

Luas Cork Non-Statutory Public Consultation

Preferred Route 2026

Post-Consultation Report



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Glossary

Acronym	Full Name
BCS	Bishopstown Community School
BFW-RA	Ballineaspig, Firgrove and Westgate Residents Association
BQWA	Beaumont Quarry Wildlife Area
CIÉ	Córas Iompair Éireann
Cllr.	Councillor
CMATS	Cork Metropolitan Area Transport Strategy
CUH	Cork University Hospital
DPO	Disabled Persons Organisations
EPR	Emerging Preferred Route
EU	European Union
FC	Football Club
GAA	Gaelic Athletic Association
HGV	Heavy Goods Vehicle
ID	Identifier, used in “Response ID”
IÉ	Iarnród Éireann
ISL	Irish Sign Language
LDA	Land Development Agency
LRT	Light Rail Transit
MARA	Maritime Area Regulatory Authority

Acronym	Full Name
MTU	Munster Technological University
N/A	Not applicable
NDA	National Disability Authority
NNI	Nature Network Ireland
NSPC	Non-Statutory Public Consultation
NTA	National Transport Authority
OPW	Office of Public Works
P&R	Park and Ride
PDF	Portable Document Format
POCC	Port of Cork Company
PR	Preferred Route
RFC	Rugby Football Club
TD	Teachta Dála
TII	Transport Infrastructure Ireland
TMF	Transport and Mobility Forum
UCC	University College Cork
UÉ	Uisce Éireann
VQ	Victorian Quarter

00



Executive Summary

00 Executive Summary

This report presents the findings of the Non-Statutory Public Consultation (NSPC) on the Preferred Route (PR) for Luas Cork.

The NSPC ran for eight weeks, from 17 April to 12 June 2026, and invited the public, stakeholders, elected representatives, businesses, community organisations and statutory bodies to review the proposals for the PR. The NSPC captured comments on local impacts and identification of design issues which will help inform the next stage (preliminary design) of Luas Cork.

Transport Infrastructure Ireland (TII) received 1,733 submissions through a combination of the online consultation portal, email and post. Following duplicate checking, there were 1,727 unique respondents identified and included in the analysis for this report.

Additionally, public open days, drop-in events and stakeholder briefings attracted 1,660 attendees from across Cork.

The NSPC generated a high volume of engagement and demonstrated significant public interest in the future of transport in Cork City. Feedback highlighted strong support for investment in high-capacity public transport and broad recognition of the role Luas Cork could play in supporting population growth, reducing car dependency, improving connectivity and creating a more sustainable transport network. At the same time, respondents emphasised the importance of carefully managing local impacts as well as refining aspects of the PR where concerns were identified.

An overview of the volume and breakdown of responses received during the NSPC is provided in Figure 1.

Participation Overview

Submissions received, response channels and respondent profile

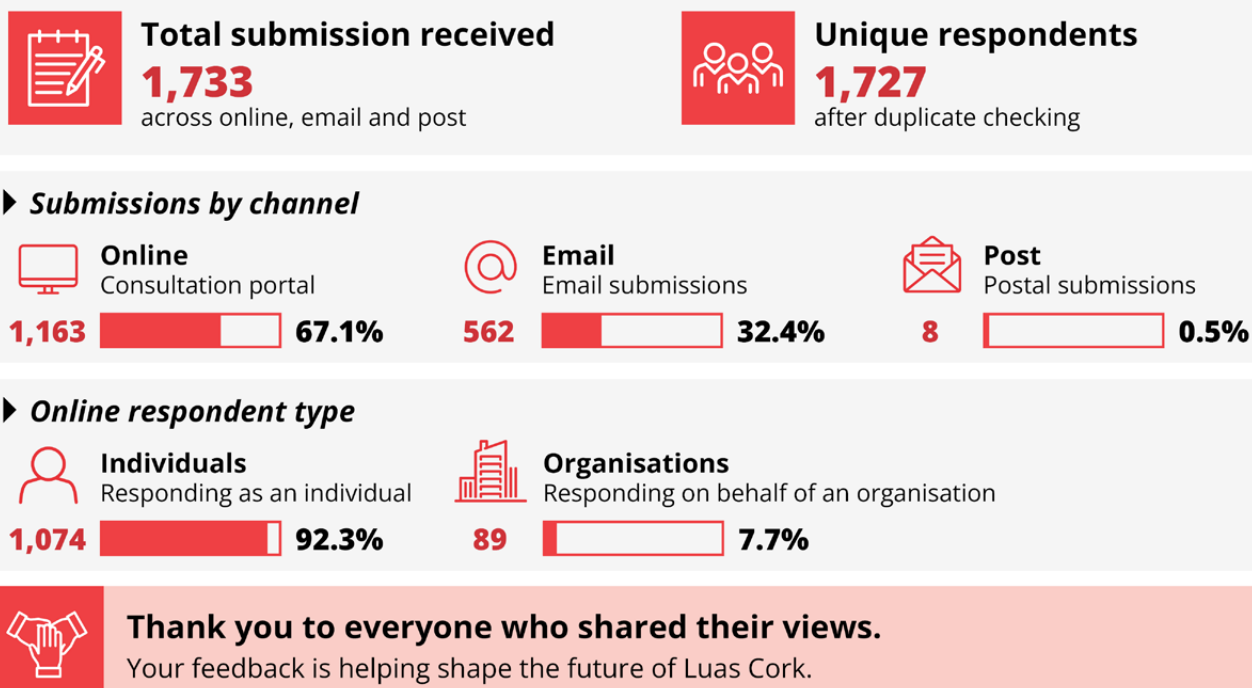


Figure 1: Participation Overview

Key findings

The NSPC identified four overarching findings.



Finding 1: Strong support for improved public transport in Cork City

Respondents overwhelmingly supported the need for a reliable, high-capacity public transport system for Cork. Many considered Luas Cork to be a transformative investment capable of improving connectivity across the city, reducing congestion, supporting sustainable travel and providing an attractive alternative to private car use. Frequent and reliable public transport, reduced traffic congestion and improved access to key destinations emerged as the benefits most valued by respondents.



Finding 2: Support for the scheme, with requests for refinement

While support for Luas Cork was strong, many respondents distinguished between support for the concept of light rail and concerns about specific elements of the Preferred Route. Feedback frequently focused on route alignment, access arrangements, local traffic management and potential effects on established communities. Respondents recognised the strategic benefits of the scheme but asked that the design continue to evolve in response to local circumstances and stakeholder feedback.



Finding 3: Local community impacts require careful consideration

The most frequently raised concerns related to community impacts, access and safety, route alignment and the potential effects on local facilities. In Bishopstown and Ballincollig, many respondents raised concerns regarding community infrastructure, sporting organisations, schools, residential amenity and access arrangements. Similar themes emerged along the corridor, including concerns regarding traffic management, property impacts, construction effects and the integration of the route within established neighbourhoods.



Finding 4: Strong interest in network growth and future transport integration

Many respondents emphasised the importance of ensuring Luas Cork forms part of an integrated and future-proofed transport network. Feedback highlighted opportunities to strengthen connections with bus and rail services, expand Park and Ride (P&R) provision, improve walking and cycling infrastructure and safeguard opportunities for future route extensions. Respondents also expressed interest in the role Luas Cork could play in supporting wider economic development, regeneration and growth across the Cork Metropolitan Area.



What you told us

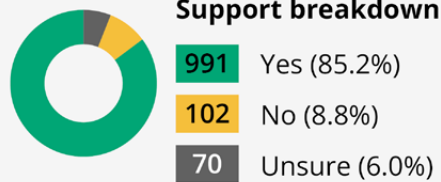
Across all locations and stakeholder groups, several consistent messages emerged:

- Cork needs a reliable, high-capacity public transport system capable of supporting future growth.
- Luas Cork is widely viewed as a positive investment in the city's future.
- Community facilities, schools, sporting organisations and residential areas should be carefully protected and considered during design development.
- Access, safety and connectivity are critical considerations across the route.
- Future expansion opportunities should be safeguarded wherever possible.
- Strong integration with bus, rail, walking, cycling and P&R facilities is essential.
- Continued engagement with affected communities and stakeholders remains important as the project progresses.

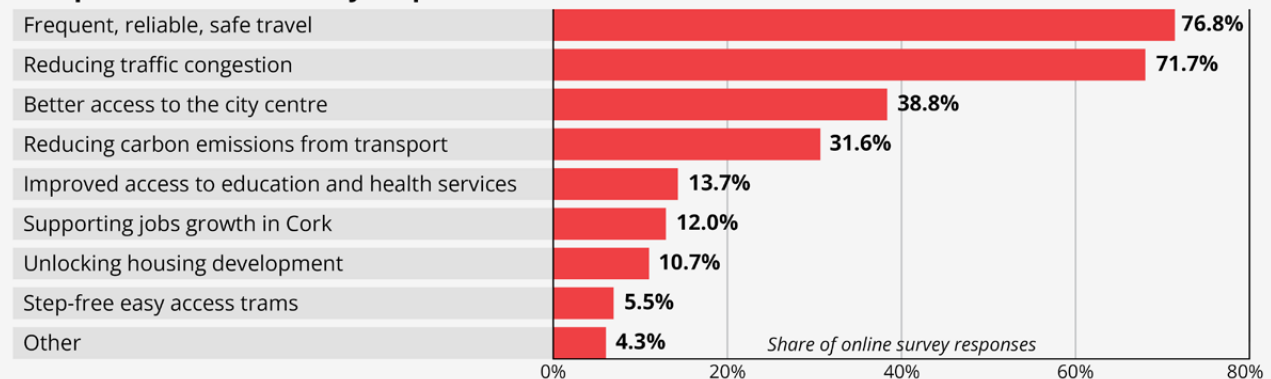
Figure 2 provides a snapshot of the key survey findings, including support levels, perceived benefits, recurring themes and the locations most frequently referenced by respondents.

Feedback Snapshot

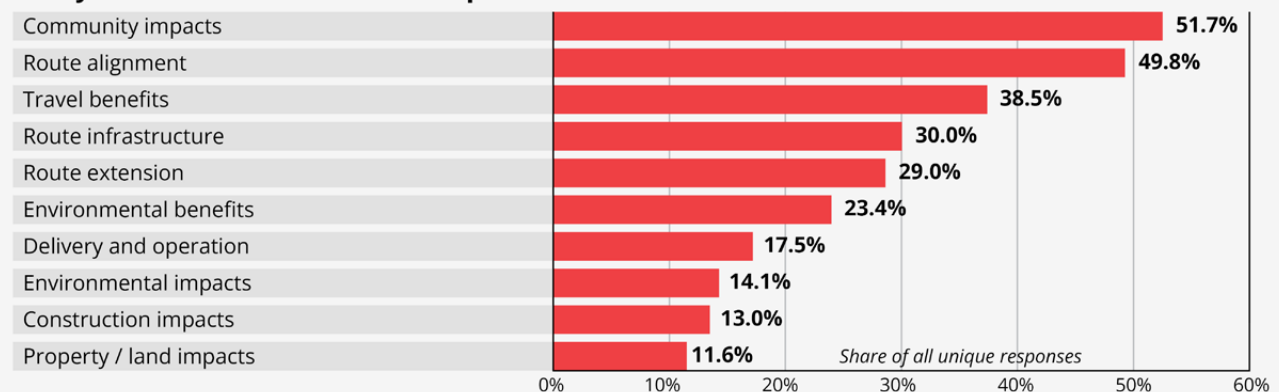
Online feedback shows strong support for the development of Luas Cork



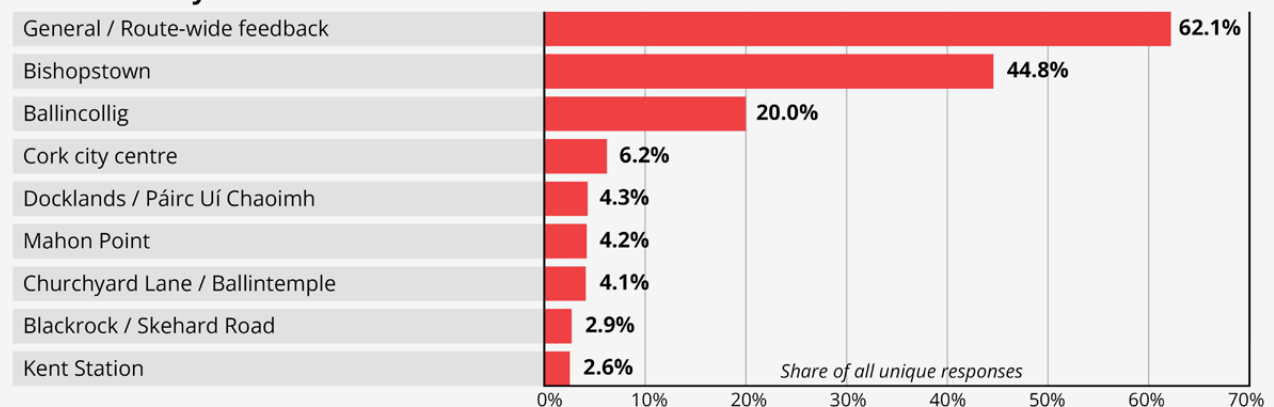
▼ Top benefits selected by respondents



▼ Key themes raised across all responses



▼ Feedback by location



Thank you to everyone who shared their views.

Your feedback is helping shape the future of Luas Cork.

Figure 2: Feedback snapshot

Next steps

The PR NSPC marks an important milestone in the development of Luas Cork. TII will now review the findings of the consultation and use the feedback received to inform the next stage of Luas Cork's development. This includes developing the preliminary design, considering local issues, progressing environmental and technical assessments, continuing stakeholder engagement and preparation for the Railway Order process (planning permission).

The NSPC findings demonstrate strong support for Luas Cork at a project level, alongside a range of local concerns relating to the Preferred Route. The feedback received will help ensure that the scheme continues to evolve in a way that balances the wider transport benefits of the project with the needs of communities, businesses and stakeholders along the route.



Indicative view of Luas Cork at University College Cork



01

1. Introduction

1.1 Project overview

1.2 Non-Statutory Public Consultation (NSPC) objectives

1.3 Public consultation

01 Introduction

1.1 Project overview

Luas Cork is a proposed light rail line running from Ballincollig to Mahon Point, connecting communities and key destinations such as Munster Technological University (MTU), Cork University Hospital (CUH), University College Cork (UCC), the city centre, Kent Station, the Docklands, Páirc Uí Chaoimh, Blackrock and Mahon.

Cork's population is projected to grow by 50% over the next 20 years. Luas Cork is a central part of the Cork Metropolitan Area Transport Strategy (CMATS) that will deliver integrated public transport including BusConnects, heavy rail improvements and safe cycling and walking infrastructure.

Since consultation on the Emerging Preferred Route (EPR) closed in June 2025, the project team has reviewed the feedback received and carried out further analysis and stakeholder engagement to refine the alignment proposals. This process included careful consideration of concerns about

potential local impacts as well as an assessment of localised alternative routes and the benefits and impacts of different options.

The PR reflects this work, including extending the single-track loop further west in Ballincollig, rerouting through CUH, adding stops at Victoria Cross and Centre Park Road, and repositioning stops at UCC, Páirc Uí Chaoimh, and Woodvale Road.

The Preferred Route is shown in Figure 3, including the proposed stop locations.

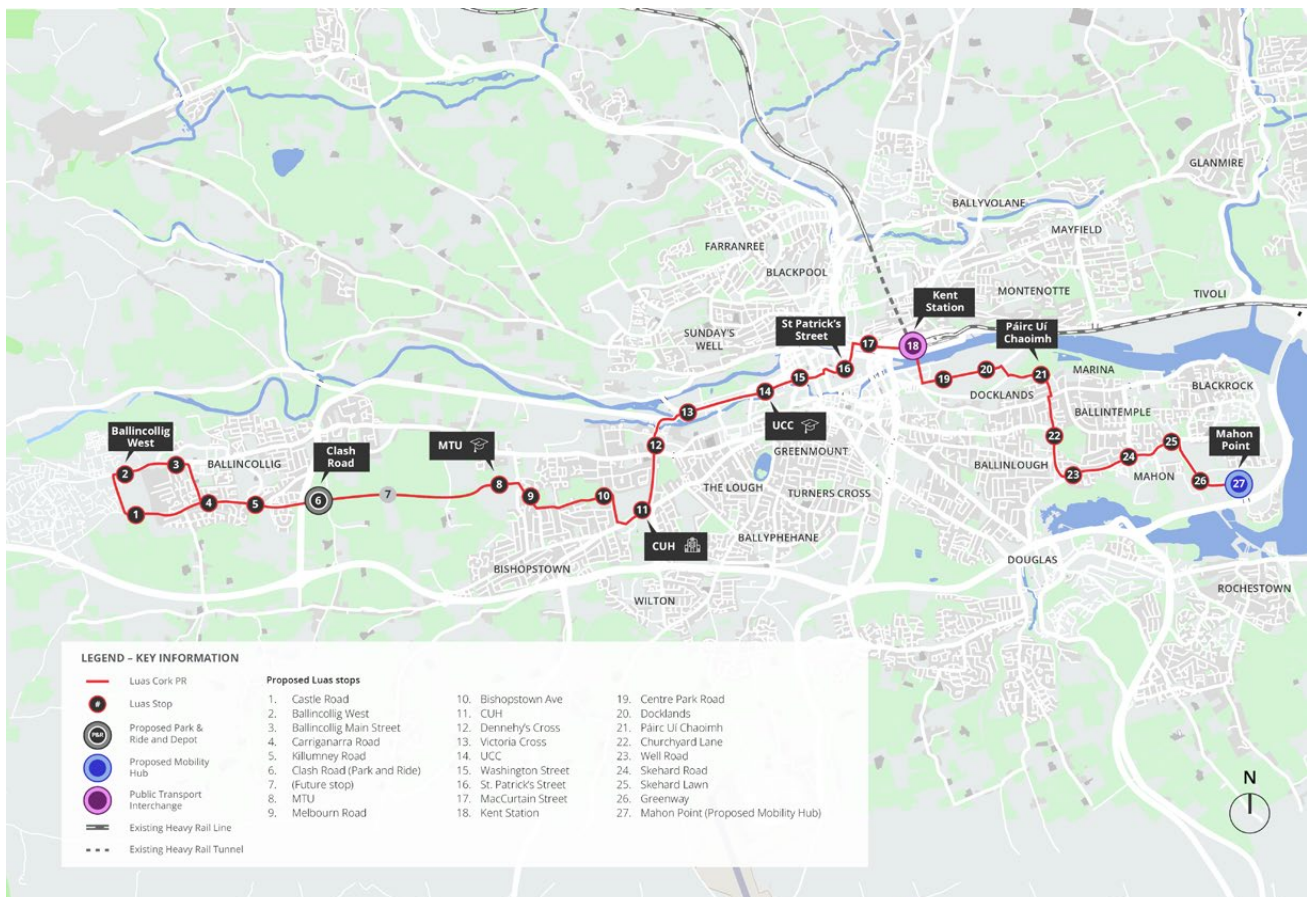


Figure 3: Luas Cork PR route map with proposed stops

1.2 Non-Statutory Public Consultation (NSPC) objectives

The PR consultation was designed to support the next stage of route development and provide stakeholders and the public with a clear opportunity to comment on the proposals.

The objectives of the NSPC were to:

- Present the PR, including updated alignments and stop locations.
- Identify local concerns, opportunities and issues for further consideration.
- Support a transparent process where feedback is captured and considered in future design development.

1.3 Public consultation

The public consultation ran from Friday 17 April to Friday 12 June 2026. During this period, 1,733 submissions were received through the online feedback form, email and post.

Engagement activities included a public launch event, public open days, targeted drop-in sessions and stakeholder briefings. The events shown in Figure 5 recorded 1,660 attendees. Consultation materials, including brochures and map books, were made available both online and at events.

A detailed schedule of stakeholder briefings is provided in Appendix V. Sample photos from Luas Cork events are provided in Appendix N.

1.4 Privacy and personal data

This report has been prepared in accordance with the EU General Data Protection Regulation and the Data Protection Acts 1988 to 2018.

Submissions received were used for consultation analysis and to inform the further development of Luas Cork. Personal data collected during the consultation has been handled in line with applicable data protection requirements.

Further information on our moderation policy, privacy policy and terms and conditions is available at www.luascork.ie.



Figure 4: Attendees at the official launch of Luas Cork public consultation 2026

Consultation event breakdown

Event	Date	Location	Attendance
 Launch event and elected representatives briefing	17 April 2026	 UCC Centre for Executive Education, Lapp's Quay	 70
 Drop-in event	5 May 2026	 Bishopstown GAA	 350
 Public open day	6 May 2026	 Kingsley Hotel	 190
 Public open day	7 May 2026	 Páirc Uí Chaoimh	 206
 Public open day	12 May 2026	 Carraig Centre, Ballincollig	 350
 Public open day	13 May 2026	 Metropole Hotel	 144
 Briefing	13 May 2026	 Cork Business Association and Victorian Quarter briefing	 85
 Briefing	27 May 2026	 Cork Chamber of Commerce	 100
 Drop-in event	27 May 2026	 Ballintemple Residents	 80
 Briefing	28 May 2026	 Ballincollig Business Association	 85

Total recorded attendance **1,660** across listed consultation events and stakeholder briefings.

Figure 5: Consultation event breakdown

02

Approach to Public Consultation

2.1 Accessibility and inclusivity

2.2 How we engaged

2.3 Public events and
stakeholder engagement

02 Approach to Public Consultation

2.1 Accessibility and inclusivity

The project team used a range of engagement methods to support broad and inclusive participation. Consultation information was provided in plain language and made available in both Irish and English. Materials were also available in printed, downloadable and accessible digital formats.

Accessibility and inclusion measures included:

- **Accessible digital materials**, including screen reader-compatible PDFs and an inclusive virtual exhibition room.
- **Multiple ways to access information**, including the project website, consultation virtual exhibition room, printed materials, public events and a dedicated phoneline.
- **Irish and English materials**, including key consultation documents and public information.
- **Event accessibility support**, including an Irish Sign Language interpreter at consultation events as shown in Figure 6 below.
- **Interactive screens and tablets**, which helped attendees review maps, explore specific locations and discuss issues directly with the project team.

Sample consultation materials are provided in Appendices A to K.



