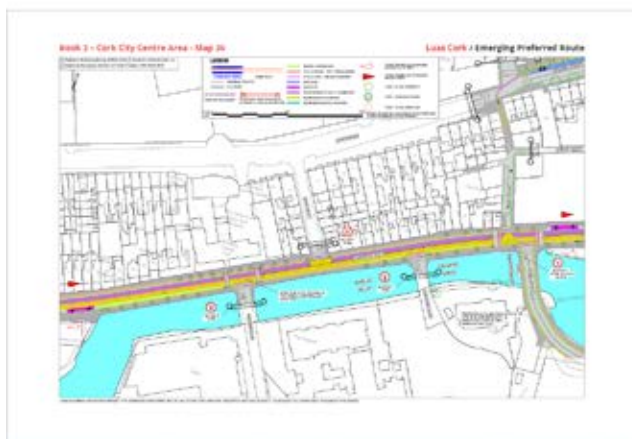
BOOK 1: https://luascork.ie/media/eh4lsha4/luas-cork_drawings_book1-ballincollig-area.pdf

K Books of drawings - Book 2



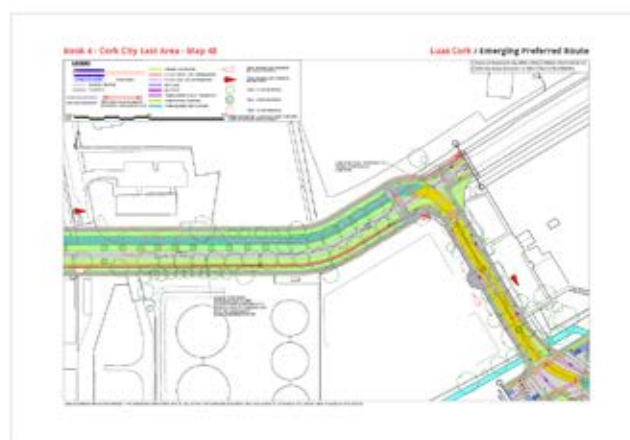
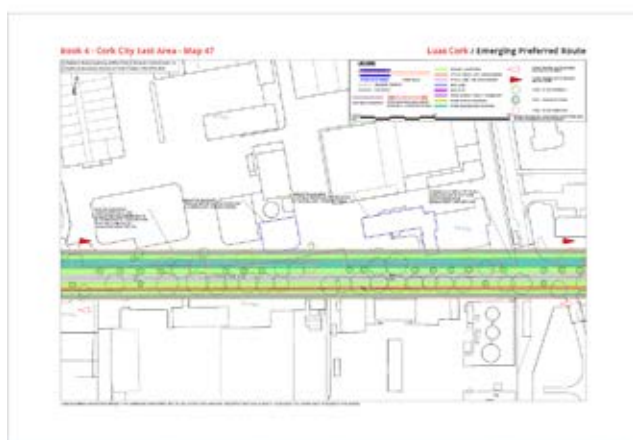
BOOK 2: https://luascork.ie/media/xyuhyre2/luas-cork_drawings_book2-cork-city-west-area.pdf

K Books of drawings - Book 3




BOOK 3: https://luascork.ie/media/gwtlivas/luas-cork_drawings_book3-cork-city-centre-area.pdf

K Books of drawings - Book 4



BOOK 4: https://luascork.ie/media/bqhpuzvb/luas-cork_drawings_book4-cork-city-east-area.pdf

L Press release



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[Luas Cork Public Consultation Launched](#)

Luas Cork Public Consultation Launched

Emerging Preferred Route Selected

An 18km long route running from Ballincollig to Mahon Point proposed for Luas Cork now open to public consultation.

Cork, Monday 14th April 2025

The Emerging Preferred Route (EPR) for Luas Cork was launched today by Taoiseach Micheál Martin TD at Cork City Hall.

Transport Infrastructure Ireland has published the Emerging Preferred Route and is inviting the public to have its say on the proposed plan. The public consultation is open for eight weeks until Monday 9th June at 5.30pm.