Figure 6: Irish Sign Language (ISL) interpreter at a Luas Cork consultation event in Páirc Uí Chaoimh

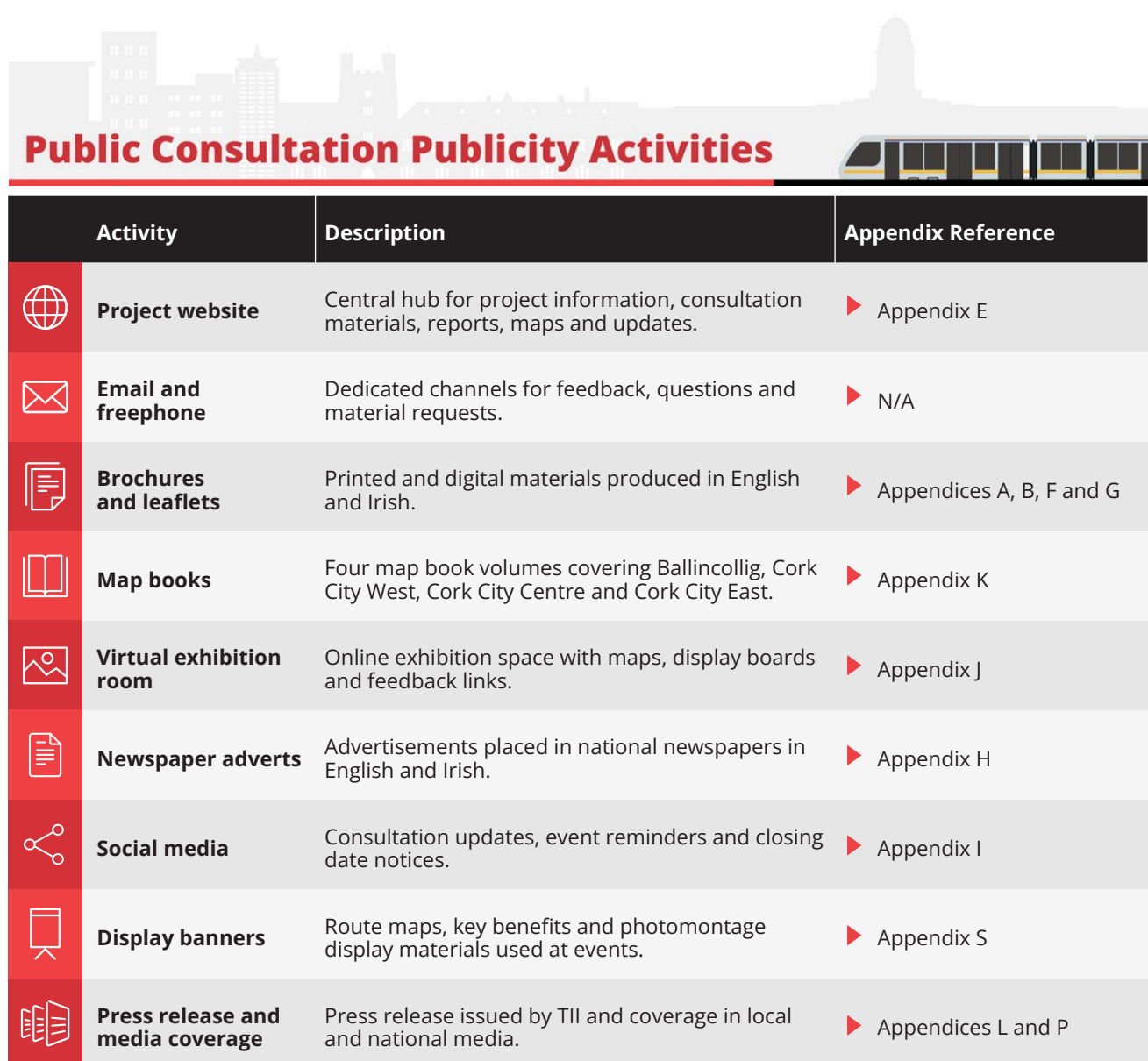
2.2 How we engaged

The consultation combined direct outreach, public events, targeted meetings and digital engagement. The project team engaged with residents, elected representatives, businesses, landowners, representative bodies, community groups, accessibility organisations and environmental organisations.

At the start of the consultation, 463 letters were issued to landowners directly affected by the Preferred Route. These included landowners affected by the earlier Emerging Preferred Route

who were no longer affected by the Preferred Route. The project also distributed more than 8,000 leaflets to residential and commercial properties located within a 1 km walking distance of the PR as part of the consultation zone to raise awareness and encourage participation.

Figure 7 summarises the main publicity activities used during the consultation and identifies where supporting materials are provided in the appendices.



Activity	Description	Appendix Reference
 Project website	Central hub for project information, consultation materials, reports, maps and updates.	▶ Appendix E
 Email and freephone	Dedicated channels for feedback, questions and material requests.	▶ N/A
 Brochures and leaflets	Printed and digital materials produced in English and Irish.	▶ Appendices A, B, F and G
 Map books	Four map book volumes covering Ballincollig, Cork City West, Cork City Centre and Cork City East.	▶ Appendix K
 Virtual exhibition room	Online exhibition space with maps, display boards and feedback links.	▶ Appendix J
 Newspaper adverts	Advertisements placed in national newspapers in English and Irish.	▶ Appendix H
 Social media	Consultation updates, event reminders and closing date notices.	▶ Appendix I
 Display banners	Route maps, key benefits and photomontage display materials used at events.	▶ Appendix S
 Press release and media coverage	Press release issued by TII and coverage in local and national media.	▶ Appendices L and P

Figure 7: Public consultation publicity activities

2.3 Public events and stakeholder engagement

Public events gave attendees the opportunity to review the Preferred Route, examine printed drawing books, ask questions, and speak directly with members of the project team. Targeted stakeholder briefings provided more focused discussions on local and property-specific issues.

These events supported direct engagement with communities, stakeholders, and representative groups along the route. Engagement will continue as the design develops.

Figure 8 shows examples of engagement activities undertaken during the consultation period.



Figure 8: A selection of images from Luas Cork Preferred Route consultation events held across Cork in 2026

03

Feedback and Submissions Analysis

3.1 Introduction

3.2 Methodology

3.3 Analysis of submission findings

3.4 Benefits that mattered most to respondents

3.5 Key themes raised across submissions

03 Feedback and Submissions Analysis

3.1 Introduction

This section summarises the submissions received during the public consultation period. It presents participation levels, survey results, key themes and topics raised across all submissions. It does not provide a technical response to each issue.

3.2 Methodology

All submissions received through the online form, email and post were reviewed and recorded in a coding database. Each respondent was assigned a unique Response ID to support duplicate checking, tracking and analysis.

Where a respondent made more than one submission, including through different channels, the respondent was counted once for reporting purposes. However, all feedback provided was reviewed and included in the analysis.

Responses were assigned codes within a framework to categorise and count issues raised. Each response could be assigned one or more locations, themes and detailed codes where relevant.

Feedback was analysed thematically and grouped by recurring issues and suggestions. The coding reflects the frequency with which issues were raised and does not indicate priority or weighting. To avoid over-counting, repeated references to the same issue by the same respondent were counted once at Response ID level.

The online feedback form also collected respondent profile information, including how respondents were connected to Cork. This information was used to describe the reach of the consultation and was not used to weight responses.

Percentages are used to show the main patterns in the feedback. They are calculated using the relevant response base for each analysis, such as respondents who answered a survey question, all unique responses, or responses linked to a specific location. Because respondents could select more than one benefit, raise more than one issue, or comment on more than one location, percentages are not intended to total 100%.

3.3 Analysis of submission findings

This section presents the main findings from the consultation analysis, including respondent profile, overall views on Luas Cork, perceived benefits and key themes. The analysis is based on all submissions received during the consultation period, following duplicate checking and coding as described in Section 3.2.

3.3.1 Respondent profile

The online survey attracted strong engagement from individuals with close ties to Cork. As illustrated in Figure 9, many respondents reported living in Cork, with many others indicating that they work in the city or regularly travel through it.

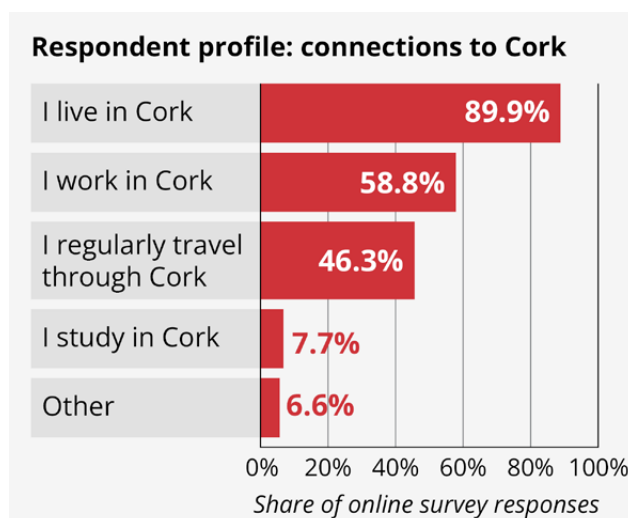


Figure 9: Respondent profile – connections to Cork

3.3.2 Overall views on Luas Cork

Responses to the online survey showed a high level of support for Luas Cork, as shown in Figure 10. Most respondents supported the proposed scheme, while a minority indicated that they did not support it or were unsure. This section summarises the reasons given by respondents across these positions, including both support for the principle of light rail and concerns about the Preferred Route and its local impacts.

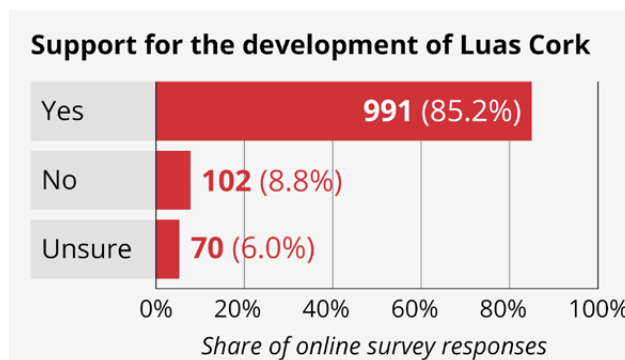


Figure 10: Support for the development of Luas Cork

Reasons for support

The most frequently cited reason was the need for more reliable, higher-capacity public transport. Many respondents described Cork's existing public transport network as unreliable, overcrowded or insufficient for a growing city. Figure 11 summarises the main reasons given in support of Luas Cork.

Reasons given by the respondents in support of Luas Cork

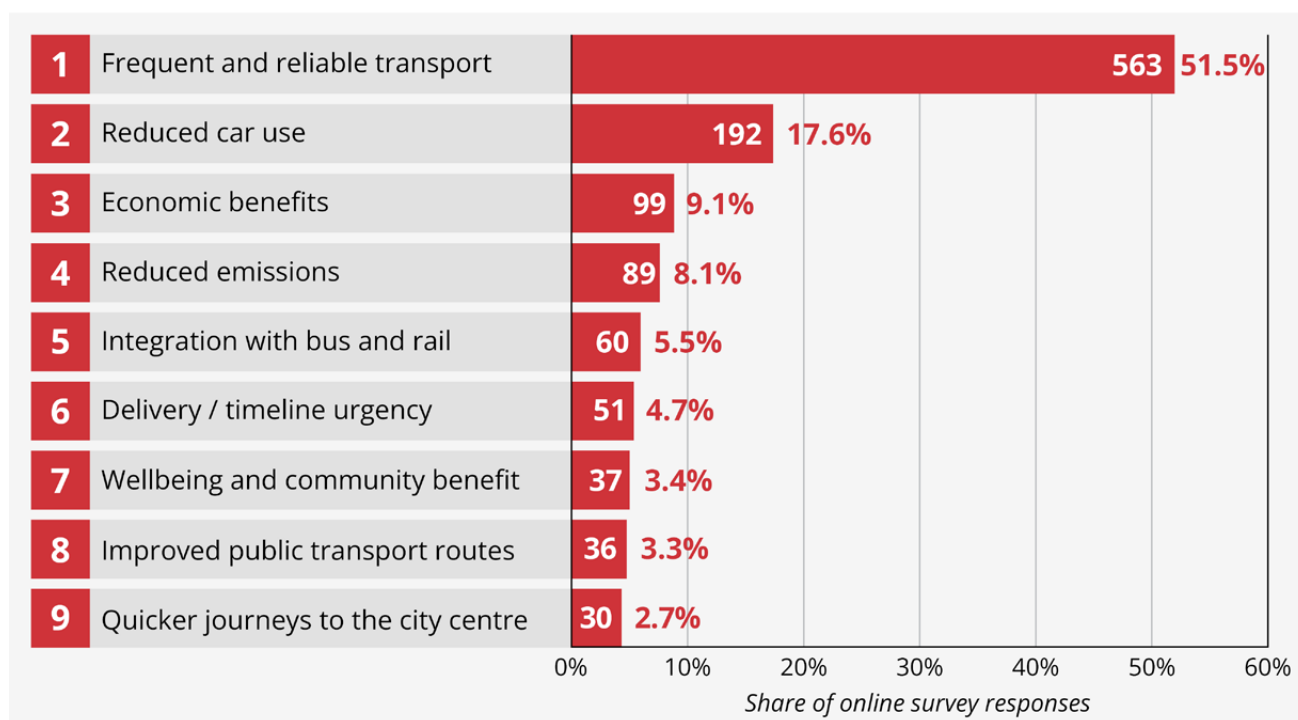


Figure 11: Reasons for support of Luas Cork

Several respondents linked their support for Luas Cork to the need for a stronger mass transit system.

Claire Hanlon stated:

"We need reliable public transport to enable the growth of our city and surrounding areas."

John Dunlea noted:

"This expansion to our public transport system is essential to our growth and to the liveability of the city."

Des Walshe stressed the urgency of delivery:

"This public transport model was needed 20 years ago. An investment in Luas Cork is an investment in the city's present and future."

Ciarán Buckley stated:

"Our roads and public transport is severely lacking in keeping up with the population growth. So anything that can be done to reduce reliability on cars and increase public transport use must be prioritised."

Cian Sheehy added:

"Cork needs good, reliable public transport that will suit the needs of a scaling city."

Donnchadh Ó Laoghaire TD, Sinn Féin, described Luas Cork as a transformative project:

"Cork Luas is the kind of landmark infrastructure that Ireland needs to deliver within a relatively short time frame. It will also have a significant impact on the perception of Cork as an ambitious City."

Jerry Buttimer TD also strongly supported the project, describing it as important for Cork's future growth and connectivity:

"I strongly support the delivery of Luas Cork. This is a transformative project for Cork City and the wider metropolitan area."

Cllr. Ciara O'Connor highlighted the scheme's strategic importance:

"In the overarching area of public transport provision in Cork City, Luas Cork represents one of the most significant investments in sustainable transport that we are likely to see in a generation. It has the potential to fundamentally change how people move around our city, reduce reliance on private cars and support the continued growth of Cork as Ireland's second city."

In its submission, IDA Ireland stated:

"IDA Ireland strongly supports this initiative which will create opportunities for unlocking areas in the city for jobs and housing growth, reduce commuter traffic and carbon emissions and positively impact on the attractiveness and environment of Cork City."

Overall, support for Luas Cork was driven by the need for reliable public transport, reduced car dependency, improved integration and a transport system capable of supporting Cork's future growth.

Reasons for opposition and uncertainty

Feedback from the 172 online survey respondents who did not support Luas Cork or were unsure focused mainly on the Preferred Route and its local impacts, rather than on light rail as a concept.

Figure 12 summarises the main reasons given by these respondents, including concerns about community facilities, route alternatives, access and safety, and wider local impacts.

Reasons given by respondents who were unsure or did not support

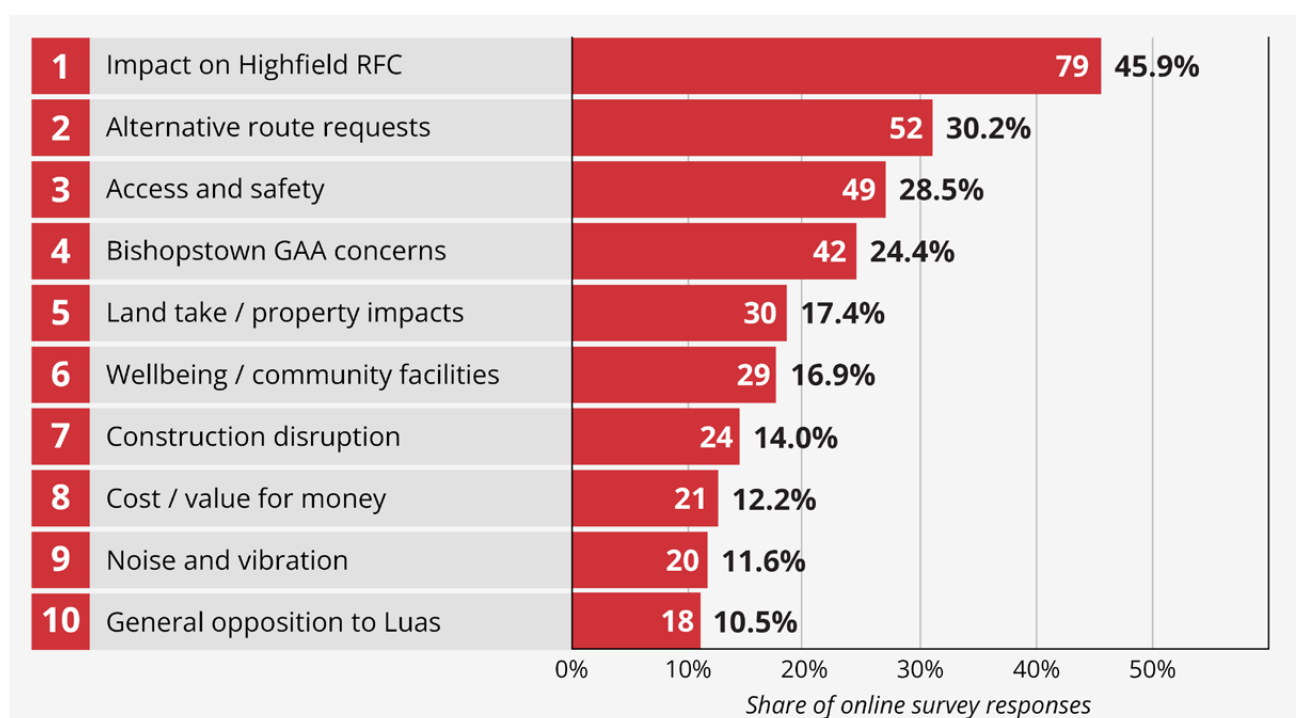


Figure 12: Reasons for opposition to Luas Cork

The most frequently cited concerns related to potential impacts on Highfield RFC, followed by alternative route requests and wider access and safety concerns. Concerns about Bishopstown GAA also featured strongly, particularly in relation to community facilities, sporting activity and local access.

Feedback pointed to concerns about effects on sporting facilities, children's activities, local access, parking, safety and the role of clubs and community facilities along the route.

David O'Hea stated:

"Health and safety of sports areas ie Highfield RFC and Bishopstown GAA."

Ethan Agaimalo expressed concern over the impacts on communities:

"I do not agree with the development of the Luas for Cork due to its proposed construction route and the impacts it will have on the communities. I understand it could enable better transport and access around etc, but it seems its focus is more on the near future and not on those who will be affected."

Several respondents distinguished between support for light rail in principle and concern about the Preferred Route.

Dave Skelton echoed this view:

"I fully support the progressive concept of a Luas for Cork but seriously question some aspects of the route choice. I specifically referred to the intrusive and seriously detrimental idea of routing through the Highfield RFC property."

Requests to reconsider or alter the alignment were also common, although most respondents did not identify a detailed alternative route. Suggestions included reverting to the earlier Bishopstown alignment via Curraheen Road / Bishopstown Road and making greater use of the CUH / HSE campus or car park to reduce impacts on adjoining properties. Individual respondents also proposed alternatives such as Model Farm Road, tunnelling, and localised changes to move the alignment away from schools, sporting facilities and businesses.

Access and safety concerns focused on residents' access, safe movement for children and vulnerable users, parking pressure, severance, and how the route would operate near homes, schools and community facilities.

Kelly Kirkpatrick emphasised the importance of maintaining resident access:

"I support better public transportation infrastructure but don't feel that the proposed route in our area has taken sufficient consideration of resident access."

Other concerns included residential amenity, private property, gardens, boundaries, local character, construction disruption, noise and vibration, and the day-to-day effects of the route on homes and community spaces.

A smaller number of respondents expressed more direct opposition to Luas Cork, including concerns about available space, cost, disruption and whether the scheme would deliver sufficient benefits.

Overall, opposition and uncertainty were mainly driven by route-specific concerns, particularly around community facilities, access, safety, property impacts, construction disruption and residential amenity. Many respondents supported improved public transport in principle but wanted further consideration of the Preferred Route and its local effects.

3.4 Benefits that mattered most to respondents

Respondents to the online survey were asked to select up to three potential scheme benefits that mattered most to them. As shown in Figure 13, responses focused on practical transport outcomes, particularly frequent, reliable and safe travel, reduced traffic congestion, and improved access to the city centre.

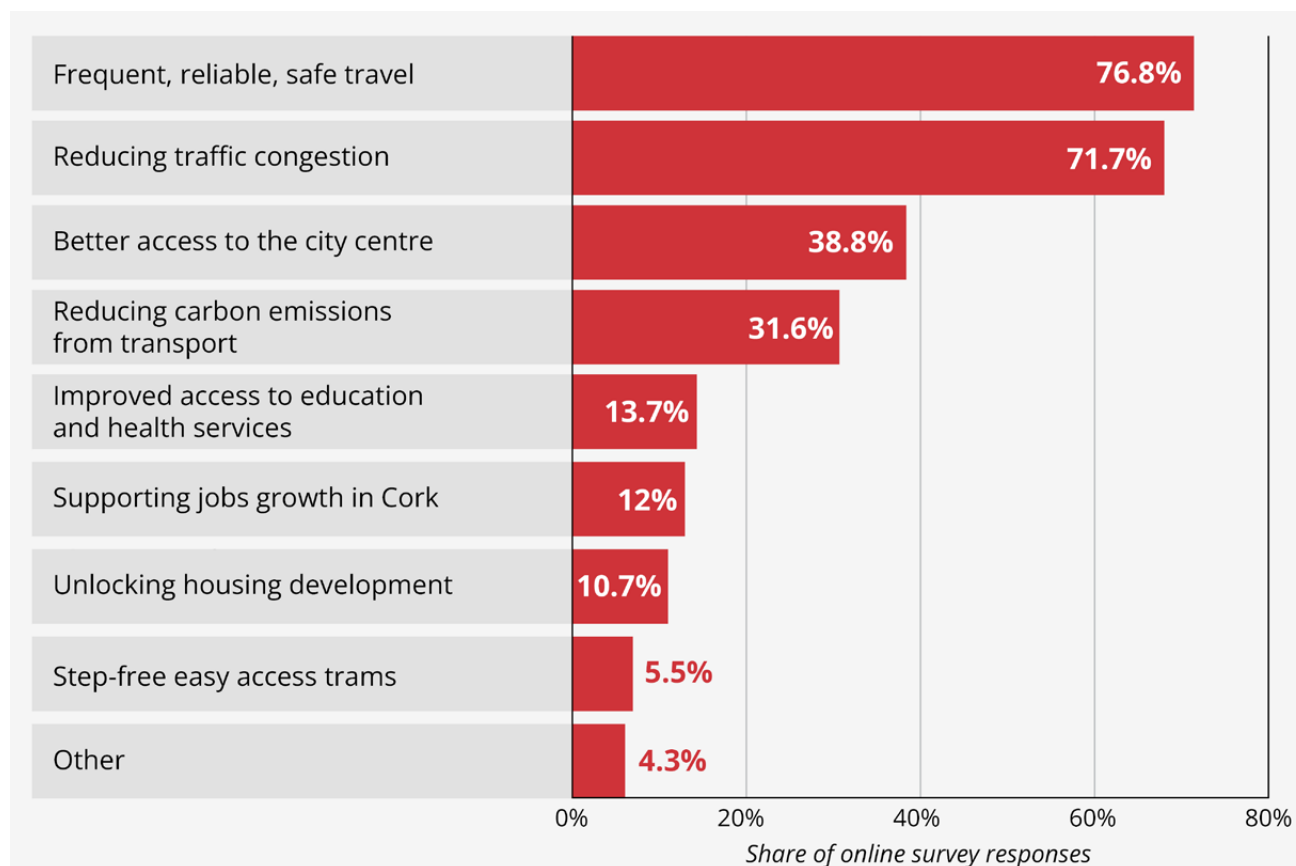


Figure 13: Benefits that mattered most to respondents

Written feedback reinforced these priorities. Respondents linked reliable travel to everyday mobility, commuting, access to services and reduced dependence on cars. Many also saw Luas Cork as an opportunity to support a more sustainable transport network by encouraging modal shift and reducing emissions.