Luas Cork is a proposed 18km long light rail line with up to 25 stops running from Ballincollig to Mahon Point, connecting key destinations such as MTU, Cork University Hospital, UCC, Cork city centre, Kent Station, Cork Docklands, Blackrock and Mahon.

The scheme includes a new public transport bridge connecting Kent Station to Kennedy Quay and new cycling infrastructure along much of the route. The Emerging Preferred Route also includes a proposed 1000 vehicle Park & Ride facility in Ballincollig and a Mobility Hub in Mahon.

Cork is planned to be the fastest-growing city in Ireland over the next 20 years with a population targeted to grow by 50 to 60 percent. High-quality public transport projects like Luas Cork are key to delivering the large-scale regeneration and investment planned for Cork, 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.

TII and the NTA invite the public to participate in the following consultation on www.luascork.ie where details of the proposals are published. There will be a number of open days across the city during the consultation where drawings can be inspected and staff from TII will be available to answer questions.

Taoiseach Micheál Martin said:

"The announcement today of the Emerging Preferred Route for Luas Cork is a significant step in an infrastructure project that will be transformational for Cork city.

Luas Cork will hugely improve connectivity in the city by modernising the city's public transport network, making it more accessible and creating new opportunities for residents, visitors and local businesses. It's very positive to see this project progressing, and from that point of view I'd like to acknowledge the work done by Transport Infrastructure Ireland, the National Transport Authority and indeed Cork City Council. "With the consultation process now open, I'd encourage everybody to take this opportunity to provide their feedback and share their views on this exciting proposal."

Minister for Transport Darragh O'Brien TD highlighted the significance of Cork being selected by the European Commission as one of Europe's first climate-neutral cities. This designation aligns with the EU's 100 Climate-Neutral and Smart Cities by 2030 initiative, which aims to accelerate sustainable urban transformation across Europe.

"The development of Luas Cork will play a key role in achieving this goal. By providing a modern, reliable, and efficient public transport option, Luas Cork will encourage a shift away from private car use, reducing traffic congestion, lowering carbon emissions, and improving air quality. The project will also complement other sustainable transport initiatives, such as expanded bus services and enhanced cycling and pedestrian infrastructure."

Lord Mayor of Cork City Dan Boyle said, "The announcement of an emerging preferred route for Luas Cork is very welcome. A long awaited, missing, but vital, link in the city's transport infrastructure, it will provide real choice to have more people travel by public transport, reduce car dependency, connect key locations and allow for significant additional growth in the development of city. The challenge is to see it constructed and operating in the shortest possible time frame."