Access and inclusion were also important themes. Feedback reflected the potential benefits for people who do not drive, including children, older people, disabled people and those without regular access to a car. Although step-free access was selected less often in the closed-question responses, accessibility remained an important consideration in written comments.

Overall, respondents prioritised the core transport role of Luas Cork: providing reliable journeys, reducing congestion and improving access to the city centre. These benefits were also linked to wider outcomes, including inclusion, sustainability, independence and better access to work, education, healthcare and daily activities.

3.5 Key themes raised across submissions

Feedback was categorised into broad themes and more detailed points to show both the main areas of interest and the issues raised most often. As shown in Figure 14, responses covered both the potential benefits of Luas Cork and concerns about how the Preferred Route could affect local areas.

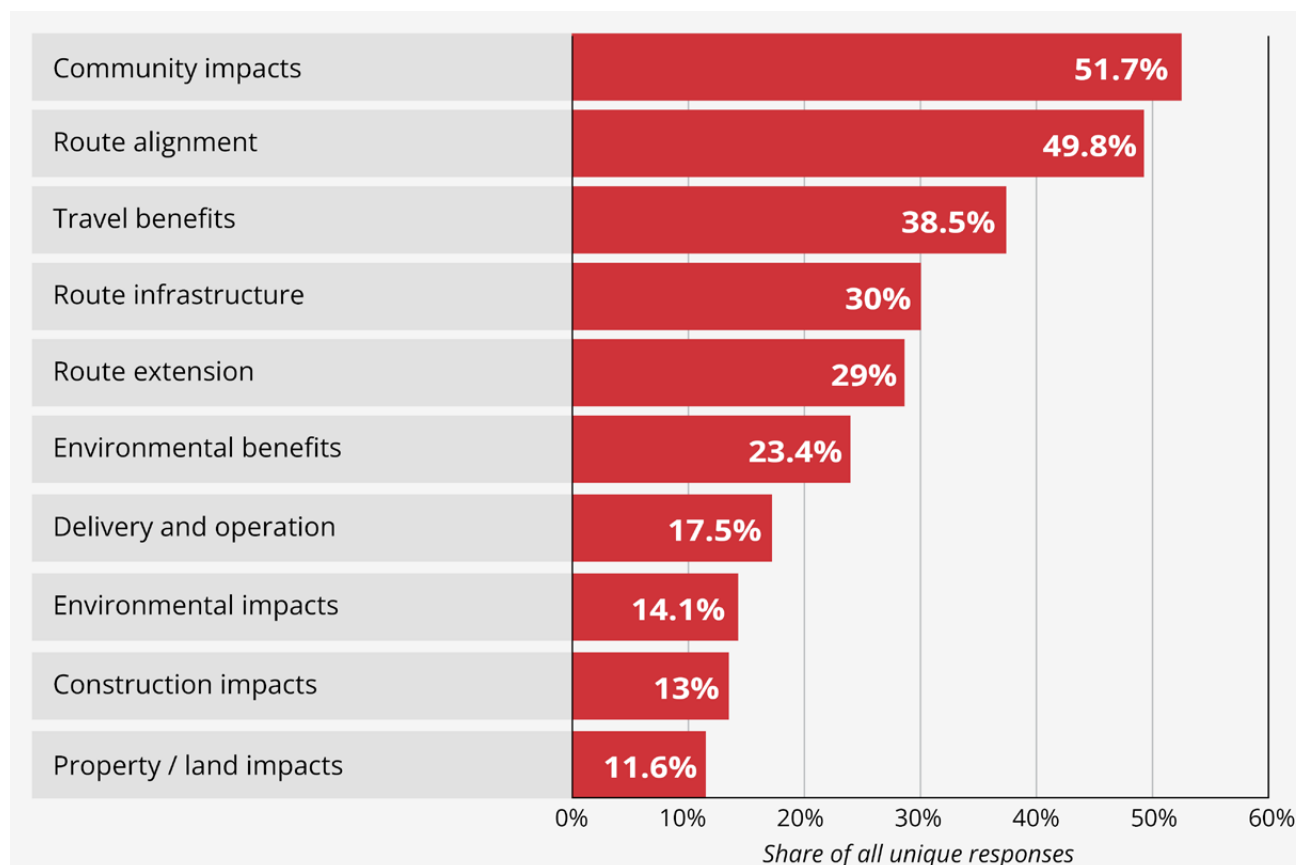


Figure 14: Key themes raised across all responses

Community impacts and route alignment were the most prominent themes. Feedback under these themes focused on local access, safety, residential amenity, schools, sporting clubs, community facilities and day-to-day movement. Route-related comments centred on alignment choices, suggested alternatives and requests to reconsider sections of the Preferred Route.

The analysis also identified the potential transport benefits of Luas Cork, particularly the need for frequent and reliable public transport, reduced congestion and improved movement across Cork. Comments on infrastructure and route extensions focused on stop design, P&R, walking and cycling provision, interchange with bus and rail services, and future opportunities to serve growth areas, regional destinations and the airport.

Environmental issues were discussed in both positive and impact-led terms. Respondents recognised the potential for Luas Cork to reduce car use and transport emissions, while also identifying concerns relating to biodiversity, noise and vibration, visual change, construction disruption, land take and property impacts.

Figure 15 presents the most frequently raised points under the key themes and summarises the main comments by respondents. The findings show that feedback covered both strategic transport issues and local delivery concerns. Route alternatives, frequent and reliable transport, access and safety, and impacts on community and sporting facilities were among the most prominent points raised.

Key Theme	Specific Point Raised	What Respondents Mainly Commented on
Community impacts	Access and safety	<i>Local access, safety, schools, residential amenity and community use of local spaces</i>
	Bishopstown GAA and Highfield Rugby Club concerns	<i>Local sporting facilities and community use of spaces</i>
Route alignment	Alternatives for route	<i>Route choices, suggested alternatives and concerns about how the Preferred Route would work in specific areas</i>
Travel benefits	Frequent and reliable transport	<i>Reliable services, better public transport, reduced congestion and improved movement across Cork</i>
Route infrastructure	Park and Ride comments	<i>Stop design, interchange, Park and Ride, walking, cycling and public transport integration</i>
Route extension	Extension to west	<i>Requests to extend the route to serve growth areas, regional destination and the airport</i>
Environmental benefits	Reduction of car use	<i>Reduced car dependency, lower transport emissions and more sustainable travel choices</i>
Delivery and operation	Timeline comments	<i>Delivery timing, service reliability, journey times and how Luas Cork would operate</i>
Property / land impacts	Land take / loss	<i>Property boundaries, gardens, parking, land acquisition and effects on business or homes</i>

Figure 15: Frequently raised points by key theme

This indicates that respondents considered the wider role of Luas Cork in improving transport across the city, while also focusing on how the Preferred Route could affect specific places, facilities and communities. Overall, the feedback shows broad recognition of the potential transport benefits of Luas Cork, alongside a clear expectation that the Preferred Route should be further refined to address local impacts along the corridor.

Location-based feedback is examined further in Section 4, “Local Impacts – What You Told Us”.



Indicative view of Luas Cork through Washington Street

04

Local Impacts – What You Told Us

4.1 General / route-wide feedback

4.2 Bishopstown

4.3 Ballincollig

4.4 Cork city centre

4.5 Docklands / Páirc Uí Chaoimh

4.6 Mahon Point

4.7 Churchyard Lane / Ballintemple

4.8 Blackrock / Skehard Road

4.9 Kent Station

04 Local Impacts – What You Told Us

This section summarises location-based feedback on the Preferred Route. Figure 16 shows the spread of responses by location, including route-wide comments where no single location was identified. To reflect the findings, the analysis is presented by individual location in order of response volume, from the most frequently referenced locations to those raised less often.

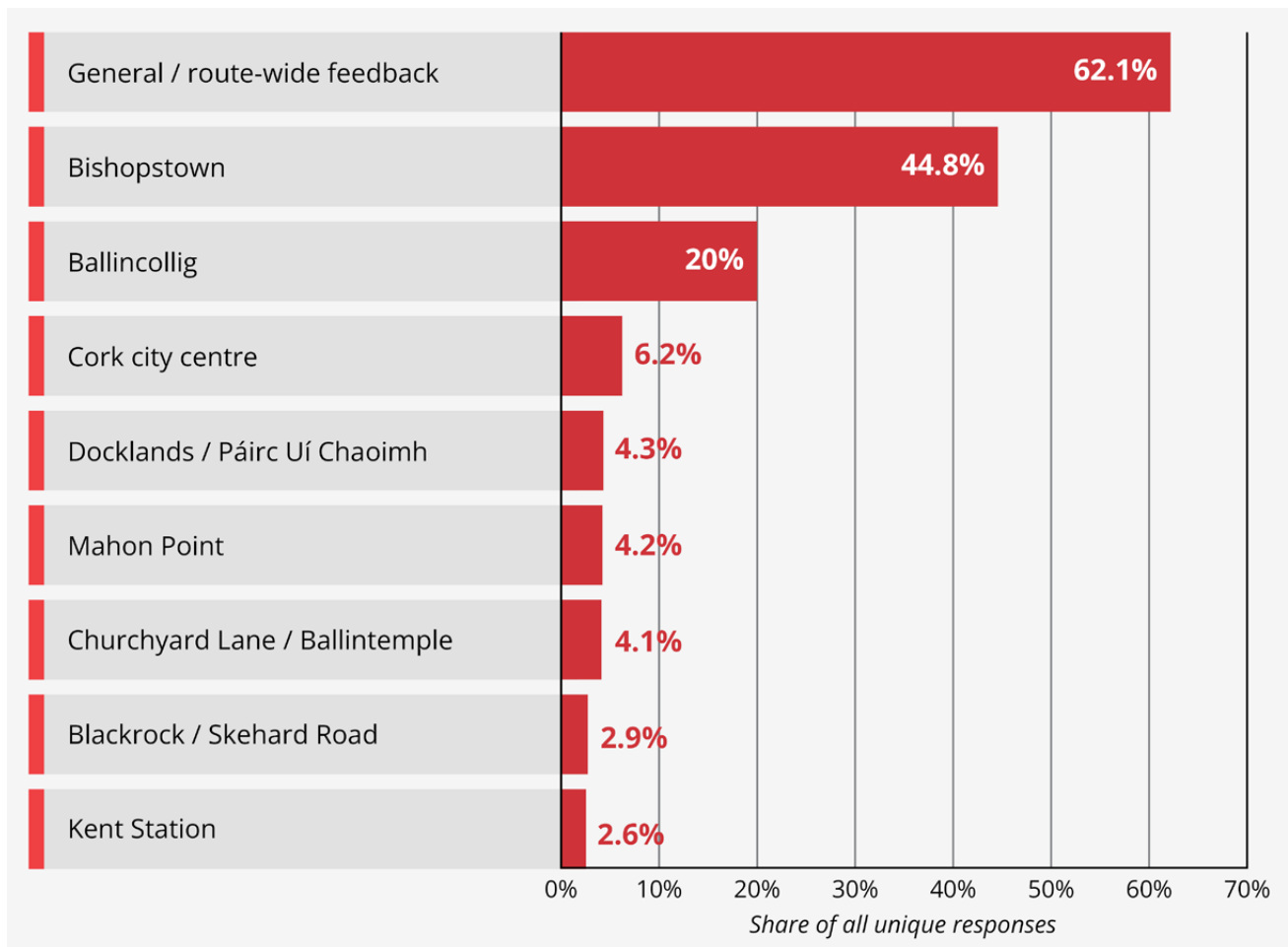


Figure 16: Feedback by location

4.1 General / route-wide feedback

General and route-wide feedback refers to comments about Luas Cork as a whole, rather than feedback linked to one specific location. Comments in this category focused on the scheme's overall purpose, benefits, delivery and future development. Figure 17 shows the LUAS Cork Preferred Route alignment, illustrating the proposed stops from Ballincollig to Mahon.

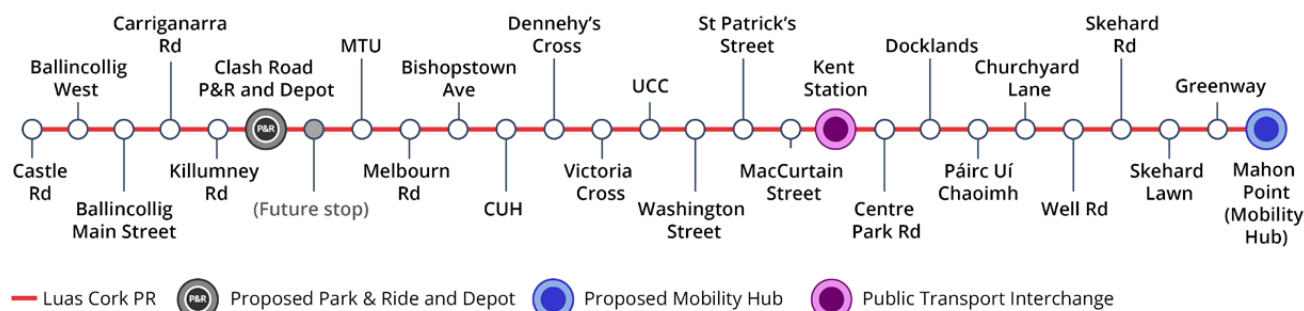


Figure 17: Luas Cork Preferred Route alignment showing proposed stops

What you told us

Route-wide feedback focused mainly on the need for a more reliable public transport system. Many respondents saw Luas Cork as an important step in improving public transport capacity and providing a stronger alternative to car travel.

Philip Stack stated:

"Cork desperately needs efficient, reliable forms of mass public transport."

Cork County Council welcomed the project as part of a wider shift towards sustainable mobility across metropolitan Cork. The Council stated:

"Luas Cork will significantly support the shift from cars to public transport and active travel in Metropolitan Cork and is an essential tool in achieving sustainable mobility in both the City and the surrounding County Metropolitan Area."

UCC supported Luas Cork as a major sustainable transport intervention, noting:

"Having a rail-based infrastructure within the City will be a game changer for the success of a sustainable mobility transformation."

The submission also highlighted the importance of reliable public transport for staff and student commuting, improved access to UCC, integration with bus services, P&R provision and future-proofing for wider network growth.

Respondents linked Luas Cork to reduced car dependency and more sustainable travel, with comments highlighting the potential to reduce congestion, lower emissions and improve city-wide mobility.

The Transport and Mobility Forum (TMF) supported Luas Cork as part of a wider sustainable transport network, while emphasising the importance of future-proofing the first line for later extensions. It stated:

"We would suggest though that the design and alignment of this first line do anticipate the construction of subsequent lines and properly considers where extensions, branches, crossings, and spurs may connect with the currently proposed alignment."

Accessibility and inclusion were also raised as route-wide considerations. The National Disability Authority (NDA) highlighted the importance of Universal Design and meaningful engagement with disabled people throughout the development of Luas Cork. The NDA advised that the project should take a whole-journey approach, covering stops, vehicles, crossings, pedestrian routes, wayfinding, interchanges, digital information and consultation materials. Its submission stated:

“Every aspect of the Luas Cork design and service should be easy to access, understand and to use for everyone regardless of age, size, ability or disability.”

The NDA recommended sustained engagement with disabled people and Disabled Persons Organisations (DPO) as the scheme develops, including consideration of a Disability User Group and a Disability Impact Assessment.

The Land Development Agency (LDA) emphasised the important role of Luas Cork in supporting compact growth and housing delivery, stating:

“The LDA welcomes and supports the Luas rail for Cork City which will directly support the regeneration of Cork city centre and dockland sites. It facilitates more sustainable and transport orientated development.”

The submission also described Luas Cork as a critical enabler of housing and regeneration, noting that sites within walking distance of proposed stops could support substantial affordable and social housing delivery.

Delivery timing was another theme raised by respondents across the route. Respondents wanted progress and clearer information on programme, phasing and delivery.

Daniel Kelan emphasised the need for early delivery:

“Please get on with it now so this generation of citizens actually get to use it.”

Feedback highlighted future extensions and the need to plan for continued population growth, reflecting a desire for Luas Cork to support the city's long-term development.

Coran Keane stated:

“The city is only growing, it has already put a strain on public transport. Now is the time to build for the future and expand the system in time.”

Route-wide submissions raised technical and delivery considerations. The Office of Public Works (OPW) highlighted flooding constraints along sections of the proposed route and advised that these issues should be considered as the project progresses into more detailed design.

The submission advised that the scheme should be coordinated with the Lower Lee Flood Relief Scheme and supported by appropriate flood risk assessment as the design develops.

Uisce Éireann (UÉ) highlighted the need to protect existing and planned water and wastewater infrastructure throughout design and delivery. Its submission stated:

“It is imperative that UÉ infrastructure, both existing and planned, is protected and future proofed to ensure continued provision of critical services.”

UÉ requested ongoing consultation with the Luas Cork project team to identify and address potential impacts on water and wastewater assets during design, construction and operation.

Overall, route-wide feedback highlighted strong support for the broader benefits of Luas Cork, including improved mobility, reduced car dependency, lower emissions, economic growth, compact development, accessibility and enhanced city-wide connectivity. Respondents and stakeholders also sought greater clarity on delivery and phasing, future extensions, ticketing, integration with other public transport services, flood resilience, utility protection and continued stakeholder engagement as the project progresses.

4.2 Bishopstown

Bishopstown recorded the highest volume of location-specific feedback, accounting for 44.8% of all unique responses. This area covers Bishopstown and surrounding western city sections, including CUH, Melbourn Road, Wilton Avenue, Bishopstown GAA, Highfield RFC and nearby community facilities. Figure 18 summarises the key points raised in Bishopstown, with feedback focusing particularly on community facilities, sporting clubs, route alternatives, access and safety, and potential effects on local properties and amenities.

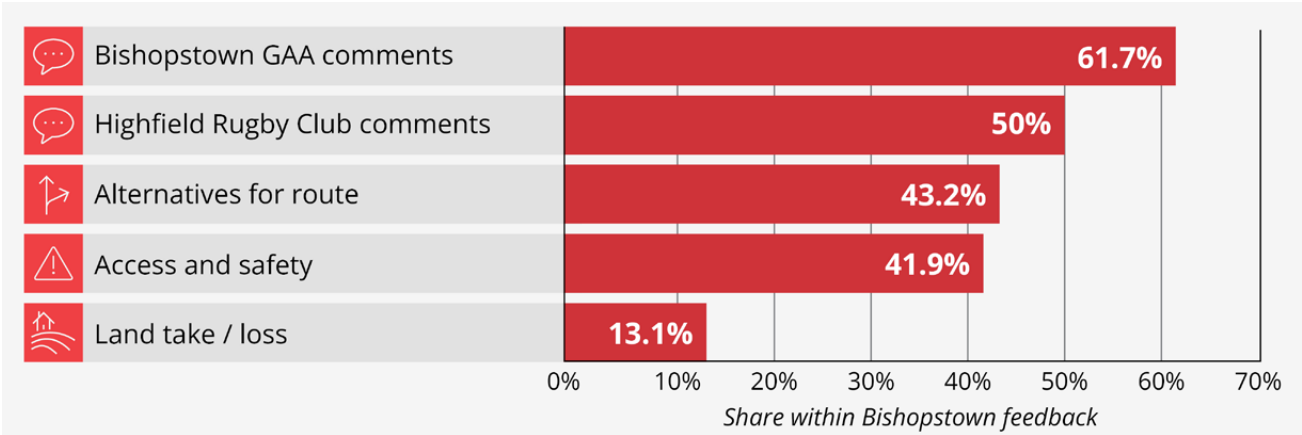


Figure 18: Key points raised in Bishopstown

What you told us

Feedback focused mainly on how the Preferred Route could affect sporting, school and residential areas, with particular concern about Bishopstown GAA, Highfield RFC, Bishopstown Community School (BCS) and surrounding neighbourhoods.

Feedback on Bishopstown GAA was heavily based on concerns about the perceived impacts on pitch layout, access, parking, safety, emergency access, children’s activities and the club’s long-term ability to function.

HW Planning on behalf of Bishopstown GAA Club said:

“The Preferred Route will significantly reduce the capacity and quality of Bishopstown GAA facilities, with consequent effects on the club’s operation and finances. It will also introduce access safety issues, curtail the club’s ability to support community and sporting events and effectively undermine its role as a critical piece of social infrastructure.”

Thérèse Power raised concerns about possible effects on the club grounds:

“The proposed route will have a lasting impact on the green field facilities of Bishopstown GAA by reducing the capacity of the current very tight playing facilities.”

Jill Foley highlighted the club’s importance within the local community:

“This club is a vital part of the Bishopstown community, and its benefit to all adult and children members, the coaches and all the families cannot be underestimated.”

Highfield RFC also featured strongly. Respondents were concerned about potential effects on pitches, youth training, club access, construction disruption and the relationship between Highfield RFC and nearby schools and sporting facilities.

Brian Twomey, Director of Rugby, Highfield RFC stated:

“Cork needs a Luas system. However, this should not come at the cost of dismantling long-standing community institutions such as Highfield RFC.”

An Taisce Corcaigh also questioned whether the revised Bishopstown alignment represented the best fit for local communities, particularly given the removal of the previously proposed Curraheen Road stop and the potential effects on Bishopstown GAA and Highfield RFC. Its submission stated:

"In a part of the city where land for sporting and recreational purposes is at a premium, and developmental pressures rule out new lands becoming available, it makes no sense to diminish the capacity of both clubs to operate to their fullest potential."

The submission argued that the previous alignment via Melbourn Road, Curraheen Road and Bishopstown Road would have served a wider residential catchment, while also locating a stop closer to more established residential areas and the Bishopstown commercial centre.

Jerry Buttimer TD and Minister of State at the Department of Transport stressed that he and other stakeholders in the area were very supportive of Luas Cork. In response to the concerns of the community, he said;

"I believe there is a legitimate question as to whether additional route options, route refinements and operational configuration could achieve the project's transport objectives while reducing impacts on sports clubs, schools, public open spaces and residential communities."

Not all feedback on the revised Bishopstown alignment opposed the current Preferred Route. Some respondents supported the revised route because they considered that it could improve service reliability, reduce shared running and provide a more effective operating environment for Luas Cork. This support was generally qualified, with respondents still recognising the importance of Bishopstown GAA, Highfield RFC, Bishopstown Community School and nearby residential areas.

Cork Commuter Coalition supported the move away from the EPR routing because of the benefits for segregation and reliability, while still recommending design refinements to reduce impacts on Bishopstown GAA and Highfield RFC. It stated:

"This presents a significant change from the EPR route, which faced difficulties with shared tracks and an irregular alignment through Bishopstown... This change is something we support."