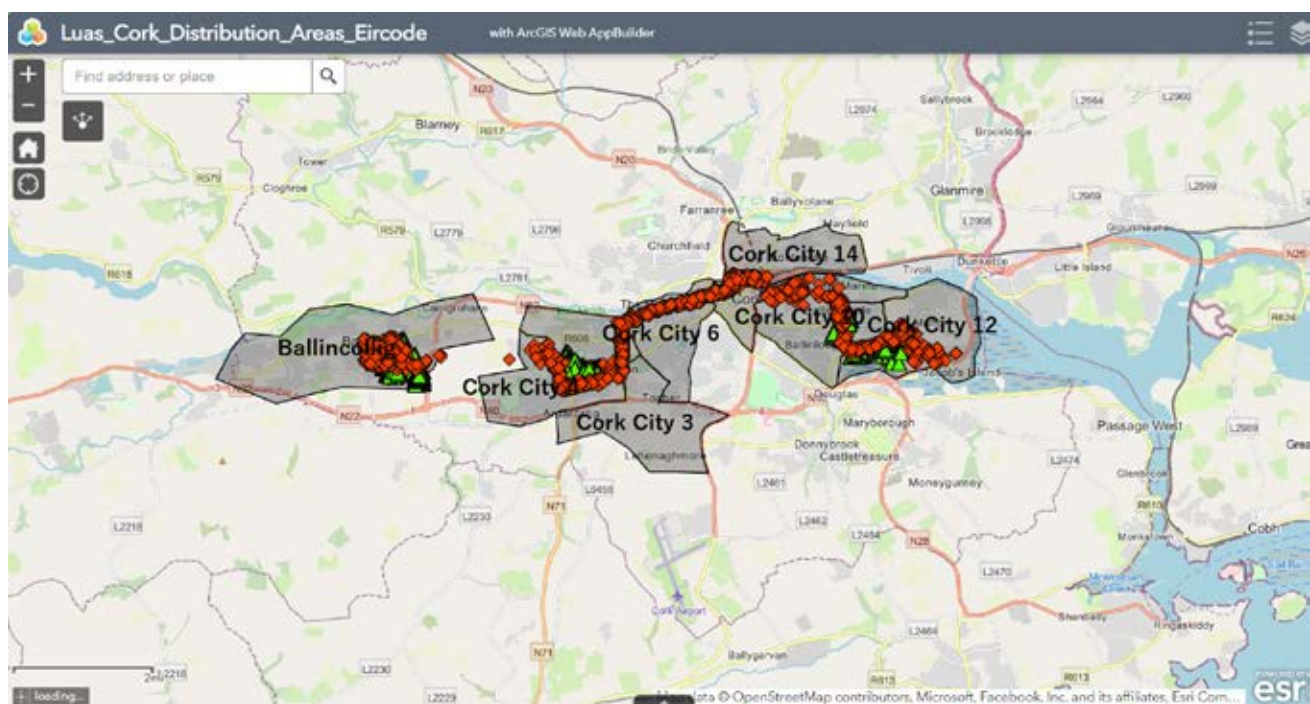
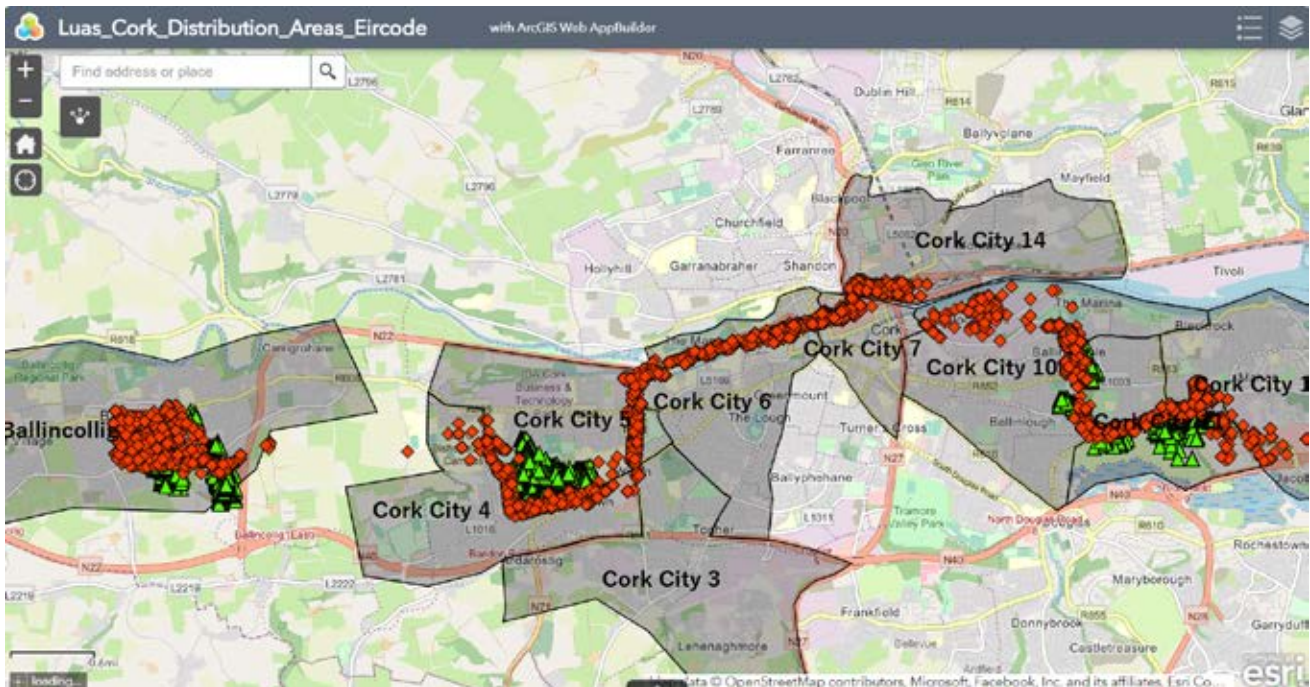
Hugh Creegan, Interim CEO of the NTAA said, "Luas Cork is a central part of the Cork Metropolitan Area Transport Strategy (CMATS). CMATS will deliver a series of public transport services including Luas Cork, BusConnects Cork, heavy rail improvements, safe cycling and walking infrastructure. This new era of public transport will enable Cork to develop into an accessible, connected and vibrant city."

Peter Walsh, CEO of TII said, "TII has a strong record in transparent public engagement, and we look forward to hearing from everyone before we progress to the next stage of design on this transformative public transport project for Cork city."

For more information on the Luas Cork project www.luascork.ie

For media queries, please contact: media@luascork.ie

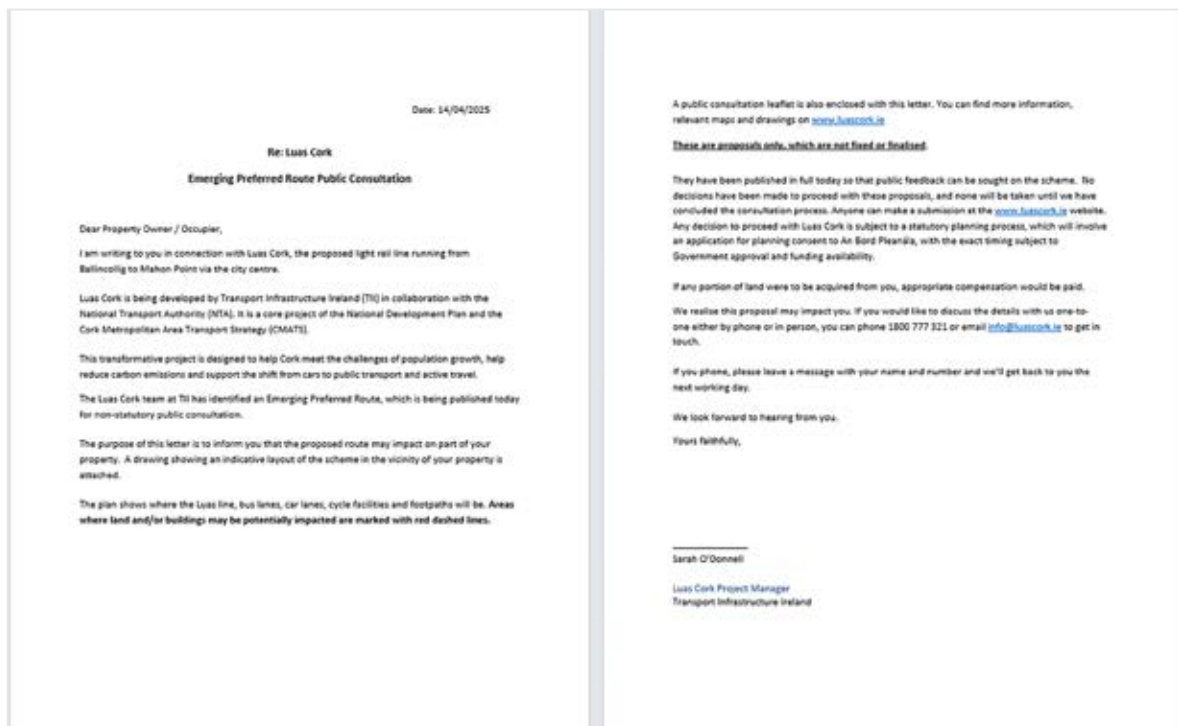
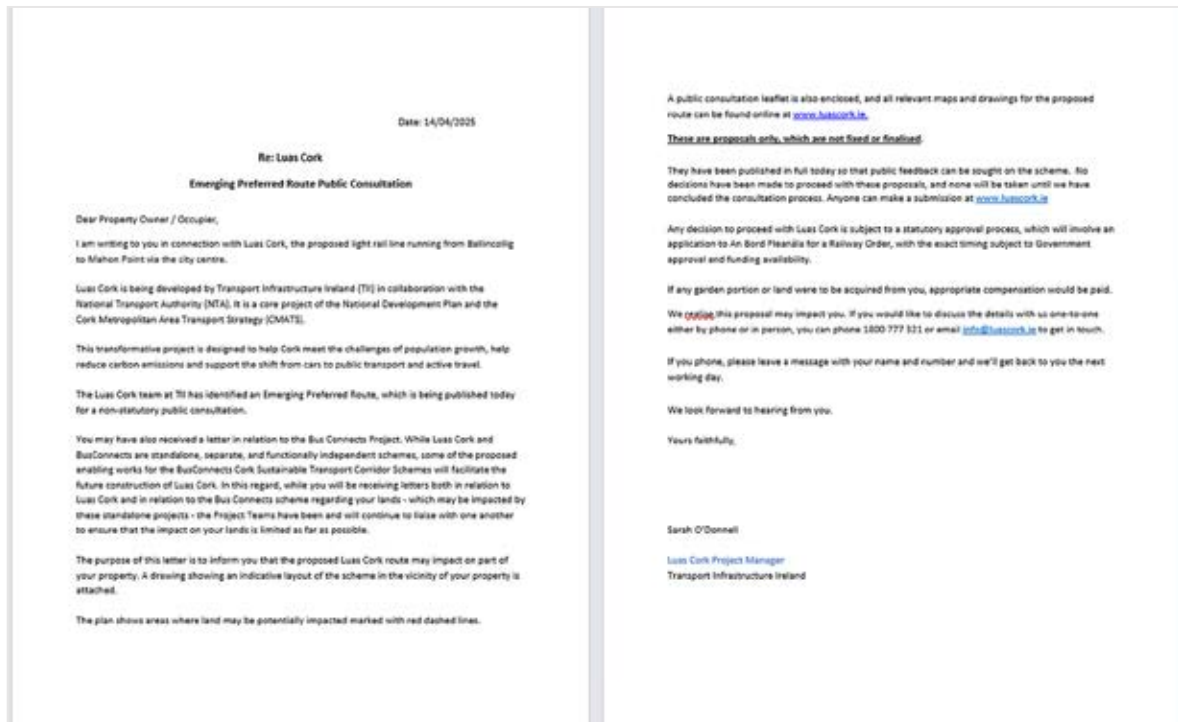
M Leaflet distribution area