Mary Venables also stated:

"I support the realignment through Bishopstown, while recognising the important role that the Bishopstown GAA and Highfield Rugby Club play in their communities."

She added:

"The revised route offers a more reliable service and has obvious benefits, but extra care is needed for the GAA Club and the Rugby Club."

Kieran Fitzgerald also supported the revised Bishopstown alignment:

"I approve of the revised route in the Bishopstown area, as it minimises disruption, and opens up the possibility of a more efficient, safer, and faster service to this side of the city."

Kristian Walsh described the revised routing west of CUH as a positive change:

"The re-routing west of CUH is a great improvement."

Some local residents' associations questioned whether the revised alignment would best serve Bishopstown's long-term growth. The Wilton Avenue, Upper Bishopscourt and Merlyn Lawn Residents' Association argued that the route should better serve existing and future populations around Curraheen Road, Halldene, Waterfall Road and the CUH / UCC area stating:

"The current route may make sense from a logistics point of view, to reduce impact on vehicle traffic. However, such a route has negative consequences and is built for some current but not future needs."

Access and safety were also key concerns, particularly for children, pedestrians, cyclists, school users and club users where the route would pass close to busy community facilities.

Noel Murphy noted:

"The proposed preferred route between Melbourn Road stop 9 and Bishopstown Avenue stop 10 presents certain challenges regarding child safety and access to Bishopstown Community School, Bishopstown GAA and Highfield Rugby Club."

Bishopstown Community School raised concerns regarding student and staff safety, land take, access, parking and campus security. On behalf of the Board of Management, the school stated:

"The safety of our staff and students accessing the school during the construction phase and subsequently when the line becomes operational are paramount concerns."

The submission noted that the Board of Management broadly welcomed the project in principle, particularly the proposed stop at Melbourn Road, but identified the section between Melbourn Road and Westgate Road as the area of greatest concern for the school.

Cork Disabled Persons Organisation also raised accessibility and sensory safety concerns in relation to the proposed route near Bishopstown Community School and Bishopstown GAA. The submission noted that Bishopstown Community School includes a dedicated Deaf Education facility

and that some Deaf and Hard of Hearing students rely heavily on visual awareness when navigating the school environment. It stated:

"Because of the interference of the combined environmental and background noises; this can have an impact of hearing any vehicles or trams approaching them from any direction, especially if they cannot see the vehicles or trams."

The submission asked that robust sensory safety measures, visual and tactile alerts, and Universal Design protections for pedestrians with additional sensory needs be fully integrated into the detailed design phase.

Ballineaspig, Firgrove and Westgate Residents Association (BFW-RA) also raised concerns regarding child safety, vulnerable users, green space, sporting facilities, noise, vibration and local public transport coverage. It stated:

"The association cannot support the Preferred Route as currently designed through the Bishopstown area without firm, legally binding commitments on the safety of children and vulnerable users at crossing points."

The Melbourn Residents Association outlined its concerns:

"We recognise the value of the Luas project for the city. However, we have serious concerns about the way this particular section of the preferred route affects our residents."

Property and residential amenity impacts were also raised in relation to St Columba's Convent on Bishopstown Avenue West. DMA Surveyors, on behalf of the Sisters of Mercy, stated that the Preferred Route would appropriate a significant proportion of the convent grounds, come close to the existing residential building, affect car parking, drainage, boundary walls, landscaping and access arrangements, and introduce a tram stop immediately outside the property. The submission stated:

"The building would no longer be fit for its current use. This is the main concern."

The submission welcomed the investment in sustainable transport in principle but asked that alternative local route options be considered in the spirit of proportionality.

Some respondents also identified opportunities, particularly around improving access to CUH and reducing car-based travel.

Peter C Murphy suggested:

“There should be extensive park and ride facilities at strategic locations to allow staff and patients travelling to leave the car and get the Luas to CUH or whichever destination.”

Land take and property impacts were also raised in relation to private gardens and property boundaries along the proposed alignment. The Wilton Avenue, Upper Bishopscourt and Merlyn Lawn Residents' Association expressed concern about potential effects on established homes and gardens and questioned whether the route could make greater use of nearby institutional lands.

Jerry Buttimer TD also addressed the issue of CUH, suggesting that the severe impact on residential properties on Wilton Avenue could be reduced by increasing the land-take of CUH. He said;

“Where a major public infrastructure project can be accommodated on lands already owned by the State, every effort should be made to do so before seeking to interfere with the property rights and residential amenity of private householders.”

Overall, Bishopstown feedback focused primarily on significant concerns about the potential impacts of the Preferred Route on established community, sporting, educational, residential and accessibility needs, while some respondents also recognised the wider transport benefits of Luas Cork and sought careful route refinement and continued engagement.



Indicative view of Luas Cork at Bishopstown GAA Club

4.3 Ballincollig

Ballincollig accounted for 20% of all unique responses, making it the second-highest location-specific category after Bishopstown. This area covers the Ballincollig sections of the Preferred Route, including Station Road, the town centre, the western end of the route and surrounding route sections.

Figure 19 summarises the key points raised, with feedback focusing mainly on extending the route further west, Park & Ride provision, and route alignment, including concerns about Station Road, local access, traffic and safety.

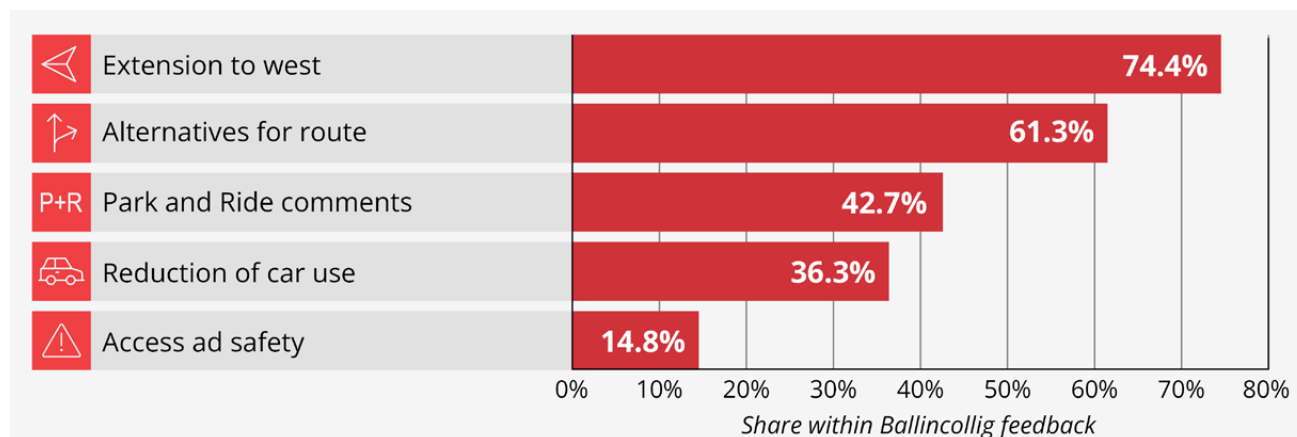


Figure 19: Key points raised in Ballincollig

What you told us

Feedback centred on whether the Preferred Route would adequately serve Ballincollig and accommodate future growth. While many respondents supported improved public transport, some questioned whether the proposed western terminus, loop arrangement and use of Station Road represented the most effective long-term solution.

Cork County Council welcomed Luas Cork as a key component of sustainable mobility in metropolitan Cork, stating:

"Luas Cork will significantly support the shift from cars to public transport and active travel in Metropolitan Cork and is an essential tool in achieving sustainable mobility in both the City and the surrounding County Metropolitan Area."

However, the Council argued that the western extent of the route should be reconsidered in light of current and planned growth west of Ballincollig, including Killumney / Ovens, Lisheens, Dell Technologies and future employment lands. It stated:

"Given the existing and proposed growth targets for Killumney Ovens, consideration of extending the Luas Cork route westwards as far as Killumney Ovens would be welcomed."

This issue was also raised by Ballincollig Business Association, whose submission linked future growth to strategic development lands identified by Cork County Council. HW Planning, on behalf of the Association, stated:

"In terms of future growth Ballincollig will grow to the south in the Maglin Urban Expansion Area but also to the west where Cork County Council have recently designated the former JA Woods quarry, which is in close proximity to DELL, as the Classes Long Term Strategic and Sustainable Development Site."

Cork County Council also linked a western extension to P&R provision and wider public transport integration, stating that the route:

“Misses the opportunity to provide a mobility hub on the edge of Killumney / Ovens, fully integrating the Bus Connects and Cork Luas termini.”

The OPW also raised flood-risk considerations regarding the proposed P&R and depot facility near Clash Road, noting:

“The proposed 1,000-vehicle Park & Ride and depot facility on a greenfield site located between the N22 and Clash Road, potentially introduces a substantial amount of new, impermeable hardstanding surfaces.”

The OPW advised that drainage and flood-risk assessments should demonstrate that the facility would not increase runoff or downstream flood risk.

Some respondents welcomed the Ballincollig revisions, particularly the westward extension compared with the Emerging Preferred Route. They considered that the revised alignment would improve coverage and serve more homes, services and future growth areas.

Andrew Kennedy stated:

“I welcome the extension of the single-track loop further west to Flynn's Road, which widens the catchment area compared to the Emerging Preferred Route.”

However, several respondents felt the route should extend further west to serve existing communities, planned development areas and regional commuter demand.

Catriona O'Driscoll argued:

“It feels shortsighted to be terminating the route in the middle of Ballincollig. Surely Ballincollig will only continue to grow.”

Lisa Collins stated:

“Please cover west Ballincollig in its entirety.”

Route alignment was also a key theme. Several respondents raised concerns about the proposed use of Station Road, questioning whether Station Road and adjoining roads could accommodate the Luas alongside existing traffic. Concerns included restricted local access, congestion, the suitability of constrained residential roads, access to nearby estates, child and pedestrian safety, and potential impacts on homes, privacy, trees, noise and vibration. These concerns also extended to Carriganarra Road, Castle Road, Cranford Pines and the entrances to Muskerry Estate. Some respondents suggested revising the alignment or adopting a different loop arrangement.

Trevor Hallows commented:

“Using Station Road in Ballincollig is ridiculous. The traffic congestion caused by this would be horrendous.”

The Ballincollig Business Association raised the issue of permeability on Station Road:

“The current proposals are unworkable and will result in a negative impact on permeability and movement throughout the Town rather than improving it which is a key objective of the Luas project.”

P&R featured strongly throughout the feedback, with respondents viewing Ballincollig as a strategic western gateway where car trips could be intercepted before reaching the city centre.

Michael Cullinane suggested:

“I strongly believe the Cork Luas should continue to the west end of Ballincollig, perhaps even to the Dell facility where a park and ride system can serve the western part of the city and surrounding villages.”

Access and safety were also raised, particularly in relation to traffic pressures, local access, junction operation, and walking and cycling connections.

Overall, Ballincollig feedback focused on future-proofing the western end of the scheme while addressing local concerns about route alignment, including the proposed use of Station Road and adjoining residential roads. Respondents sought a route that serves the full town, supports P&R, accommodates future growth, protects local access and residential amenity, minimises pressure on constrained roads, and integrates effectively with bus, walking and cycling networks.



Indicative view of Luas Cork through Ballincollig

4.4 Cork city centre

City centre feedback accounted for 6.2% of all unique responses. This section covers feedback relating to Cork city centre, including MacCurtain Street, St Patrick's Street and other central sections of the Preferred Route.

Figure 20 summarises the key issues raised, with feedback focusing on service reliability, route alignment, access and safety, active travel, and integration with rail and bus services.

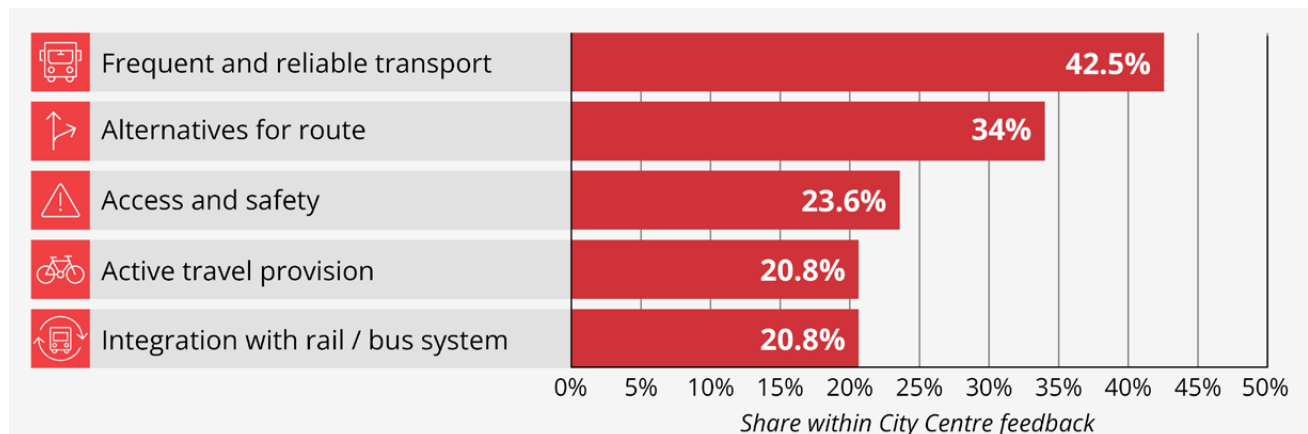


Figure 20: Key points raised in the city centre

What you told us

Feedback focused on how Luas Cork would operate within the city centre, particularly around MacCurtain Street, St Patrick's Street, Custom House Street and the quays. Key themes included reliability, route alignment, access and safety, active travel, and public transport integration.

Respondents viewed the city centre as critical to the success of the wider network and welcomed the opportunity to deliver more dependable public transport.

Tony Scott stated:

"A dependable public transport option is badly needed and this will deliver it."

Cork Chamber also strongly supported Luas Cork as strategic infrastructure for the city centre and wider metropolitan area, describing the project as:

"A once-in-a-generation opportunity to reshape how Cork moves, grows and competes."

The Chamber also highlighted its potential to:

"Unlock the full potential of key growth areas including Cork City Centre and the Docklands."

The Victorian Quarter (VQ) supported the Preferred Route through the city centre, particularly along St Patrick's Bridge, Bridge Street and MacCurtain Street. Its submission stated:

"We welcome the fact that this vital piece of city infrastructure will be brought across St. Patrick's Bridge to Bridge St. and MacCurtain St. as this will bring additional footfall into the VQ area, which will ultimately benefit our members, ensuring that the area remains a thriving and well-connected neighbourhood, as well as an attractive investment location."

While supportive in principle, the VQ emphasised that detailed design and construction planning should protect the character and operation of MacCurtain Street, highlighting issues including outdoor dining, accessibility, deliveries, wayfinding, public realm design, construction communication and engagement with affected businesses.

Route alignment was discussed, with respondents questioning how the proposed city-centre route would operate in practice. While some supported greater priority for public transport, others suggested alternative corridors to minimise potential impacts on the public realm, business access and pedestrian activity.

The Office of Public Works (OPW) highlighted flood-risk considerations along parts of the route, particularly in central Cork and along the quays. Its submission stated:

"Much of the area in the footprint of the proposed Luas track route is in an area of existing flood risk, be it from Fluvial or Tidal sources, or a combination of both."

Irene O'Mara expressed concerns about the proposed alignment:

"While I support the overall route alignment, I have serious concerns about this section and would urge TII and the NTA to consider an alternative corridor via the quays."

Access and safety feedback focused on pedestrian and cyclist movement, street design, traffic restrictions and the interaction between Luas infrastructure and existing street users.

Gabriel Karpavicius suggested:

"The design should incorporate physical design features to prevent private vehicle access to St. Patrick's Street."

Active travel also featured strongly, with respondents identifying opportunities to strengthen walking and cycling connections alongside Luas Cork.

Herman Alexander Jaeger stated:

"The building of a Luas in Cork should be used to prioritise the development of a more comprehensive and connected cycling lane network as much as possible, and I am delighted to see this highlighted in the route drawings."

Cork Cycling Campaign emphasised the importance of integrating active travel with the scheme:

"We are supportive of Luas Cork and what it can bring to the city. At the same time, we see this as a once-in-a-generation opportunity to ensure that cycling is not just accommodated but properly integrated into Cork's transport future... We think the Luas should be built but ensuring that the cycling network is designed to a safe, continuous, and coherent standard from day one is important."

Integration with rail and bus services was another key theme, particularly in relation to Kent Station and wider public transport connections.

Matt Clifford stated:

"I would like to see Parnell place bus station moved to Kent Station also so that we can have one coherent station."

Overall, city centre feedback focused on ensuring Luas Cork is reliable, accessible and well integrated, while protecting the quality and function of central streets. Respondents wanted the scheme to support public transport, walking, cycling, interchange and public realm improvements, while minimising impacts on local access, businesses and pedestrian movement.



Indicative view of Luas Cork through St Patrick's Street

4.5 Docklands / Páirc Uí Chaoimh

Feedback relating to the Docklands and Páirc Uí Chaoimh accounted for 4.3% of responses.

This location covers the Docklands, Centre Park Road, Páirc Uí Chaoimh and nearby event and development areas. As shown in Figure 21, feedback focused mainly on bridge and maritime impacts, route alternatives, reliable transport, integration with rail and bus services, and access and safety.

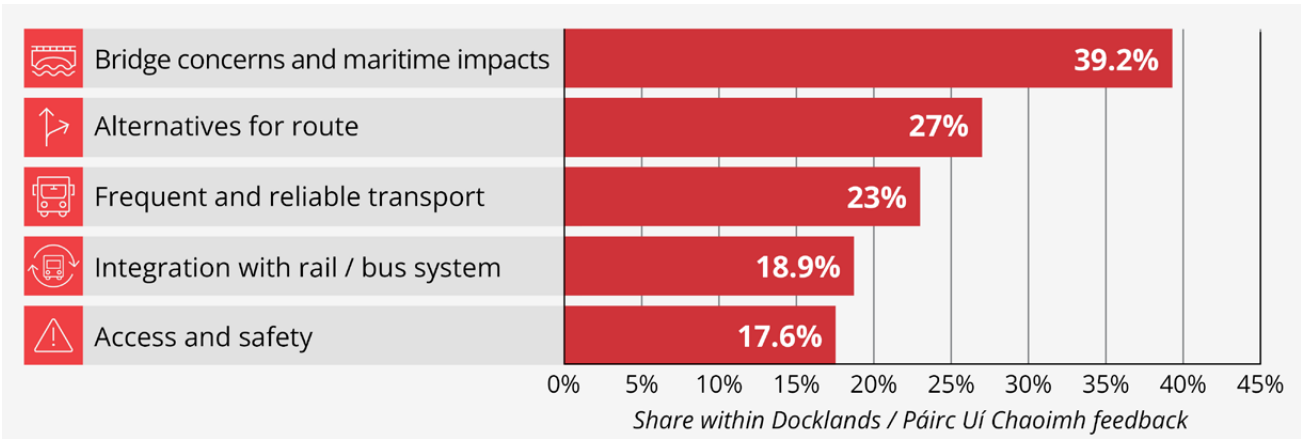


Figure 21: Key points raised in Docklands / Páirc Uí Chaoimh

What you told us

Feedback reflected both the opportunity and complexity of this part of the route. Respondents focused on bridge design, river access, route alignment, event travel, integration with Kent Station and safe movement through a changing urban area.

The proposed crossing between Kent Station and Kennedy Quay attracted particular attention. Respondents questioned the need for the bridge and raised concerns about river access, maritime activity, the city marina and the character of the waterfront.

Pete McDonald raised concern about marina access:

"The Kent bridge should, ideally, be designed so that it does not prevent boat access to the city marina."

The Port of Cork Company (POCC) acknowledged the long-term regeneration benefits that Luas Cork could support in the Docklands but emphasised that Kennedy Quay remains an active working quay and that port users will need to continue operating during the phased transition of port activity to the Lower Harbour.

POCC stated:

"Ongoing ship and HGV access to Kennedy Quay is vital to Port users' operations."

It also highlighted the relationship between the proposed river crossing and the relocation of port activities:

"Planning the relocation of existing uses at Cork City Quays, in particular Kennedy Quay, is a required first step in delivering the Luas river crossing as proposed."

The submission noted that relocation is not straightforward, as alternative facilities and supporting infrastructure at Marino Point and Ringaskiddy would require further planning, consent and delivery. POCC asked that bridge phasing align with a sustainable relocation plan for port users and that TII continue engagement with POCC, Cork City Council, Cork County Council and other relevant stakeholders.

Maritime and boating organisations also raised concerns about river access. Meitheal Mara described the River Lee as a working, recreational and cultural space and warned that the proposed bridge could affect river users:

"As currently conceived, this bridge would block access for many river users and sever the city centre from its maritime heart."

Cork Dragons raised similar concerns about access for visiting vessels, community boating and events such as the Ocean to City Race and Cork Harbour Festival. Their submission stated:

"We are concerned the implications of the proposed Luas Bridge would restrict vessel access to the heart of the city."

Cove Sailing Club also raised concerns about the effect of a fixed bridge on sailing access and maritime events, including the Cobh to Blackrock Race. Its submission stated:

"A fixed bridge would completely prevent yachts from reaching the finish, effectively ending this historic race."

The Maritime Area Regulatory Authority (MARA) commented on the maritime elements of the project, noting that its observations relate only to development within the maritime area. MARA acknowledged the strategic role of the river crossing in the overall scheme, stating:

"For developments such as the proposed light rail which is predominantly land-based, the associated marine infrastructure such as the new transport bridge over the River Lee from Horgan's Quay to the south docklands is an integral component to the overall effective operation of the project."

MARA highlighted the need to consider maritime consenting requirements, marine usage activities, monitoring, maintenance and long-term rehabilitation as the project progresses, particularly where works or occupation of the maritime area may be required.

The OPW commented on the proposed new River Lee crossing between Horgan's Quay and Kennedy Quay, noting:

"The proposed new Bridge over the River Lee going from Horgan's Quay to Kennedy Quay will require prior Section 50 consent from the OPW."

The submission also advised that quay wall or ground-level changes in this area should not reduce existing passive flood protection.

The Department of Housing, Local Government and Heritage raised underwater archaeology and cultural heritage considerations associated with the proposed scheme. Its submission noted the potential for underwater cultural heritage in the proposed development area and stated:

"Advance, early-design stage, pre-Railway Order planning application, field-based archaeological assessment and mitigation by design is key to avoiding / diminishing likely significant effects on the underwater cultural heritage resource."

The Department recommended that underwater cultural heritage assessment should inform design development and mitigation proposals.

Captain Michael McCarthy, a Master Mariner, former Deputy Harbour Master and Commercial Manager at the Port of Cork, and former President of the Irish Institute of Master Mariners, supported Luas Cork in principle but objected to the proposed fixed river crossing because of its potential effect on navigation and Cork's maritime identity. He stated:

"A fixed rail bridge across the City Docks will sterilise waterborne environmental transport to the city for ever."

Route alternatives were also raised, with respondents asking whether the proposed crossing and Docklands alignment represented the most appropriate route choice. Comments focused on potential effects on port users, river users, businesses, development lands and movement around Centre Park Road.

Business impacts along Centre Park Road were identified. McCarthy Developments Ltd supported Luas Cork in principle but raised concern about the potential land take at Centre Park House:

“McCarthy Development’s primary concern relates to the potential land take at the front of the Centre Park House property to facilitate the LRT route along Centre Park Road.”

Southern Milling, the largest private milling company in the Republic of Ireland and a significant contributor to the agri-food industry, with its national headquarters at Marina Mills, raised significant concerns about the impact of the proposed alignment on its operations. Through its representatives, MWP, the company stated that the proposed route would sever its site and:

“Make it impossible for Southern Milling to continue its operation at Marina Mills, with serious adverse consequences for Southern Milling, its employees, customers and stakeholders.”

The submission also raised concerns about the loss of operational buildings, yard space, Heavy Goods Vehicles (HGV) access and internal movements required to support its just-in-time production model.

The LDA submission identified a number of public and LDA land sites within walking distance of the Preferred Route, including sites at Horgan’s Quay, North Docks, Centre Park Road, Marina Quarter and Monahan Road. It described Luas Cork as a key enabler for future housing delivery, stating:

“Luas Cork is a critical enabler of these sites, which, if all were developed, could deliver approximately 10,500–12,500 new affordable and social homes in the city.”

The LDA requested further engagement with TII in relation to Centre Park Road and Monahan Road, particularly regarding site entrances and potential future land acquisition proposals.

Respondents saw Luas Cork as an opportunity to support Docklands growth, improve access to major events and reduce car-based travel to Páirc Uí Chaoimh.

Fergal Lalor highlighted the potential benefits for event travel:

“It should become the primary route of attendance for Páirc Uí Chaoimh, which should reduce the amount of traffic on matchdays.”

Councillor Peter Horgan posed a number of specific questions regarding access arrangements, and traffic data. He suggested that:

“A dedicated section on how the Luas would operate with increased crowds on matchdays and concerts would be a helpful tool.”

Integration with rail and bus services featured, particularly in relation to Kent Station, city-centre services and future network planning.

Access and safety comments focused on event crowds, business access, river crossings, construction areas and local movement. Operational issues also appeared in comments about service frequency, late running and capacity for event demand.

Tony O’Halloran advocated for a high-frequency service throughout the operating day:

“Please plan the system and procure rolling stock for high frequency across the full operating day, including late service to the Docklands, UCC, and the city centre.”

Overall, feedback highlighted the need to balance transport, development and river use considerations. Respondents recognised the potential for Luas Cork to improve access to the Docklands and major events, while also seeking careful consideration of bridge design, maritime access, route alignment, business impacts and safe local movement.



Indicative view of Luas Cork at Mahon Link Road

4.6 Mahon Point

Feedback on Mahon Point made up 4.2% of responses. This location covers Mahon Point, the eastern terminus and potential onward connections to surrounding growth areas. Figure 22 summarises the key issues raised, with feedback focusing on future extensions, frequent and reliable transport, airport connectivity and wider network planning.

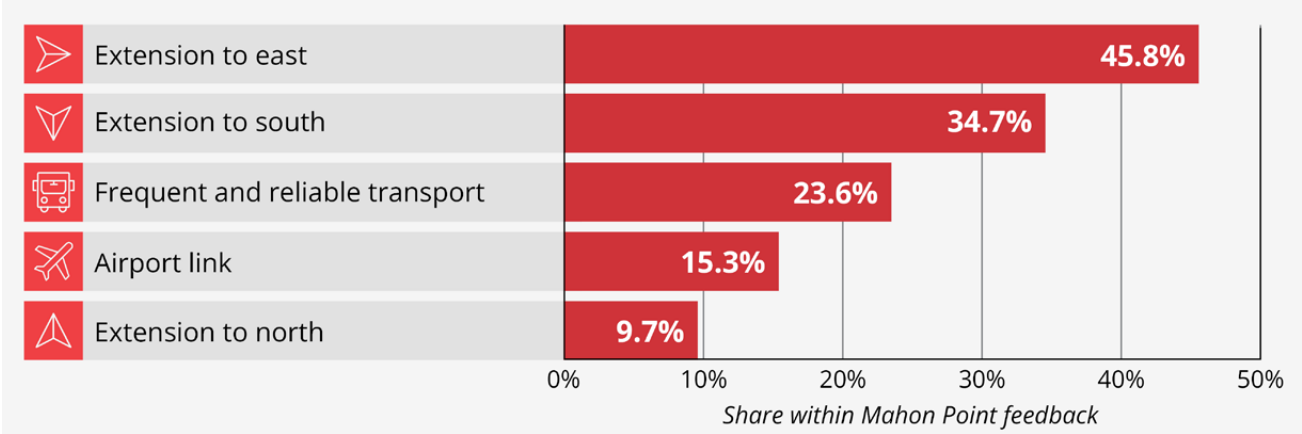


Figure 22: Key points raised in Mahon Point

What you told us

Mahon Point feedback focused mainly on the role of the eastern terminus and the need to future-proof onward connections. Respondents often viewed Mahon Point as a potential interchange for communities to the east, south and north of the city, as well as for major destinations beyond the initial route.

Many respondents felt the route should extend beyond Mahon Point towards areas such as Rochestown and Passage West, so that the terminus does not limit the future reach of the system.

M Flynn advocated for an extension beyond Mahon Point:

“Extending the line to Rochestown / Passage [West] beyond Mahon Point.”

Feedback also referred to potential southern and south-eastern extensions, including links to Douglas, Carrigaline, Jacobs Island and other growth areas. Respondents emphasised the importance of ensuring that the design at Mahon Point accommodates future connections rather than restricting them.

McCarthy Developments Ltd raised this issue in relation to Jacobs Island, where it has delivered and planned a significant mix of residential, commercial, hotel, retail and childcare uses. The submission requested that consideration be given to extending the route beyond the proposed Mahon Point terminus, stating:

“McCarthy Developments wishes to respectfully request that consideration be given to extending the Cork Luas LRT line published under the Preferred Route to include an additional south-eastern stop beyond the Mahon Point terminus at Jacobs Island.”

The submission argued that Jacobs Island is emerging as a compact urban district and that an additional stop could support sustainable mobility, compact growth and reduced reliance on the N40. It also stated:

“Jacobs Island has the projected density and land usage blend to support and warrant a high-capacity transport node / interchange.”

Future-proofing the eastern terminus was reflected in comments about potential extensions towards Rochestown and Passage West. Dan Hatter emphasised the need to safeguard future expansion options, noting:

“The extension of the Luas from Mahon Point across the Douglas River to an interchange or park and ride at Rochestown Rd, or at least the passive provision for it in the future by changes to the alignment at the terminus of the route.”

Frequent and reliable transport was also raised, with some respondents framing Mahon Point as part of a wider high-capacity corridor linking the western, central and eastern parts of Cork.

Airport connectivity featured in the feedback, alongside comments on wider network planning and potential northern connections. Cork Airport supported progression of the core east-west corridor, stating:

“Cork Airport supports the progression of the Luas Cork Preferred Route and recognises the importance of advancing the core east-west corridor in a timely and efficient manner.”

Overall, Mahon Point feedback focused on future-proofing the eastern end of the route. Respondents wanted the terminus to support reliable public transport, interchange, P&R, access to retail and employment, and potential future extensions to eastern, southern, northern and airport catchments.

4.7 Churchyard Lane / Ballintemple

Churchyard Lane / Ballintemple represented 4.1% of all responses. This location covers Churchyard Lane, Ballintemple, Maryville and nearby residential streets and amenities.

Figure 23 summarises the key points raised, with feedback focusing mainly on access and safety, route alternatives, narrow residential roads, traffic effects, and potential impacts on property, amenity and nearby green or ecological areas.

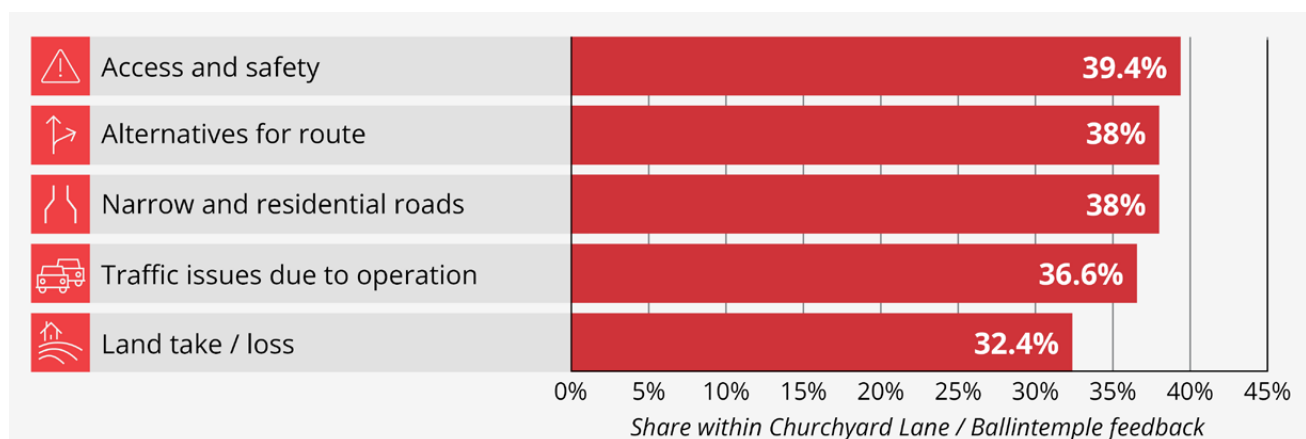


Figure 23: Key points raised in Churchyard Lane / Ballintemple

What you told us

Feedback focused on how the Preferred Route would operate within a constrained residential environment, particularly in relation to access, safety, traffic movement and local amenity.

Access and safety were central concerns. Respondents described Churchyard Lane as a narrow residential route and raised concerns about local access, pedestrian safety, parking,

emergency access and day-to-day movement for residents.

Ulrike Bergmann raised concerns about one-way access:

“Churchyard lane should at least be accessible both ways for residents.”

Cork Constitution FC also raised concerns about access, parking and the continued operation of its Temple Hill grounds, noting that its facilities are used by members, schools, community groups and local businesses. The club stated:

"Off-site parking is absolutely essential to support club activities."

The club also raised concern that the proposed layout could remove roadside parking and affect access through the north gate, which it described as important for ambulance, emergency services and maintenance access. While supportive of sustainable transport in principle, Cork Constitution FC stated:

"In principle the club would support any positive steps to a greener and cleaner environment and welcome the provision of 2 tram stops around the club."

However, it added:

"Unfortunately, we cannot see how this would work based on the present plan."

Respondents questioned whether Churchyard Lane was the most appropriate alignment and asked for further consideration of alternatives that could reduce impacts on residential streets.

Sadhbh Warren expressed reservations about the proposed route:

"I remain unconvinced that Churchyard Lane is the best route for Cork's Luas, although I do appreciate the need for the Luas in Cork."

Donnchadh Ó Laoghaire TD also acknowledged the constraints at Churchyard Lane and highlighted the need for continued engagement with residents. He stated:

"We recognise that this is a challenging location – however residents continue to retain concerns at the impact to properties. We are not in favour of switching to the greenway which is a huge asset to the community as a whole, however we do urge TII to continue to engage and consult with residents regarding alternatives and creative solutions and minimising the impact."

This feedback reflected a wider local theme: support for protecting the greenway, alongside calls for further design refinement to reduce impacts on residents, property and local access.

The Transport and Mobility Forum raised concerns about the effect of the proposed alignment on cycling access through Churchyard Lane stating:

"We have serious concerns that the lack of cyclist access to Churchyard Lane, where the narrow lanes and presence of tracks will render the carriageway effectively impassable and unsafe for the majority of cyclists."

It suggested that alternative cycle access should be provided, including local access for residents and a through route connecting towards Blackrock Road.

Traffic effects were closely linked to these concerns, with respondents worried that changes to traffic flow could displace vehicles onto nearby streets, increase local congestion or make access more difficult for residents and visitors.

Kevin Horgan reflected on potential impacts on the local community:

"I live in Ballintemple and it is one of the few safe quiet villages in the city suburbs, if Cork Luas proceeds through the village, it will become noisy and busy and will cause traffic problems which we do not have at present, also The Venue pub is very important to locals as this is a place where people go to meet and chat, this would be a huge loss."

Local business concerns were raised in relation to Ballintemple Village. Basil Market & Deli, a family-run business on Blackrock Road, supported the long-term aim of improving public transport but raised concern about the potential effect of the alignment between Stops 21 and 22 on local access, short-stay parking, deliveries and construction disruption. The submission stated:

"Please remember this is a village not a transport corridor, villages such as ours should not be eradicated but enhanced, loved and embraced!"

The submission also warned that the loss of informal set-down and parking could affect small businesses that rely on local accessibility, passing customers and regular deliveries.

Land take and amenity impacts were identified, particularly in relation to property boundaries, privacy, trees and nearby green or ecological areas.

Nature Network Ireland (NNI) pointed to potential impacts on Beaumont Quarry Wildlife Area (BQWA), particularly along its Churchyard Lane frontage. The submission noted that the site is managed through a steering group involving Cork City Council and residents, and supports a range of nationally scarce habitats, plant species, invertebrates and bat foraging activity. NNI requested that:

“BQWA is acknowledged as a site of Regional Importance for nature conservation due to the scarce habitats, plants and invertebrates found there.”

The submission raised concern about the proposed removal of trees along the BQWA boundary, potential impacts on bat foraging and commuting, artificial lighting, construction access, invasive species management and the need to coordinate Luas Cork and BusConnects works to reduce cumulative impacts.

Overall, feedback relating to Churchyard Lane and Ballintemple focused on fitting the scheme safely and sensitively within a narrow residential corridor. Respondents asked for practical access arrangements, careful traffic management, further consideration of route options, and mitigation for property, amenity, business access, environmental and construction impacts.



Indicative view of Luas Cork at Churchyard Lane

4.8 Blackrock / Skehard Road

Blackrock and Skehard Road represented 2.9% of responses. The location covers Blackrock, Skehard Road, Well Road and nearby eastern suburban sections of the Preferred Route.

Figure 24 summarises the key issues raised, with feedback focusing on access and safety, narrow residential roads, route alternatives, traffic effects, and the need for frequent and reliable public transport.

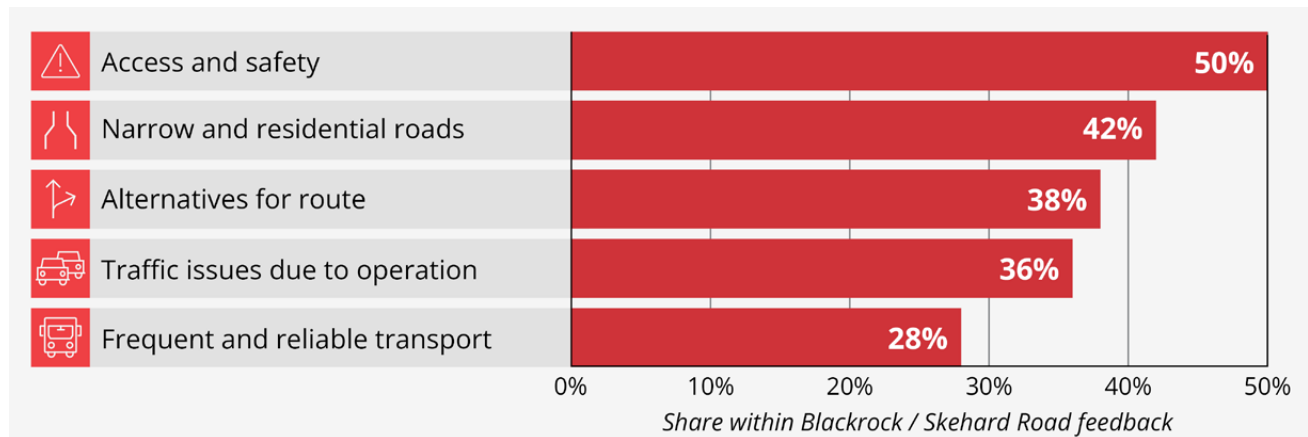


Figure 24: Key points raised in Blackrock / Skehard Road

What you told us

Feedback centred on how the Preferred Route would operate through established residential and suburban streets. Key issues included access and safety, road constraints, route alternatives, traffic effects and reliable public transport.

Access and safety were central themes, particularly in relation to junction operation, residential access, pedestrian and cyclist movement, business access and interaction with existing traffic on roads such as Skehard Road, Well Road and Church Road.

Respondents questioned whether parts of the route had sufficient space to accommodate Luas Cork while maintaining safe access for residents, businesses, pedestrians, cyclists and other road users.

Cork Cycling Campaign discussed active travel design on Skehard Road and Blackrock Road, including the potential impact of proposed tree planting on cycle route width and safety. In relation to Skehard Road, it stated:

"On Skehard Road, there are proposed new tree plantings encroaching on the current cycle corridor. These should be carefully reviewed to ensure that the cycling route remains fully clear and usable."

The Campaign also recommended that tree planting, cycleway clearance and future maintenance be considered carefully as the design develops.

Stop accessibility and interchange opportunities were also raised, particularly around the proposed Well Road stop. Dylan Collins suggested that the stop could support wider access from nearby areas, including Douglas, if designed as a local transport hub. He stated:

"The stop at Well Road has a lot of empty, council owned land next to it and would be ideal for a transport hub."

He suggested that this could include car parking or secure bike parking, allowing residents from Douglas and surrounding areas to access Luas services to Mahon, the city centre and Ballincollig.

Traffic effects were closely linked to access and road-space concerns. Respondents were concerned that changes to road layouts, junctions or traffic priority could displace vehicles and parking onto nearby residential streets, particularly where Luas Cork would interact with other transport proposals.

Colm Courtney raised concerns about traffic operation and residential access near the proposed stop at Skehard Road and Well Road. While supportive of the project, he noted that existing congestion on Well Road and access from nearby residential areas, including Ardmahon Estate, would need careful consideration. He stated:

"I am of the view that a one-way traffic system for Well Road should be considered as part of successful delivery of Luas for the area."

David Winning pointed to the potential knock-on effects on surrounding streets:

"The route may push car traffic and parking on to adjoining streets, especially where the Luas overlaps with the BusConnects plans."

Views on route alignment varied. While some respondents advocated for additional assessment of alternative routes, others expressed support for the Preferred Route, citing its use of existing road corridors and avoidance of the Greenway.

Ronan Foy welcomed this approach:

"I like that the preferred route has prioritised using existing roads, in particular by not using the greenway through the Blackrock / Mahon area."

Feedback recognised the potential benefits of improved public transport in the area, including better access to stops and more dependable local journeys.

Nikesh Chopra described the proposed alignment as practical and accessible:

"The proposed spine is very practical, and the Well Road stop is very convenient for me."

Overall, Blackrock and Skehard Road feedback reflected support for improved public transport, alongside concerns about access, safety, narrow residential roads, stop accessibility, cycle connectivity, traffic management and pressure on adjoining streets. Respondents and stakeholders wanted the design to protect local movement, provide safe and convenient access to stops, support active travel and interchange, and deliver reliable public transport without undermining pedestrian, cycling, business or residential access.

4.9 Kent Station

Kent Station represented 2.6% of all unique responses and covers the train station and surrounding interchange area, including links to rail, bus and the city centre.

Figure 25 summarises the key points raised, with feedback focusing on integration with rail and bus services, frequent and reliable transport, route and stop location alternatives, and access and safety.

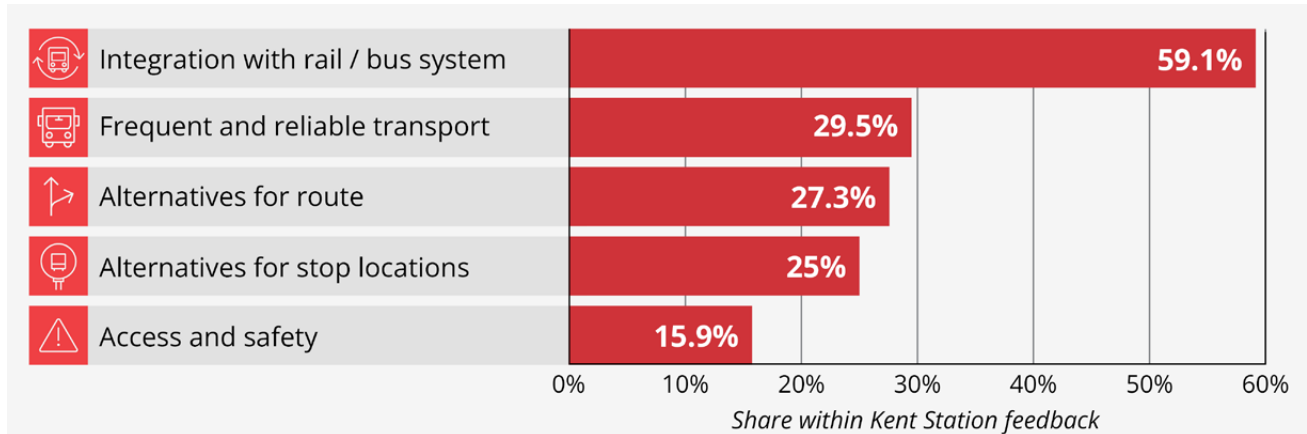


Figure 25: Key points raised in Kent Station

What you told us

Kent Station feedback focused on its role as a major interchange between Luas Cork, rail, bus and the city centre. Respondents emphasised the need for clear, convenient and well-connected interchange, with safe access to the station protected throughout design and delivery.

Iarnród Éireann (IÉ) and Córas Iompair Éireann (CIÉ) highlighted the importance of the proposed Luas connection at Kent Station. Their submission stated:

"IÉ strongly supports the proposed Cork Luas project, particularly its planned connection at Kent Station."

The submission described the connection as an opportunity to strengthen multimodal transport in Cork by improving links between rail, light rail, bus and cycling facilities. IÉ and CIÉ also requested continued engagement with TII and relevant stakeholders during the design of the interchange to ensure that Luas Cork does not interfere with existing rail operations or future railway network development.

Aodhán O'Leary stressed the importance of protecting station access:

"I hope that, at all times, access to Kent station remains a priority for this project."

Future connectivity was a key theme, with respondents linking Kent Station to wider network growth, including potential airport connections and longer-term public transport integration.

Cork Commuter Coalition identified Kent Station as a core interchange point and asked that the design be future-proofed for event services and possible airport connectivity. It stated:

"The creation of an integrated transportation hub at Kent Station is a key goal of the system, enabling seamless transfers between intercity rail services, upgraded bus and commuter rail services, and the new Luas system."

The Victorian Quarter highlighted Kent Station's role as a strategic transport hub and its relationship with surrounding city-centre neighbourhoods. The VQ stated:

"Enhanced connectivity to Kent Station and the development of a transport hub at this strategic node will make our area, and our city, more accessible for local residents and visitors."

Individual respondents also raised airport connectivity. Mina Benyamine stated:

"We need a connection from the airport to nearby Kent Station. This is a must for modern and effective airport travel."

Respondents commented on route and stop location choices, including how Luas Cork should approach Kent Station and how stops should connect with rail, bus, walking and cycling routes.

Access and safety concerns focused on station approach routes, pedestrian movement, interchange design and nearby river and marina access.

Overall, Kent Station feedback focused on creating a well-integrated transport interchange. Respondents and stakeholders wanted the design to support reliable services, safe station access, effective stop placement, strong rail and bus connections, and future opportunities for wider network growth.