N Sample photos from Luas Cork events



O Impacted property/land owner letter template



P Sample newspaper coverage by national and local outlets

Irish Examiner
NEWS SPORT LIFESTYLE BUSINESS OPINION

IN FOCUS: Donald Trump The Masters Gaza Six Nations

HOME PAGE / NEWS / MUNSTER

Draft route for 'long-awaited' €1bn Cork Luas light rail system unveiled

The proposed route runs 18km from Ballincollig in the west to Mahon Point in the east, with 25 stops along the way



A CGI of Cork Luas trams on St Patrick's St.

MON, 14 APR, 2025 - 11:30
EOIN ENGLISH

Echo LIVE.ie

NEWS LIVES SPORT VIEWS

WED, 16 APR, 2025 - 07:28

Cork Views: Light rail project is central to Cork's future

The landmark light rail network in Cork has moved a step closer, and all stakeholders should pull together to make it happen, says CONOR HEALY, CEO of Cork Chamber



A computer-generated image of how the Cork light rail system will look

[f](#) [i](#) [X](#) [t](#)

Cork Chamber, the voice of business in Cork, is

HOME PAGE / NEWS / MUNSTER

Government will do 'whatever it can' to accelerate delivery of Cork Luas, says Taoiseach

Micheál Martin refused to be drawn on delivery timelines for the multi-billion euro project



Taoiseach Micheál Martin at the launch of the preferred route for Cork City's light rail system. The scheme also includes a proposed 1,000 vehicle park and ride facility near Ballincollig.