Indicative view of Luas Cork through Bridge Street

05

Conclusion and Next Steps

05 Conclusion and Next Steps

Luas Cork is a major transport project for a growing city. The consultation showed strong support for the principle of light rail and a clear desire for more reliable, frequent and sustainable public transport. It also showed that delivering the scheme well will require careful attention to local access, community facilities, traffic, property impacts, environmental effects and construction planning.

Delivering light rail through established neighbourhoods, busy streets and important community spaces is complex. The Preferred Route must therefore balance the strategic benefits of Luas Cork with the practical impacts on residents, businesses, schools, clubs, landowners, public transport users and the wider city.

You told us



Cork needs reliable, high-capacity public transport

Respondents strongly supported the principle of Luas Cork and consistently linked the scheme to a need for more reliable, frequent and higher-capacity public transport. Many viewed Luas Cork as a positive and transformative investment that could improve connectivity, reduce congestion, support sustainable travel and provide an attractive alternative to private car use.



Support for Luas Cork is strong, but the Preferred Route needs refinement

The consultation also showed that support for light rail does not remove local concerns about how the route would operate on the ground. Feedback focused on route alignment, access, safety, property impacts, construction disruption, traffic changes, residential amenity, and the protection of community facilities. These concerns were strongest in Bishopstown and Ballincollig but also featured across the city centre and eastern sections of the route.



Local community impacts require careful consideration

Feedback highlighted the importance of protecting established community assets, including sporting clubs, schools and local amenities, while also ensuring the route supports future growth. Respondents asked for careful consideration of Bishopstown GAA and Highfield RFC, the western extent of the route in Ballincollig, interchange at Kent Station, bridge and maritime impacts in the Docklands, residential access in the eastern suburbs and future connections from Mahon Point.



Luas Cork should support future integration and growth

Respondents want Luas Cork to form part of a wider transport network, with strong links to bus, rail, walking, cycling and P&R. They also asked for clearer information on route choices, delivery timelines, construction impacts, mitigation, future extensions and how feedback will influence the next stage of design.

The consultation shows that respondents recognise the need for Luas Cork and the benefits it could bring, while also expecting the scheme to be developed carefully, transparently and in response to local issues along the route.

Next steps

With this phase of consultation completed, TII and the NTA will move to the next stage of project development. This will include reviewing the issues raised in submissions, developing a preliminary design, considering the potential for local modifications and mitigation measures to address emerging constraints, progressing environmental and technical assessments, continuing stakeholder engagement and preparing for the Railway Order process. Any reports produced regarding potential local modifications and/or design changes to respond to various concerns will be shared publicly.

We will continue to engage with stakeholders as the project develops. Those who made submissions should be assured that the project team pays very close attention to all issues raised, especially those with a potentially high degree of severity.

Figure 26 outlines the indicative next stages for Luas Cork, from design development through to Railway Order preparation, approval, construction and future operation.

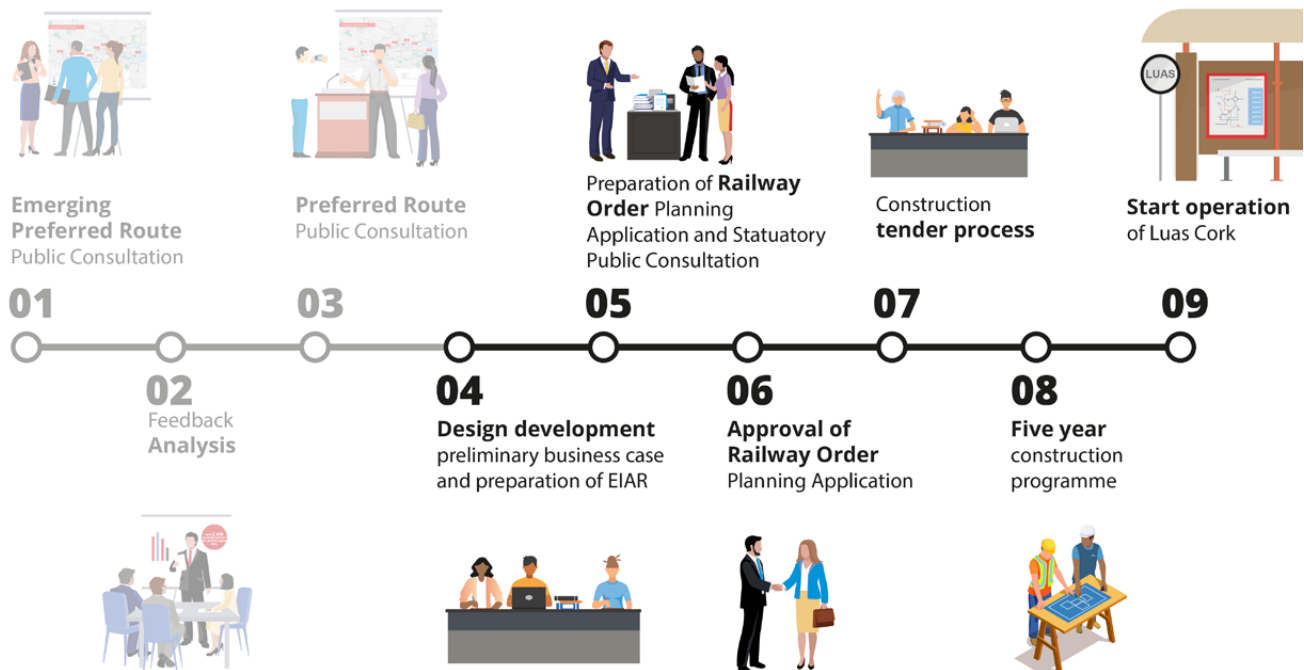


Figure 26: Indicative Luas Cork Project Development Timeline

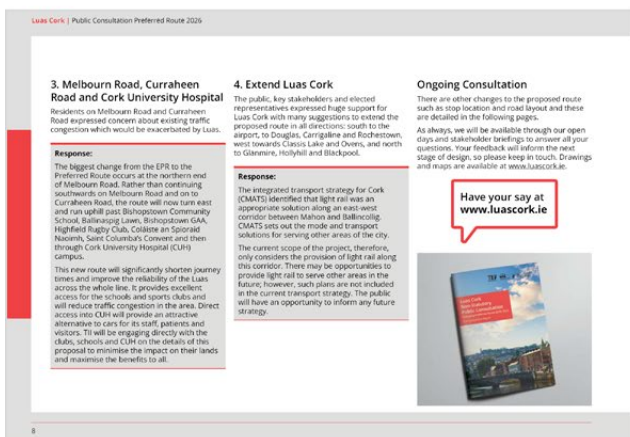
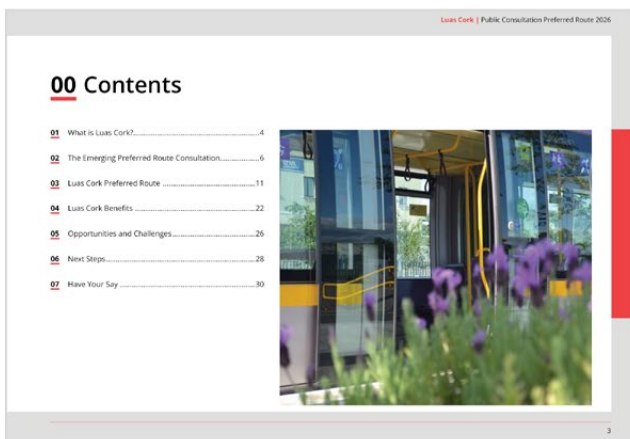
TII and the NTA would like to thank everyone who took part in the consultation and shared their views. Updates on the next stages of Luas Cork will continue to be published at www.luascork.ie.



06

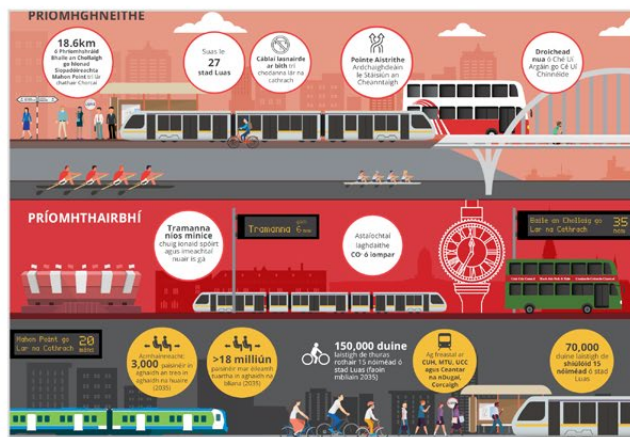
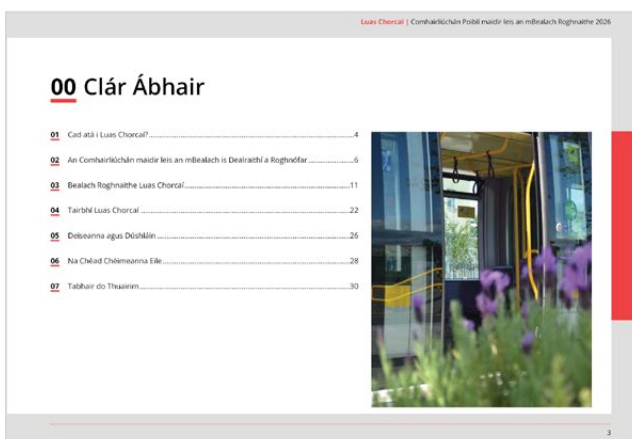
Appendices

A English brochure



<https://luas Cork.ie/media/r2sbstr2/luas-cork-pr-web-version.pdf>

B Irish brochure



https://luas cork.ie/media/mt3hhyvz/luas-cork-pr-2026_landscape_gaeilge_web-1.pdf

C English feedback form



Luas Cork
Public Consultation
Preferred Route 2026

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 Friday 12 June 2026

Q1. Do you support the development of a Luas for Cork?

Yes ☐ No ☐ Unsure ☐

What is the main reason for your answer?
(Please use the space below to provide any comments to explain your answer.)

Q2. Which of the following benefits matter most to you?
(Please select up to three)

Frequent, reliable, safe travel ☐	Reducing traffic congestion ☐	Better access to the city centre ☐	Improved access to education and health services ☐	Reducing carbon emissions from transport ☐
Step-free easy access trams ☐	Unlocking housing development ☐	Supporting jobs growth in Cork ☐	Other (please specify) ☐	

(Please use the space below to provide any comments to explain your answer.)

Q3. Do you have comments on the Preferred Route or stop locations?
You may wish to comment on:

- Route alignment through your area
- Stop locations and access
- Walking, cycling or interchange connections
- Local impacts (noise, construction, parking, access)
- Opportunities for placemaking / public realm improvements

Q4. Is there anything else you would like the project team to consider?
(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.

Are you responding on behalf of an organisation?

☐ Yes ☐ No

Note: Please provide the name of your organisation and role within it.

Please indicate which best describes you (select all that apply):

I live in Cork ☐	I work in Cork ☐	I study in Cork ☐	I regularly travel through Cork ☐	Other ☐
---	---	--	--	--------------------------------

Email Address

Name

Postal address (This will not be made public)

Eircode (You may enter full Eircode or first three characters if you wish?)

If you are interested in receiving more information from us in the future, tick here
Yes please keep me informed ☐

Please note: All submissions will be published.

Thank you for making a submission.

The Luas Cork team will review all submissions received. A public consultation report will be issued in due course

Information, Public Consultation Report and Data Protection

In the interests of transparency submissions, including names but not contact details of individuals, will be published.

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

All parties should also be aware that TI 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.foi.gov.ie and www.ocei.ie.

A summary report of key 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.

Return this form using our address:

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

Or make your submission online at www.luascork.ie

111

Maidir leatsa

Cuidíonn na ceisteanna sa chuid seo linn tuiscint níos fearr a fháil ar an lucht freagairtha a dteochomair mar chuid deár gcomhairleachán. Ní bfuilfeadh (dúid) ar do chuid freagair ach amháin chun eolas a dhéanamh d'ianálais an tsamhain seo agus coinneofar faoi rún iad.

An bhfuil tú ag freagairt thar ceann eagraíochta?

☐ Níl ☐ Tá

Má tá, tabhair ainm d'eagraíochta agus an ról atá agat inti.

Cuir in iúl cén ráiteas is fearr a dhéanann cur síos ort (roghnaigh gach ceann a bhaineann leat)

Tá cónaí orm i gCiorraigh	Oibrím i gCiorraigh	Táim ag staidéir i gCiorraigh	Taistealaím trí Chiorraigh go rialta	Eile (tabhair sonraí le do thoil)
☐	☐	☐	☐	☐

Seoladh ríomhphoist

Ainm

Seoladh Poist (Coinneofar é seo faoi rún)

Éiríodh (is féidir leat Éiríodh iomána a chur iosaigh nó an chialad trí charachtar más mian leat)

Má tá suim agat tuilleadh eolais a fháil uainn amach anseo, cuir tic anseo.

Tá suim agam tuilleadh eolais a fháil ☐

Tabhair faoi dheara: Foilseofar gach aighneacht a fhaighimid.

Go raibh maith agat a aighneacht a dhéanamh.

Foilseoidimid tuairiscidh chomhairleacháin phoiblí ar an áiteolas a gheobhaidh tú ina míonna amach romhainn.

Tabhair an fhóirm seo ar ais dúinn don seoladh poist seo:

Luis Chiorraí,
 Bunscoil na nGallóirí,
 Boscá Chille Poist 13605,
 An tOileán Beag,
 Ciorraigh.

Níl is féidir d'aighneacht a dhéanamh ar líne trí www.luaschorraí.ie

Maidir leatsa

Cuidíonn na ceisteanna sa chuid seo linn tuiscint níos fearr a fháil ar an lucht freagairtha a d'oscailtear mar chuid de na ceisteanna seo. Ní bfuiltear ábalas ar do chuid freagraí ach an bhfuil siad chun eolas a dhéanamh d'ainm, an tsamplaí seo agus cineálacha faoi níos níos.

An bhfuil tú ag freagairt thar ceann eagraíochta?

☐ Níl ☐ Tá

Má tá, tabhair ainm d'eagraíochta ag an ról atá agat inti.

Cuir in iúl cén ráiteas is fearr a dhéanann cur síos ort (roghnaigh gach ceann a bhaineann leat)

Tá cónaí orm i gCorcaigh	Oibrim i gCorcaigh	Táim ag staidéir i gCorcaigh	Taistealam trí Chorcaigh go rialta	Eile (tabhair sonraí le do thoil)
☐	☐	☐	☐	☐

Seoladh ríomhphoist

Ainm

Seoladh Poist (Cinneannar é seo faoi níos níos)

Éiríodh (Is féidir leat Éiríodh a chur isteach nó an chéad trí charachtar más mian leat)

Má tá suim agat tuilleadh eolais a fháil uainn amach anseo, cuir tic anseo.

Tá suim agam tuilleadh eolais a fháil ☐

Tabhair fáil dheara: Foilseagar gach aighneacht a fhaighimid.

Go raibh maith agat as aighneacht a dhéanamh.

Foilseoidimid tuairiscail chomhairleacháin phoiblí ar an aisleas a gheobhaidh nua míonna amach romhainn.

Tabhair an fhorm seo ar ais dúinn don seoladh poist seo:

Luao Chorcaí,
Bonnéagair Kempall Éireann,
Boisica Oifige Poist 13605,
An tOileán Beag,
Corcaigh.

Nó is féidir d'aighneacht a dhéanamh ar líne trí www.luaschorca.ie






E Sample website content (English & Irish)

Luas Cork

Welcome

What is Luas Cork?

EPF Consultation

Luas Cork Preferred Route

Benefits

Next Steps

Downloads

Contact

Privacy And Notices

Previous Consultations

EN GA

Luas Cork
Public Consultation
Preferred Route 2026

Welcome To Luas Cork

Luas Cork is a proposed light rail line running from Ballincorney to Mahon Point, connecting key destinations such as MTU, Cork University Hospital, UCC, Cork city centre, Kent Station, Cork Docklands, Páirc Uí Chaoimh, Blackrock and Mahon.

Our next statutory public consultation on the Preferred Route closed on **Friday 12 June**. Many thanks to everyone who came to a stakeholder meeting, dropped into one of our open days and made a submission. Your views are essential to the ongoing design process of Luas Cork.

While you can no longer make a submission we will continue to meet with stakeholders, the submissions will be published soon and a report on the consultation issued. In the meantime the team is studying every submission closely. We will update everyone who made a submission on news and events.

You can still view the consultation material, including drawings, on [Cork City Libraries](#). You can also email us at info@luasincork.ie.

300 people need

1 tram

4 buses

240 cars

What is Luas Cork?

Luas Cork will transform Cork city, creating a flexible, sustainable, pleasant city. It is a proposed light rail line running from Ballincorney to Mahon Point, connecting communities and key destinations such as Mooter Technological University, Cork University Hospital, University College Cork, the city centre, Kent Station, the Docklands, Páirc Uí Chaoimh, Blackrock and Mahon.

Cork's population is projected to grow by 50 per cent over the next 20 years. Luas Cork is essential to enabling sustainable growth, it will reduce traffic and carbon emissions, unlock housing and jobs growth.

Luas Cork is a central part of the Cork Metropolitan Area Transport Strategy (CMATS) that will deliver integrated public transport including BusConnects, heavy rail improvements and safe cycling and walking infrastructure.

Key Benefits

The Emerging Preferred Route Consultation

A detailed report on submissions made during the 2023 consultation is available [here](#). Here's our response to some of the more popular requests.

[illegible]

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

<https://www.luascork.ie/ga/>

F English information leaflet

Luas Cork | Preferred Route Public Consultation 2026



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

Luas Cork is a transformative light rail line from Ballincollig to Mahon Point, connecting communities and key destinations such as Munster Technological University, Cork University Hospital, University College Cork, the city centre, Kent Station, the Docklands, Páirc Uí Chaoimh, Blackrock and Mahon.

The route has up to 27 proposed stops, a new depot for the trams, a proposed Park & Ride at Ballincollig and a proposed Mobility Hub at Mahon Point.

Luas Cork is a central part of the Cork Metropolitan Area Transport Strategy (CMATS). It is essential to enable sustainable growth, reduce traffic and carbon emissions, unlock housing and jobs growth and create a liveable, walkable, pleasant city.

A public consultation on the Emerging Preferred Route (EPR) closed in June 2025. Since then, the project team has been assessing the feedback submitted. We now propose a Preferred Route for Luas Cork.



Indicative view of Luas Cork from Daunt's Square

Have your say

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

Meet the team at one of our open days:

Wednesday, 6 May, Kingsley Hotel, Victoria Cross, Cork, 12pm to 8pm

Thursday, 7 May, Páirc Uí Chaoimh, Cork, 12pm to 8pm

Tuesday, 12 May, The Carraig Centre, Ballincollig, Cork 12pm to 8pm

Wednesday, 13 May, The Metropole Hotel, MacCurtain Street, Cork, 12pm to 8pm

Get in touch

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

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 Friday, 12 June 2026

Please note that all submissions will be published.



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

G Irish information leaflet

Comhairliúchán Poiblí 2026 maidir leis an mBealach Roghnaithe do Luas Chorcaí

Roghnaigh Bonneagar Iompair Éireann (TII), i gcomhar leis an Údarás Náisiúnta Iompair (NTA), Bealach Roghnaithe do Luas Chorcaí, rud a thabharfaidh iompar poiblí iontaofa inbhuanaithe go Corcaigh.

Líne iarnróid éadrom bunathraitheach atá i gceist le Luas Chorcaí, a rithfidh ó Bhaile an Chollaigh go hIonad Siopadóireachta Mahon Point agus a nascfaidh pobail agus cinn scríbe thábhachtacha amhail Ollscoil Teicneolaíochta na Mumhan, Ospidéal na hOllscoile, Corcaigh, Coláiste na hOllscoile, Corcaigh, lár na cathrach, Stáisiún an Cheanntaigh, Ceantar na nDugáí, Páirc Uí Chaoimh, an Dúcharraig agus Machain.

Tá sé beartaithe go mbeidh suas le 27 stad feadh an bhealaigh, iosta nua do na tramanna, áiseanna Páirceála agus Taistil i mBaile an Chollaigh agus Mol Soghluasteachta ag Ionad Siopadóireachta Mahon Point.

Is cuid lárnach é Luas Chorcaí de Straitéis Iompair Mhórcheantar Chorcaí (CMATS). Tá géarghá leis chun fás inbhuanaithe a éascú, chun trácht agus astaíochtaí carbóin a laghdú, chun cur le deiseanna tithíochta agus fostaíochta, agus chun a chinntiú go mbeidh an chathair

ina háit phléisiúrtha insiúlta a mbeidh daoine sásta cur fúthu inti.

Dúnadh comhairliúchán poiblí maidir leis an mBealach is Dealraithe a Roghnófar (EPR) i Meitheamh 2025. Ó shin i leith, bhí foireann an tionscadail ag déanamh measúnaithe ar an aiseolas a fuarthas. Molaimid Bealach Roghnaithe anois do Luas Chorcaí.



Radharc táscach de Luas Chorcaí ó Chearnóg Daunt

Bíodh tuairim agat

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

Buail leis an bhfoireann ag ceann dár laethanta oscailte:

Dé Céadaoin, an 6 Bealtaine, Óstán Kingsley, Crois Victoria, Corcaigh, 12 meán lae go 8in

Déardaoin, an 7 Bealtaine, Páirc Uí Chaoimh, Corcaigh, 12 meán lae go 8in

Dé Máirt, an 12 Bealtaine, Ionad na Carraige, Baile an Chollaigh, Corcaigh, 12 meán lae go 8in

Dé Céadaoin, an 13 Bealtaine, Óstán Metropole, Sráid Mhic Curtáin, Corcaigh, 12 meán lae go 8in

Bí i dteagmháil

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

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 hAoine, an 12 Meitheamh 2026
Tabhair faoi deara le do thoil go bhfoilseofar gach aighneacht.

H Sample newspaper advert

An Bealach Roghnaithe do Luas Chorcaí Comhairliúchán Poiblí	Luas Cork Preferred Route Public Consultation	An Bealach Roghnaithe do Luas Chorcaí Comhairliúchán Poiblí	Luas Cork Preferred Route Public Consultation
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I Sample social media posts

Cork Chamber
21,908 followers
1mo · Edited ·

Luas Cork reaching preferred route and consultation stage is a welcome and important milestone for Cork, but the key priority now must be maintaining momentum and ensuring delivery keeps pace with the city's growing needs.

Conor Healy, Cork Chamber CEO, said "The eight-week consultation period which commences today is an important opportunity for communities and stakeholders to engage with the project, and it is essential that this next phase of the project is underpinned by meaningful engagement, ensuring that concerns are addressed and that the long-term benefits of the project are realised in a balanced and inclusive way.

"Luas Cork is a once-in-a-generation opportunity to shape the future of our city. By taking a strategic, future-focused approach, we can ensure that this investment supports Cork's continued growth as a vibrant, connected and sustainable city. Momentum is crucial for Luas Cork and the pace at which it is delivered will be a key test for the effectiveness of the Government's Accelerating Infrastructure Action Plan."

Read more <https://lnkd.in/gzgHVR7H>

Transport Infrastructure Ireland | National Transport Authority | Cork City Council - Comhairle Cathrach Chorcaí | Department of Transport

"Luas Cork is a once-in-a-generation opportunity to shape the future of our city. By taking a strategic, future-focused approach, we can ensure that this investment supports Cork's continued growth as a vibrant, connected and sustainable city. Momentum is crucial for Luas Cork and the pace at which it is delivered will be a key test for the effectiveness of the Government's Accelerating Infrastructure Action Plan."

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Transport Infrastructure Ireland | National Transport Authority | Cork City Council - Comhairle Cathrach Chorcaí | Department of Transport

Cork Chamber welcomes key milestone in Luas Cork development
chamber.corkchamber.ie

Irish Examiner
@irishexaminer

Cork Luas: GAA club vows to fight new route 'to the very end'

Cork Luas: GAA club vows to fight new route 'to the very end'...

From irishexaminer.com

EchoLive.ie @echolivecork · 11/05/2026

Open days will give public chance to have a say on Luas Cork preferred route

Open days will give public chance to have a say a...

From echolive.ie

EchoLive.ie @echolivecork

Junior transport minister concerned over Luas route through Cork GAA club

Junior transport minister concerned over Luas route throug...

From echolive.ie

The Irish Times

The new proposed route for the €2 billion-plus Luas Cork light rail transport system was published on Friday, after changes to reduce the impact on local residents and businesses.

The biggest change from the early draft route for the 27-stop rail line published by Transport Infrastructure Ireland in April 2025 is a new diversion of the route in Bishopscourt.

Luas Cork: New preferred route for €2bn line would split Cork University Hospital campus

From irishtimes.com

Transport Infrastructure Ireland
21,336 followers
3w ·

A public consultation for the Preferred Route for Luas Cork is now open - we want to hear from you 🗣️

Meet the team at one of our open days, which offer an important opportunity to view the proposals, inspect drawings, and staff from TIi will be available to answer questions.

Open Day Locations and Times
Wednesday, 6 May, Kingsley Hotel, Victoria Cross, Cork, 12pm to 8pm
Thursday, 7 May, Páirc Uí Chaoimh, Cork, 12pm to 8pm
Tuesday, 12 May, The Carraig Centre, Ballincollig, Cork, 12pm to 8pm
Wednesday, 13 May, The Metropole Hotel, MacCurtain Street, Cork, 12pm to 8pm.

We welcome feedback from communities across Cork on this essential public transport project for the city. Find out more and make a submission at www.luascork.ie.

National Transport Authority #LuasCork
#PublicConsultation #LightRail #PublicTransport
#SustainableTransport #ConnectedCommunities

Transport Infrastructure Ireland
21,336 followers
1mo ·

Transport Infrastructure Ireland has today launched the public consultation for the Preferred Route for Luas Cork!

The launch takes place on World Public Transport Day, a global celebration of the critical role public transport plays in people's everyday lives.

Luas Cork is a proposed light rail line with up to 27 stops running from Ballincollig to Mahon Point, connecting key destinations such as MTU, Cork University Hospital, UCC, Cork city centre, Kent Station, Cork Docklands, Páirc Uí Chaoimh, Blackrock and Mahon.

Cork is projected to be the fastest-growing city in Ireland over the next 20 years, with a population increase of 50 to 60 per cent anticipated. Luas Cork is key to supporting this growth and delivering the large-scale regeneration and investment planned for Cork, including the Cork City Docklands, which is expected to deliver 20,000 new homes and almost 25,000 jobs at Kennedy Quay.

As part of the consultation, there will be a number of open days across the city. Project drawings will be available to view, and members of TIi's Luas Cork team will be on hand to answer questions and discuss the proposals.

TIi is committed to delivering Luas Cork to enable the sustained and sustainable growth of Cork city.

Transport Infrastructure Ireland
21,336 followers
1w ·

We are pleased to announce that the Luas Cork Virtual Consultation Room is now live at [luascork.ie](https://lnkd.in/gv32fGd), providing an accessible and flexible way to engage with the project. You can click on the following link to access the Virtual Consultation Room: <https://lnkd.in/gv32fGd>

The virtual room enables you to:

- Review project materials at your convenience
- View a video of the proposed route
- Submit informed feedback as part of the consultation

We encourage all stakeholders to participate and make a submission during the consultation period, which closes on 12 June at 17:30.

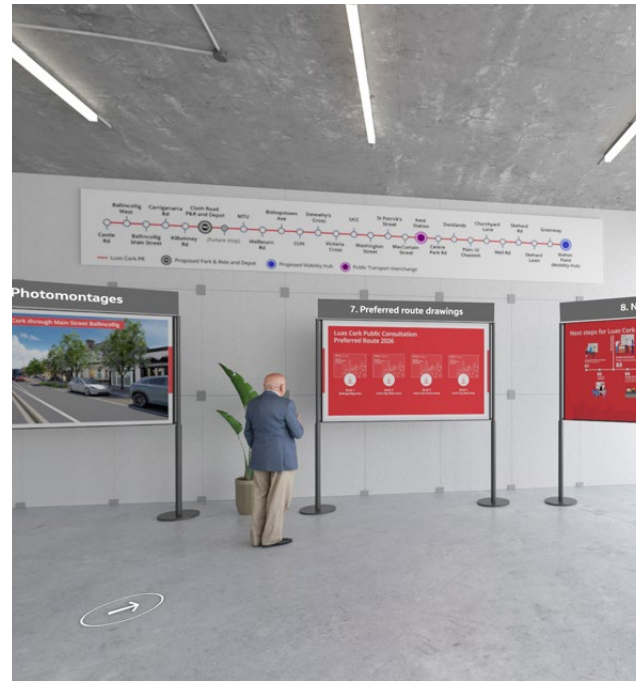
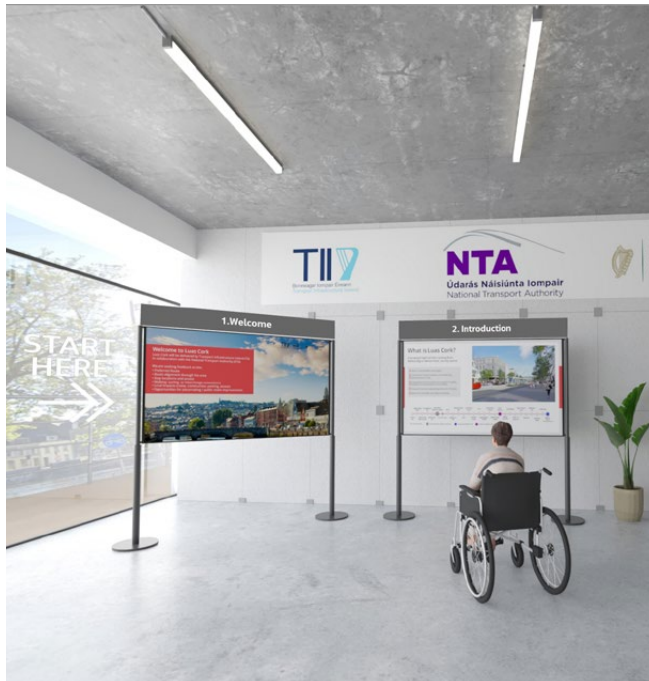
Members of the project team will also be available at upcoming public open days:

- The Carrig Centre, Ballincollig | 12 May | 12:00–20:00
- The Metropole Hotel | 13 May | 12:00–20:00

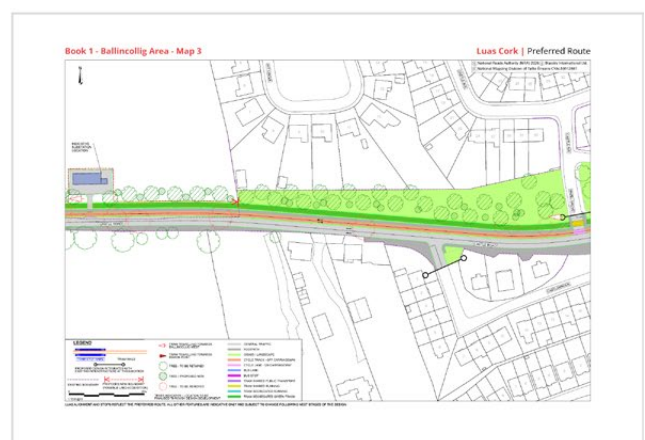
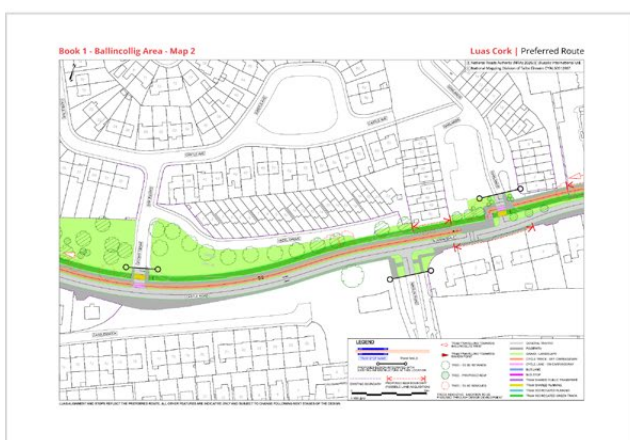
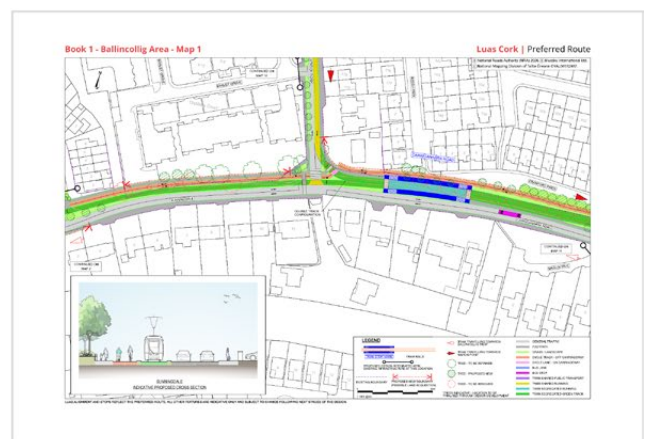
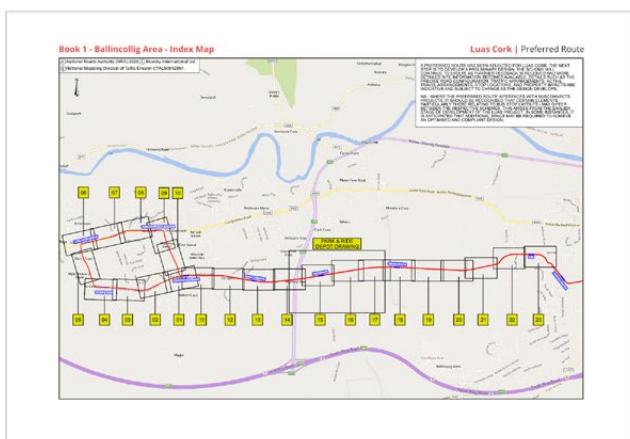
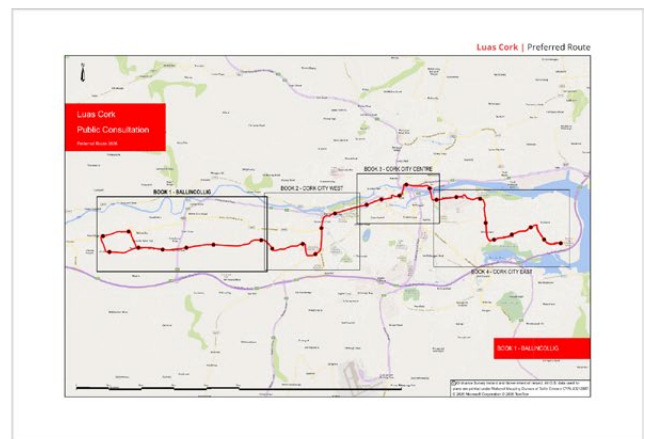
#luascork #sustainabletransport #lightrail

Luas Cork
luascork.virtualeventspace.io

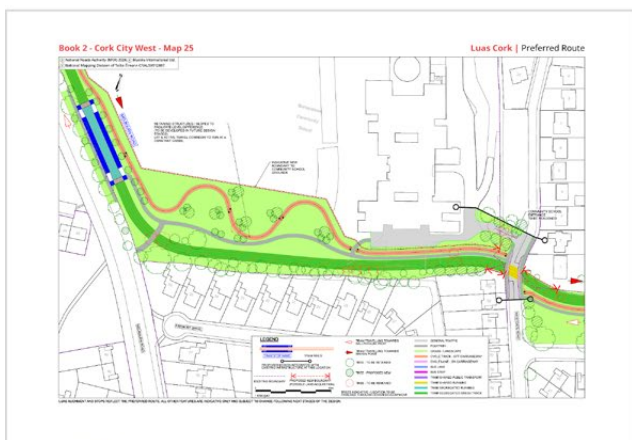
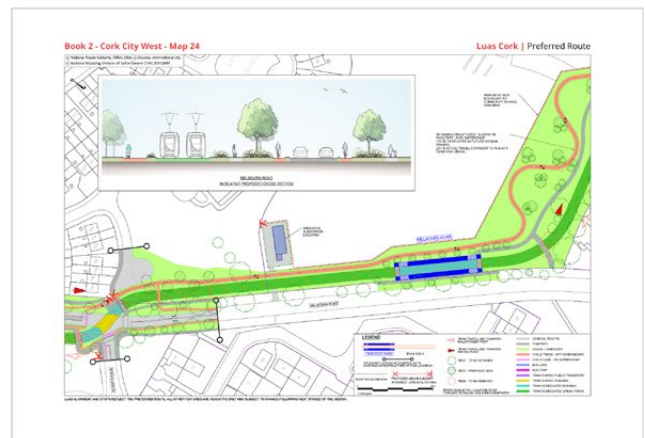
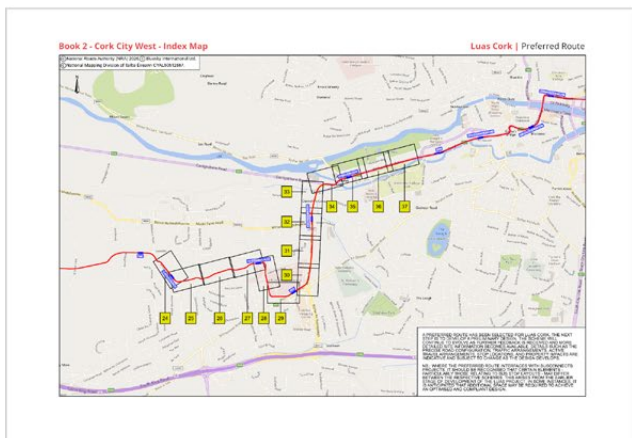
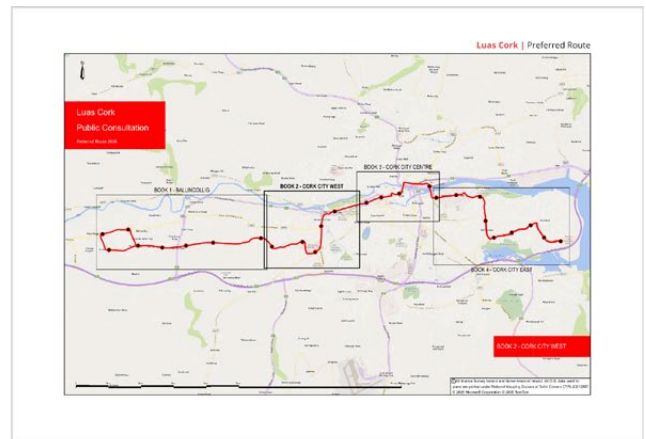
J Sample of virtual exhibition room



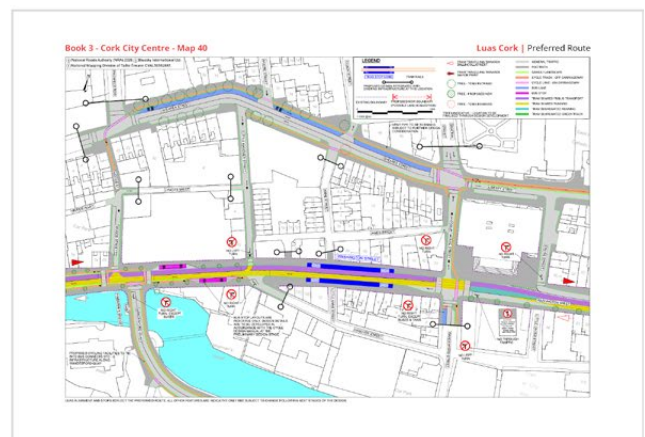
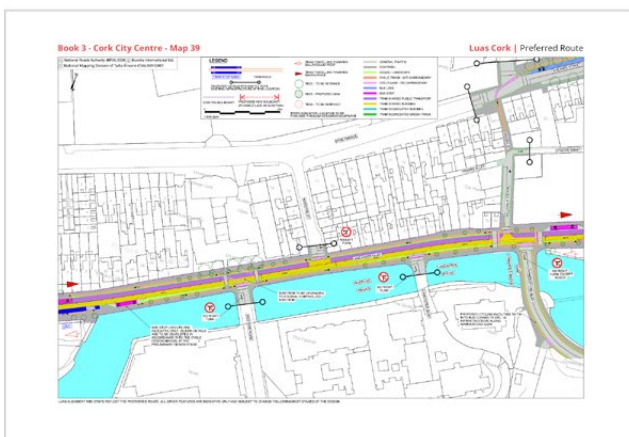
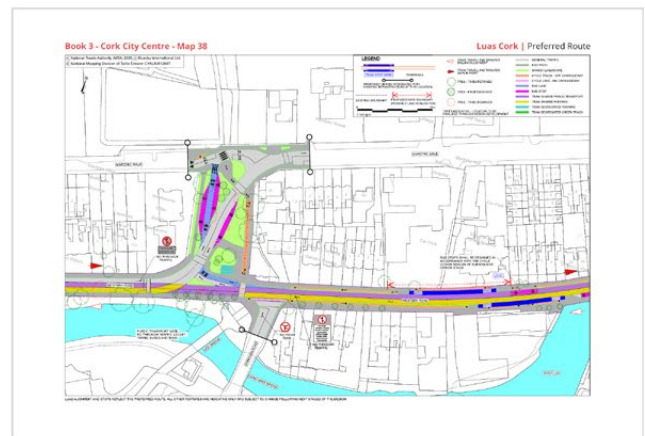
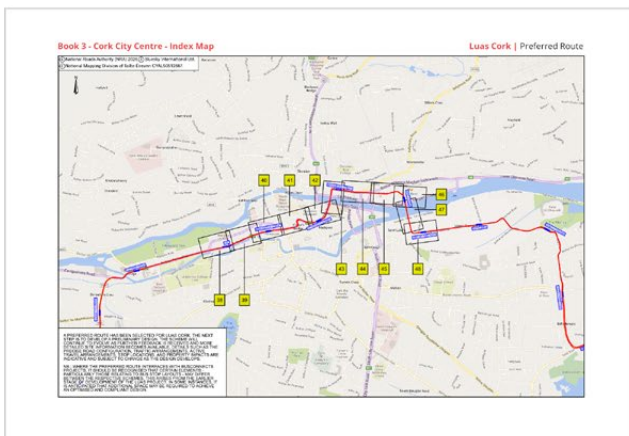
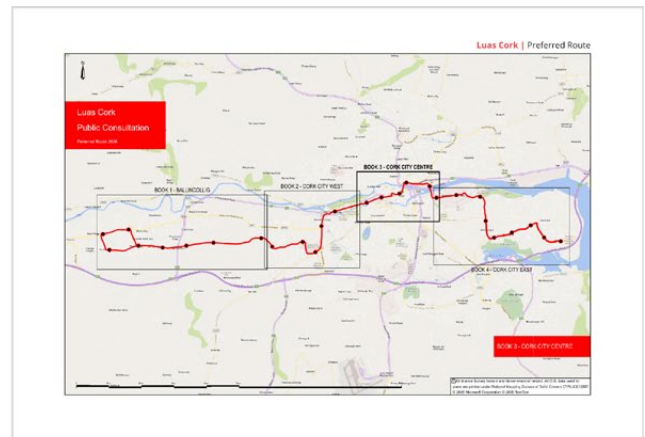
K Books of drawings



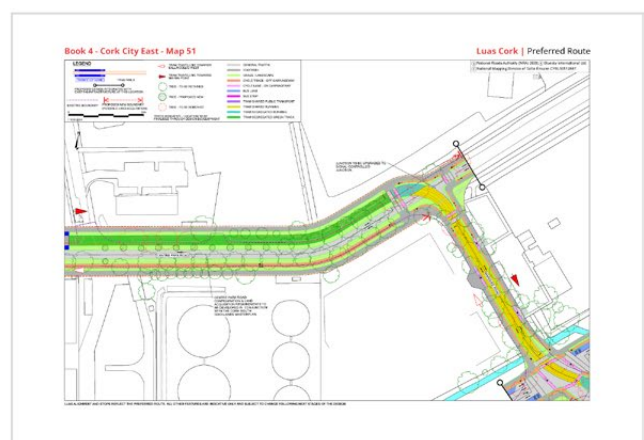
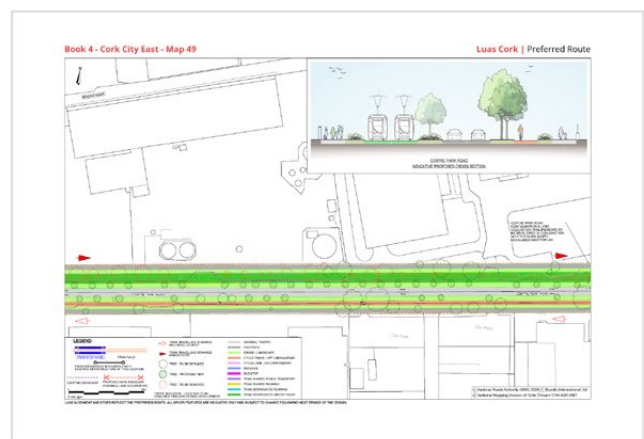
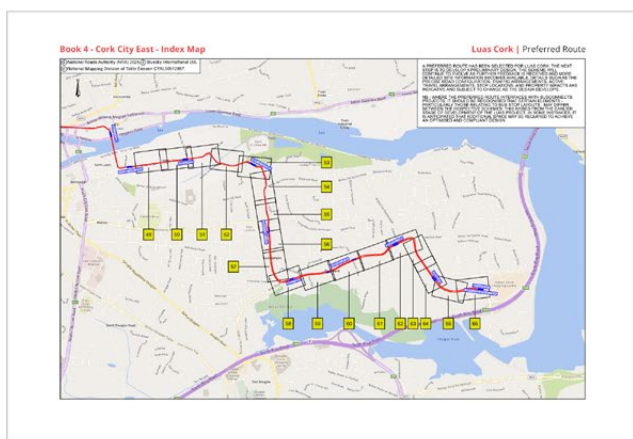
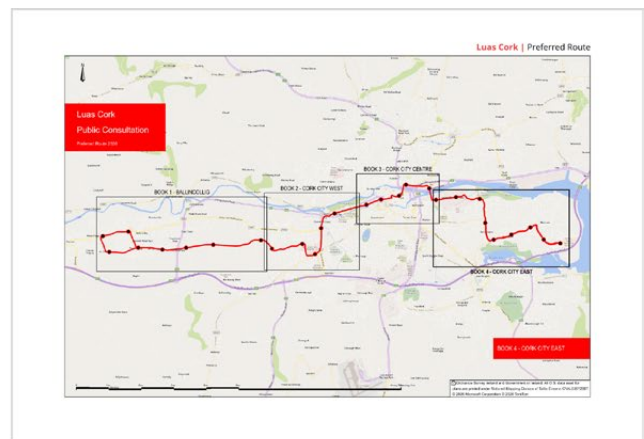
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<https://luascork.ie/media/5b3nooum/luas-cork-map-book-2-cork-city-west-a3-web-1.pdf>



<https://luascork.ie/media/fnvdglyu/luas-cork-map-book-3-cork-city-centre-a3-web-1.pdf>



https://luascork.ie/media/pjlnqdf0/luas-cork-map-book-4-cork-city-east-a3-web_18th-may.pdf

L Press release

PRESS RELEASE

Cork, Friday 17th April 2026

TII LAUNCHES LUAS CORK PUBLIC CONSULTATION

Submissions invited from public on Luas Cork Preferred Route running from Ballincollig to Mahon

Transport Infrastructure Ireland has today launched the public consultation process for the Preferred Route (PR) for Luas Cork.