TUE, 15 APR, 2025 - 01:00

THE IRISH TIMES

Ireland

Luas Cork mapped: Preferred route for €2bn project unveiled

Proposed line from Ballincollig to Mahon would feature 25 stops and connect key destinations along the route



Cork Luas: the emerging preferred route from Ballincollig to Mahon Point shopping centre would feature 25 stops and connect key destinations such as the Munster Technological University, Cork University Hospital, University College Cork, Cork city centre, Keat Station and the docklands

RTE

NEWS • Politics • Regional • Ireland • Middle East • Climate
Nacht • World • RTE Investigates • Programmes

Preferred 18km route launched for new Cork Luas service

Updated / Tuesday, 15 Apr 2025 06:03



An artist's impression shows the proposed service on St Patrick's Street

An emerging preferred 18km route has been launched for a new Luas service in Cork, and a public consultation on the project launched this morning.

The proposed route will stretch from Ballincollig to Mahon Point.

People have been invited to give their say on the proposed route, with the public consultation open for eight weeks until 9 June.

Q Sample of consultation submission portal – English

Luas Cork Public Consultation
Emerging Preferred Route 2025

Luas Cork

The consultation period for the Emerging Preferred Route of Luas Cork is now closed. Thank you to everyone who attended our public open days and made a submission. We are currently reviewing and analysing all feedback received. A summary of the key findings, along with the proposed next steps, will be made available in due course.

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 aligns with this ambition, supporting the shift from cars to public transport and active travel.

Luas Cork is a light rail line from Ballincollig to Mahon.

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, UCC, Cork city centre, Cork Docklands, Blackrock and Mahon Point.

Luas is a high-capacity system. Based on transport demand analysis it is expected that up to 2,100 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.

The Emerging Preferred Route (EPR) includes the potential to construct a Park & Ride facility in Ballincollig and a Mobility Hub in Mahon. Both locations will include bike parking, EV charging and pick up/drop off points. Luas Cork will interchange with bus services along the route and 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 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.

R Sample of consultation submission portal – Irish

Luas Chorcaí Comhairliúchán Poiblí
An Bealach is Dealraithe a Roghnófar 2025

Home / Luas Chorcaí

Luas Chorcaí

Fáilte chuig an gcomhairliúchán poiblí neamhreachtúil seo ar an mBealach is Dealraithe a Roghnófar (an EPR) do Luas Chorcaí.

Tá an tréimhse comhairliúcháin don mBealach is Dealraithe a Roghnófar (an EPR) do Luas Chorcaí dúnta anois. Bfuil le cách a d'fhéastaíl ar ár Laethanta Oscailte Poiblí agus a chuir aighneacht isteach. Faoi láthair, táimid ag súil siar agus ag déanamh anailís ar gach aiseolas atá faighte againn. Beidh coimre den príomh-torthaí agus na chéad cimeanna eile atá molta ar fáil in am trátha.

Roghnaigh an Coimisiún Eorpach Corcaigh go ndéanfar dí ceann de na chéad chathracha atá neodrach ó thaobh na haeráide de san Eoraip. Is tionscadal bunathraitheach é Luas Chorcaí, a foirteodh i ndlúthchomhar le BusConnects, atá ag teacht leis an ardaithe seo, agus a chumasaíonn an t-aistriú ó charranna go blospar poiblí agus taisteal gníomhach. Is iarróid éadrom idir Baile an Chollaigh agus Machain é Luas Chorcaí.

Meastar go nglacfaidh sé 35 nóiméad chun taisteal ó Bhaile an Chollaigh go lár na cathrach agus 20 nóiméad sa bhreis air sin chun Machain a shroicheadh, agus nuair a bheidh Luas Chorcaí ann beidh nasc díreach idir Baile an Chollaigh, MTU, UCC, lár Chathair Chorcaí, Ceantar Dughaí Chorcaí, an Dúcharrag agus Ionad Siopaóireachta Rinn Mhachain.

Is córas ardlin paisinéirí é Luas. Bfuil le ar anailís ar an éileamh ar iompair, meastar go n-úsáidfidh na mhéid le 2,300 paisinéir an córas gach uair an chloig i ngach treo le linn buaic-amanna agus beidh seirbhísí ag feidhmiú gach sé nóiméad, nó níos minice, má rachaidh an t-éileamh i méid.

Ritheann Luas ag leibhéal na sráide, agus tá sé an-éasca léim isteach ann agus amach as dá bharr sin. Tá Luas inrochtana do gach úsáideoir de bharr nach bhfuil aon chéimeanna ná ardán arda ann.

D'fhéadfadh sé go dtógfaí áis Póirceála & Taistil i mBaile an Chollaigh agus Mól Soghlaisteachta i Machain, áiteanna atá ar an mBealach is Dealraithe a Roghnófar. Beidh áiteanna páirceála rothar, pointí luchtaithe d'fheithicil leictreacha agus pointí hailithefáigála ag an dá áite. Beidh paisinéirí in ann aistriú ó Luas Chorcaí go seirbhís bus feadh an bhealaigh agus go seirbhís iarróid ag Stáisiún an Cheanntaigh.

Tapóid deiseanna fad a bheidh Luas Chorcaí á dhearadh agus á thógáil, chun an ríocht uirbeach agus an tinfheachú a chur chun feabhaí. Ní bheidh aon cháláil lasairde i lár na cathrach toisc go n-úsáidfidh an teicneolaíocht cadúnas iompair is déanaí.

Cuirfidh tuilleadh, iontaofacht agus compord Luas Chorcaí rogha eile mheallach ar fáil do dhaoine ar charranna agus cabróidh sin le ceann de na cathracha is neadraí ó thaobh na haeráide san Eoraip a dhéanamh de Chorcaigh.

Ba mhaith linn cloistodh uaitse sula leanfaimid ar aghaidh leis an dearadh.

- Faigh tuilleadh eolais faoin tionscadal ag www.luaschorcai.ie nó tabhair cuairt ar an seomra taispeántais floriúil.
- Buail leis an bhfoirneann! Lá nua le himreachtaí pop-up ar an Aoin 23ú Bealtaine ó 12 meán iae go dtí 4 lín. ag Ionad Siopaóireachta Mahon, Castlewes agus Wiltón. Tar ar aghaidh agus cuir ceist orainn.
- Déan d'aighneacht ar líne anseo. Tabhair faoi deara go bhfuil sé de cheart ag BIÉ gach aighneacht a fhoilsiú, d'ainm san áireamh.

An spriocdháta le haghaidh aighneachtaí: Dé Luain, an 9 Meitheamh ag 5:30in

CLÁRAIGH Déan aighneacht

Dóicéid Thábhachtacha

- [Bróistúr faoin EPR do Luas Chorcaí \(12.2 MB\) \(pdf\)](#)
- [Léarscáil Bhealaigh do Luas Chorcaí.png \(1.37 MB\) \(png\)](#)

Naic Thábhachtacha

- [Súlomh Gréasáin Luas Chorcaí](#)


Dátaí Barrthábhachtacha

Lá oscailte Pop-Up/ Ionad Siopaóireachta Mahon Point, Castlewes & Wiltón.
23 May 2025