The launch coincides with World Transport Day, a global celebration of the critical role public transport plays in people's everyday lives. The public consultation continues until Friday 12th June at 5.30pm.

Luas Cork is a proposed light rail line with up to 27 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 Preferred Route is largely similar to the Emerging Preferred Route published last year but includes some improvements, including the addition of new stops and reconfiguring other stops to minimise the impact on local residents and businesses.

The biggest change is at the northern end of Melbourn Road where the route will turn east and run uphill past Bishopstown Community School, Ballinaspig Lawn, Bishopstown GAA, Highfield Rugby Club, Coláiste an Spioraid Naoimh, Saint Columba's Convent and then through Cork University Hospital (CUH) campus.

This will shorten journey times, provide excellent access for the schools and sports clubs and will reduce traffic congestion in the area. Direct access into CUH will provide an attractive alternative to cars for its staff, patients and visitors.

TII is already engaging directly with the clubs, schools and CUH on the details of this proposal to minimise the impact on their lands and maximise the benefits to all.

In Ballincollig the route is moving further west to Flynn's Road which will widen the catchment area, and some changes have been made on Station Road to improve access and minimise the impact on the Church of St Mary and St John.

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. Luas Cork is 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. See below for details.

Minister for Transport Darragh O'Brien said: "I am delighted that the Preferred Route for Luas Cork is being launched today, following useful public comments received to the Emerging Preferred Route last year. I encourage public engagement in this new public consultation as we seek to deliver this important new light rail line, which is underpinned by huge Government investment and will be transformative for the people of Cork."

Minister of State at the Department of Transport Jerry Buttimer said: "It is vital that the route planning and engagement prioritises the views of residents, clubs, schools and communities that Cork Luas is intended to serve.

We must have strong, ongoing engagement and ensure that sensible decisions around location are made.

I want to encourage people to engage in this public consultation, and I have been promised by the NTA & TII that this consultation is paramount."

Anne Shaw CEO of the NTA said: "It's great to see progress being made on this project, and I'd encourage people in Cork to avail of this opportunity to get involved by participating in this consultation. I believe Luas Cork has the potential to be a transformative project that will benefit communities in the city and beyond, for generations to come."

Lorcan O'Connor CEO of TII said: "Light rail is unparalleled in its transformative impact on cities by providing high-capacity, reliable, low-carbon public transport. TII stands ready to deliver Luas Cork and enable the sustained and sustainable growth of Cork city."

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

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

ENDS

Notes

Luas Cork will be delivered by Transport Infrastructure Ireland (TII) and has been designed in collaboration with the National Transport Authority (NTA). It is being developed in close consultation with BusConnects to support the shift from cars to public transport and active travel.

The open days are as follows:

6 May – Kingsley Hotel, Victoria Cross 12pm – 8pm

7 May – Páirc Uí Chaoimh 12pm – 8pm

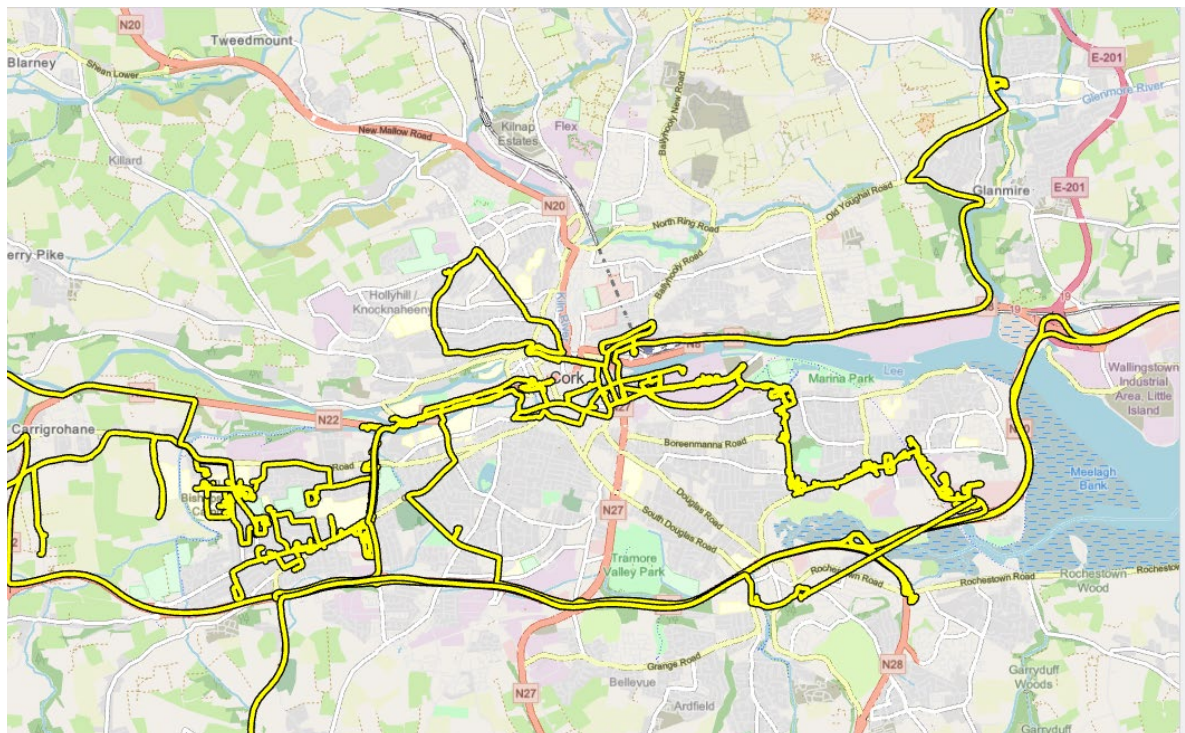
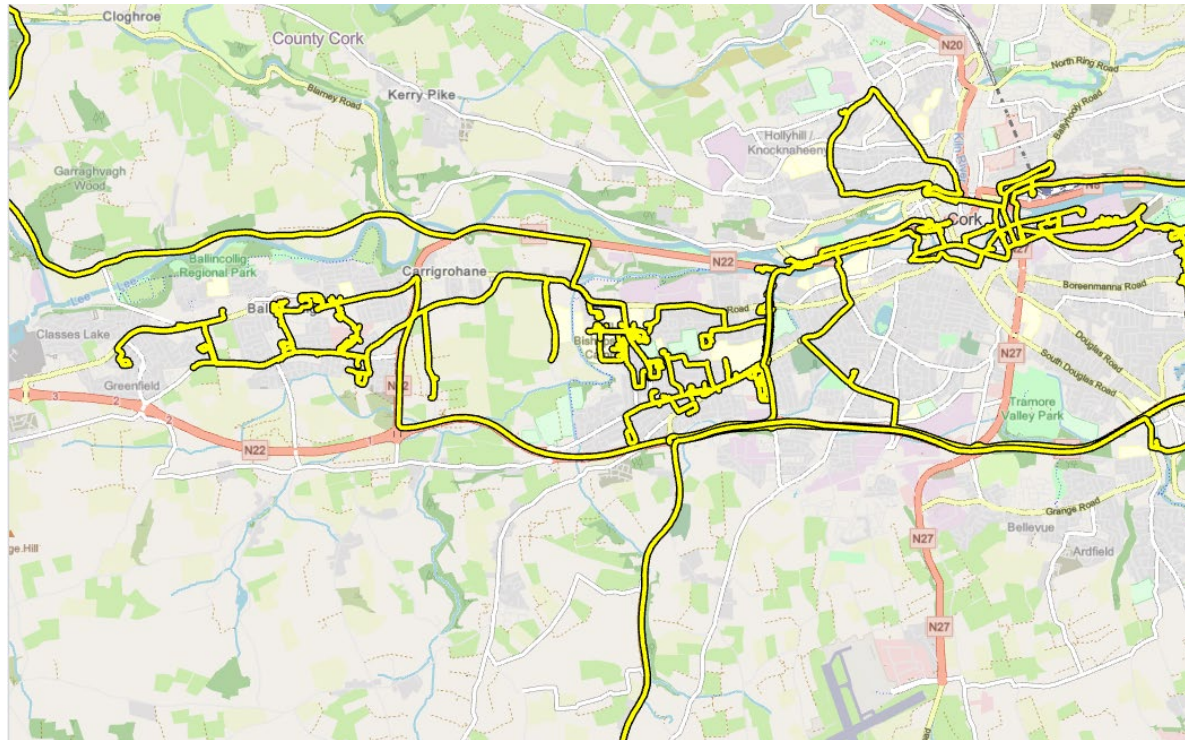
12 May – The Carraig Centre, Ballincollig 12pm – 8pm

13 May – Metropole Hotel, MacCurtain Street 12pm – 8pm

The Luas Cork project team will arrange in-person briefings with other organisations and impacted stakeholders throughout the consultation.

For further information contact Media@luascork.ie

M Leaflet distribution area



N Sample photos from Luas Cork events



Carraig Centre



Cork Constitution



Kingsley Hotel



Launch Event



Metropole Hotel



Páirc Uí Chaoimh

O Impacted property owner letters



P Sample newspaper coverage by local and national outlets

HOME PAGE / NEWS / MUNSTER

New Luas Cork route unveiled with 27 stops as public consultation opens until June

Updated 20km light rail plan includes revised Bishopstown route, additional stops, and consultation on major Cork transport project



Luas Cork as it passes by UCC

Fri, 17 Apr, 2026 - 13:00
Donal O'Keeffe

HOME PAGE / NEWS / MUNSTER

Cork Luas: Mixed reaction after publication of preferred route for €2.5bn transport network

Local politicians broadly welcome preferred route — but raise issues including funding, further disruption on MacCurtain St, and the absence of routes to the Northside and Cork Airport



A visualisation of a Luas Cork tram turning from St Patrick's Street into Grand Parade in the preferred route published last week.

Mon, 20 Apr, 2026 - 18:30
Donal O'Keeffe

Cork
INDEPENDENT

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Cork Luas

Bishopstown
Mahon
Transport infrastructure Ireland
Cork news
City rail



d Mobility Hub Public Transport Interchange

New Cork Luas route revealed

The new preferred route for the Cork Luas has been announced, with a public consultation phase running until 12 June at 5.30pm.

The new preferred route will feature 27 stops and run from Ballincollig to Mahon, via MTU Bishopstown, Wilton Road, Washington Street, Kennedy Quay, Kent Station, Páirc Uí Chaoimh, and Boreenanna Road.

A number of open days as part of the public consultation have been announced where drawings of the route can be inspected by members of the public, and where Transport Ireland (TI) staff will be on-hand to answer questions.

Published: Fri 17 Apr 2026, 2:48 PM

RTÉ 100 News Sport Entertainment Business Lifestyle Culture Gaelige Player TV Radio

News Munster Politics Regional Ireland Middle East Climate Nuacht World Programmes

Proposed Luas Cork route to run from Ballincollig to Mahon Point

Updated / Friday, 17 Apr 2026 16:57



By Paschal Sheehy
Southern Editor

Luas Cork: new proposed route with 27 stops unveiled

The new route runs from Ballincollig to Mahon Point and includes up to 27 stops



The planned Cork Luas project is due to serve local residents once operational

RTÉ 100 News Sport Entertainment Business Lifestyle Culture Gaelige PI

News Regional Connacht Dublin Leinster Munster Ulster

Public consultation period for Luas Cork route to close

Updated / Friday, 12 Jun 2026 00:01



An impression of the planned Luas Cork running down St Patrick's Street in Cork city centre

By Marc O'Driscoll
South East Correspondent

Q Sample of consultation submission portal (English)

Luas Cork

The consultation is now closed.



Luas Cork is a proposed light rail line running from Ballincollig to Mahon Point, connecting communities and key destinations such as Munster Technological University, Cork University Hospital, University College Cork, the city centre, Kent Station, the Docklands, Páirc Uí Chaoimh, Blackrock and Mahon.

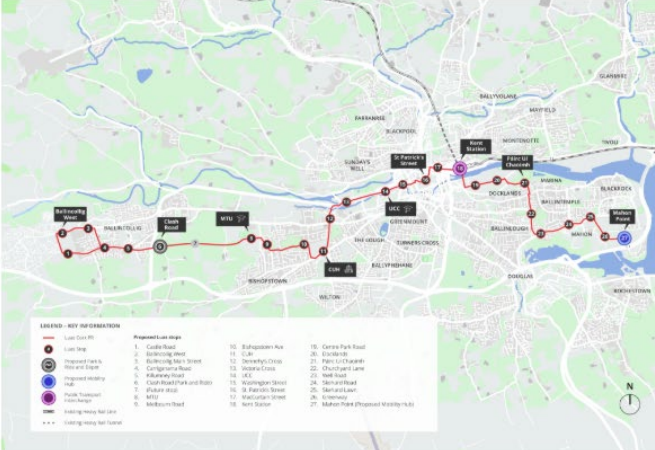
Cork's population is projected to grow by 50 per cent over the next 20 years. Luas Cork is essential to enabling sustainable growth. It will reduce traffic and carbon emissions, unlock housing and jobs growth and create a liveable, walkable, pleasant city.

We are now publishing the Preferred Route for consultation which will be open until 5.30pm on Friday 12 June. You can read all about the route on www.luascork.ie or download the brochure from the important documents section. Please make your submission here or if you have a number of documents to submit, email us at info@luascork.ie

All submissions including names, but not addresses or contact details, will be published when the consultation has closed.



Preferred Route Luas Cork



REGISTER **Make a submission**

Important Documents

- [Preferred Route Brochure \(5.73 MB\) \(pdf\)](#)
- [Preferred Route Option Report.pdf \(6.71 MB\) \(pdf\)](#)
- [Luas Cork Map Book 1 Ballincollig.pdf \(9.89 MB\) \(pdf\)](#)
- [Luas Cork Map Book 2 Cork City West.pdf \(7.54 MB\) \(pdf\)](#)
- [Luas Cork Map Book 3 Cork City Centre.pdf \(6.17 MB\) \(pdf\)](#)
- [Luas Cork Map Book 4 Cork City East.pdf \(8.62 MB\) \(pdf\)](#)

Who's Listening

Paolo Carbone
Head of Light Rail Capital Programmes
TTI



Important Links

[Luas Cork website](#)

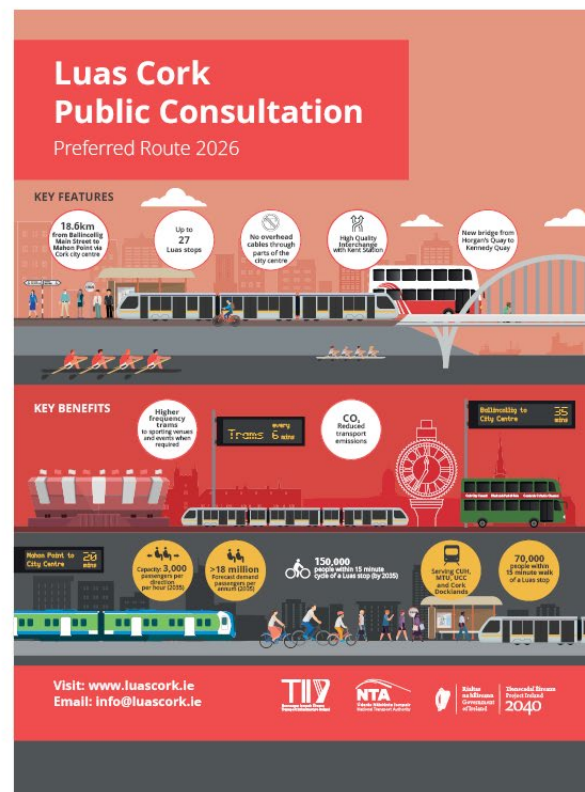
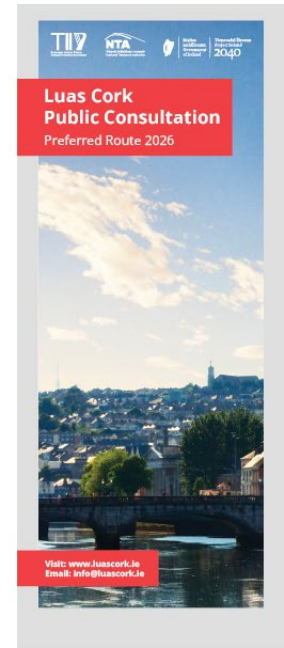
Key Dates

- Open Day Kingsley Hotel, 12pm-8pm
06 May 2026
- Open Day Páirc Uí Chaoimh 12pm – 8pm
07 May 2026
- Open Day, The Carraig Centre, Ballincollig
12pm – 8pm
12 May 2026
- Open Day Metropole Hotel, 12pm – 8pm
13 May 2026

R Sample of consultation submission portal (Irish)

[illegible]

S Sample of display banners



T Organisations or groups who submitted

- Alan Moore, secretary of Hedgerows Ireland
- An Post
- An Taisce Corcaigh
- Aontas na Mac Léinn in Éirinn (AMLE)
- Avondale Park Residents Group
- Ballincollig Business Association
- Ballincollig Sustainable Travel
- Ballineaspig, Firgrove and Westgate Residents Association
- Better Value Unlimited Company
- Bishopstown Avenue West Residents Group
- Bishopstown GAA Club
- Board of Management, Bishopstown Community School
- Board of Management, Coláiste an Spioraid Naoimh
- Chambers Ireland, Head of Infrastructure Policy
- Cork Airport
- Cork Branch, Spina Bifida Hydrocephalus Ireland.
- Cork Business Association
- Cork Chamber of Commerce
- Cork Commuter Coalition
- Cork Constitution F.C.
- Cork County Council
- Cork Cycling Campaign
- Cork Disabled Persons Organisation (Cork DPO)
- Cork Dragons
- Cork Transport & Mobility Forum
- Cove Sailing Club
- Curraheen Road Residents Group
- Department of Housing, Local Government and Heritage
- DMA Surveyors on behalf of St. Columba's Convent, Bishopstown Avenue West
- Douglas Network
- Foróige
- Glencairn Park & Melbourn Mews Resident's Association
- Highfield RFC
- Highfield Squash Club (Chairperson)
- HW Planning on behalf of IDA Ireland
- Iarnród Éireann (IÉ) and Córas Iompair Éireann (CIÉ)
- Ibec
- INT INV (I) GP Limited on behalf of Castlewest Shopping Centre
- Irish Deaf Society (Research & Policy Officer)
- Irish Kidney Association
- Kendellen Family, Basil Market & Deli
- Land Development Agency
- Maritime Area Regulatory Authority (MARA)
- Mary Morrish, Manager, Missionaries of the Sacred Heart
- McCarthy Developments Ltd
- Meitheal Mara
- Melbourn Residents Association (Bishopstown)
- Munster Technological University
- National Disability Authority
- Nature Network Ireland
- Office of Public Works (OPW)
- Paladar Ltd
- PM Group
- Port Of Cork
- Presentation Brothers Schools Trust (PBST) – Patron and Trustees of Coláiste an Spioraid Naoimh, Bishopstown
- Quish Group (local retailer)
- Residents Association Bishopstown
- Sinn Féin
- Southern Milling Ltd
- St. Catherine's National School
- Talbot Hotel Cork
- The Everyman (Executive Director)
- The White Horse Ballincollig
- Tower Development Properties Limited
- Uisce Éireann
- University College Cork, Buildings and Estates Commuter Plan Manager
- Victorian Quarter
- Wilton Avenue, Upper Bishopscourt and Merlyn Lawn Residents' Association

U Elected representatives who made submissions

- Cllr. Albert Deasy
- Cllr. Ciara O'Connor
- Cllr. Colm Kelleher
- Cllr. Jack White
- Cllr. Joe Lynch
- Cllr. Kieran McCarthy
- Cllr. Oliver Moran
- Cllr. Peter Horgan
- Donnchadh Ó Laoghaire TD
- Jerry Buttimer TD
- Pádraig Rice TD
- Séamus McGrath TD
- Senator Garret Kelleher
- Senator Laura Harmon

V Detailed schedule of stakeholder briefings

Group	Stakeholder
Local Authority	Cork City Council
Business Representative Organisations	Ballincollig Business Association
	Cork Business Association
	Cork Chamber of Commerce
	Victorian Quarter
Businesses & Employers	Basil Deli, Ballintemple
	Goulding Soil Nutrition
	Healy's Bar, Ballincollig
	Jerh O'Connor Funeral Home
	Joe Duffy Motors (CAB), Monaghan Road
	MacCurtain Wine Cellar
	Martin O'Donovan (Skehard Road Properties)
	PM Group
	Skehard Road Pharmacy
	Southern Milling
	The Metropole Hotel
	The Venue Bar
Educational Institutions	Bishopstown Community School
	Coláiste an Spioraid Naoimh
	Munster Technological University
	University College Cork
Transport & Strategic Infrastructure Stakeholders	Cork Airport
	Cork Docklands
	Irish Rail (Cork Area Commuter Rail)
	NTA (Bus Connects Cork)
	Port of Cork Company

Group	Stakeholder
Landowners, Property Interests & Developers	David McSweeney (Monaghan Road Site)
	Donal & Niamh O'Brien Flynn's field
	HW Planning with Thomas Murphy
	Mahon Point Shopping Centre
	Martin O'Donovan (Skehard Road Properties)
	O'Callaghan Properties
	Patricia O'Leary (Clash Road Lands)
Sporting & Recreational Organisations	Bishopstown GAA
	Cork Constitution RFC
	Cork Dragons
	Highfield RFC
	Meitheal Mara
Heritage and Environmental Bodies	National Monuments Service
	Nature Network Ireland (Beaumont Quarry)
Religious Institutions	Missionaries of the Sacred Heart, Western Road
	St. Columba's Convent, Bishopstown Avenue
Residents Associations	Ballintemple Residents Association
	Curraheen Road Residents Association
	Glencairn and Melbourn Mews Residents Association
	Melbourn Road Residents Association
Utilities	Uisce Éireann; Bord Gáis; ESB; Gas Networks Ireland
Accessibility & Disability Organisations	Transport and Mobility Forum
	Enable Ireland (Lavanagh Centre)
Healthcare & Public Service Institutions	Cork University Hospital
	HSE representatives