Déan an Comhairliúchán ag 5:30in
09 June 2025

Físeán

S Sample of display banners


Riadh na hÉireann
Government of Ireland

Tionscadal Éireann
Project Ireland
2040

Luas Cork Public Consultation

Emerging Preferred Route
2025

Páirc Uí Chaoimh



Indicative view



Current view

Visit: www.luascork.ie
Email: info@luascork.ie

Luas Cork Public Consultation

Emerging Preferred Route 2025

KEY FEATURES

18km
Transit Corridor
to Station Road
and City Centre

Up to
25
lane stops

No overhead
cables through
the city centre

High Quality
Interchange
with Cork Station

New bridge from
Merrigarty Quay to
Kennedy Quay

KEY BENEFITS

Higher
frequency
15 mins
to sporting events
and events when
required

CO₂
Reduced
transport
emissions

Reducing the
City Centre
20%
congestion

20%
reduction in
City Centre
congestion

2,300
additional jobs
created in the
city centre

15 million
additional revenue
generated per annum

100,000
additional jobs
created in the city
centre

65,000
additional jobs
created in the
city centre

Visit: www.luascork.ie
Email: info@luascork.ie





Riadh na hÉireann
Government of Ireland

Tionscadal Éireann
Project Ireland
2040

T Organisations/groups who made submissions

- Aontas na Mac Léinn in Éirinn, the National Student Union of Ireland
- Ballincollig Business Association (BBA)
- Ballincollig Sustainable Travel group
- Ballintemple Area Residents' Association
- Beaumont Residents Association
- Berkat Barbers
- Better Value Unlimited Company
- CastleWest Cork
- Cleopatras Beauty Salon
- Cork Airport
- Cork Business Association
- Cork Chamber of Commerce
- Cork Commuter Coalition
- Cork Constitution Football Club
- Cork County Council
- Cork Cycling Campaign
- Cork Deaf Club
- Cork Dragons (Chair, Captain, Members)
- Cork Sinn Féin
- CS Consulting (on behalf of MTU)
- Curraheen Road Residents Association
- Da Mirco Osteria
- ESB Group Property
- Failte Ireland
- Finn's Corner
- Gas Network Ireland
- Glencairn Park and Glencairn Mews Residents' Association
- Goulding Soil Nutrition
- Healy's Bar
- Hibernia line
- Hotel Isaacs Cork
- HSE
- HW Planning (on behalf of McCarthy Developments)
- Iarnród Éireann & Córas Iompar Éireann
- Ibec
- IRHA Irish Road Haulage Association
- Keolis UK & Ireland (Light rail services operator)
- Ladbrokes, Bishopstown.
- Land Development Agency
- Lee Rowing Club
- Lee to Sea Greenway Committee
- Liberty Hair, Skehard Road
- MacCurtain Wine Cellar
- McCarthy Developments
- Meitheal Mara – Community Boatyard Cork
- METROPOLE HOTEL
- MMCC Port Marine Ltd
- Munster Maritime Limited
- Murnane O'Shea Limited
- O'Callaghan Properties
- O'Callaghan Properties and Larchtown Ltd
- Omnistone Management Ltd
- Paladar Bar
- PM Group
- RMLA (Urban Planning Consultancy)
- Scotch Farm
- Southern Milling
- St. Michael's Credit Union Ltd.
- TDLR
- Tesco IRL Limited
- The Glass Curtain
- The Loft Super Store
- The Melbourn and Curraheen Road Residents Association
- The Transport and Mobility Forum, Cork
- The Venue Bar
- The Victorian Quarter Cork
- Thomas Murphy, Landowner
- Tower Development Properties Ltd.
- UCC Green Campus
- Unbound
- Building and Estates Office, University College Cork
- University College Cork
- Westgate Residents Association
- Whelan Solicitors LLP
- White Horse (local restaurant)

U Elected representatives who made submissions

Number	Name	Organisation
1	Cllr. Des Cahill	Cork City Council
2	Cllr. Peter Horgan	Cork City Council
3	Cllr. Ciara O'Connor	Cork City Council
4	Cllr. Oliver Moran	Cork City Council
5	Cllr. Paudie Dineen	Cork City Council
6	Cllr. Eoghan Fahy	Cork County Council
7	Cllr. Audrey Buckley	Cork County Council
8	Pádraig Rice TD	Social Democrats
9	Seamus McGrath TD	Fianna Fáil
10	Cllr. Joe Lynch	Cork Sinn Féin
11	Laura Harmon, Cork Senator	Seanad Éireann

Donnchadh Ó'Laoghaire TD, Thomas Gould TD, Cllr. Joe Lynch, Cllr. Michelle Gould, Cllr. Kenneth Collins and Cllr. Fiona Kerins were all signatories to the Sinn Féin submission.



