



Transport & Mobility Forum

LUAS Cork

TII Transport Infrastructure Ireland
Little Island
Cork

Via online consultation portal

Transport and Mobility Forum, Cork
www.transportandmobilityforum.com
tmfcork@gmail.com

c/o The Environmental Forum
Bernadette Connolly
Mount Carmel, Kilcolman
Enniskeane, Co. Cork
P47 C578

12th June 2026

Public Consultation – Response

LUAS Cork – Preferred Route (PR)

www.luascork.ie

Dear Sir/Madam,

Thank you for giving the general public and stakeholders the opportunity to feed into the public consultation on the revised plans for the Cork LUAS light-rail, Preferred Route (PR).

The Transport and Mobility Forum, Cork (TMF) is a cross-sectoral representative group of organisations who have a common interest in sustainable travel *. The TMF fully supports measures and policies promoting sustainable and active travel. Sustainable and Active Travel (cycling and walking) helps to reduce congestion on roads, improve air quality, supports a low carbon economy, reduces noise pollution and improves public health, as well as the general quality of life in the city.

As such it is the TMF's aim to support the UN's Sustainable Development Goals, in particular SDG 3 (Good Health and Well-Being), SDG 11 (Sustainable Cities and Communities) and SDG 13 (Climate Action).

1 Overview

Transport and Mobility Forum, Cork (TMF) is strongly in favour of the proposed plans for a LUAS light rail in Cork. Public Transport (PT), along with active travel, needs to become the backbone of transport in the Cork Metropolitan Area. Present levels of private car traffic in the city (in absolute numbers) cannot be exceeded going forward, as already now, one local incident in the peak hours brings large parts of the city road network to a collapse. In the contrary, they need to be reduced given the space needed to prioritise PT and cycling infrastructure.

PT's attractiveness and reliability vs. delays in traffic congestion due to high volumes of car traffic is a typical "chicken or egg" situation, which must actively be addressed and communicated by the City Council and the NTA. This transition process needs clear communication and leadership. Even after the completion of a light rail system public transport within the city will continue to largely depend on buses in the 2030s, both buses and LUAS services will need to be frequent and reliable, with predictable travel times. Trust in PT's reliability will be essential to attract more passengers and hence free up road space where these passengers have previously been travelling by car.

For PT's reliability, both light rail and buses must be given priority in city traffic over private car use with more bus lanes and priority at signalled junctions.

Comprehensive information on public transport (covering all local operators, public or private) is needed at all levels with integration into all kinds of media (e.g. Google Maps). TFI operated real-time information needs to be improved, as so far, it is often inaccurate.

The proposed high-volume East-West LUAS corridor is fully supported and needs to be strengthened in PT offer long before the actual light rail will become operational.

In addition, a similarly strong North-South bus corridor (in connection with P+R) shall be created to take through car traffic out of the city centre, not least to create room for dedicated bus and cycling infrastructure crossing the city centre.

P+R sites in the West and North of the City must connect directly to employment hotspots like the South-West (UCC, CUH, County Hall) and Mahon via the proposed light rail system as a priority.

Connections and transfers between routes, operators and transport modes will more and more become the norm. They need to be organised as seamless as possible, as the "one-seat bus trip" becomes more unlikely.

Seamless transfer will become even more important when the planned LUAS line becomes operational, as trips on the main corridor will be bundled, but fine distribution in the suburbs will often need to happen by bus.

Stops must be attractive and fully accessible at all times and for all passengers, not least for allowing safe access for mobility impaired passengers.

Transport & Mobility Forum

Stops and stations should be well connected to local walking and cycling routes. Bicycle parking should be provided at major stops. Bike+Ride and Park+Ride should be provided in key locations. But extensive car parking should not be prioritised over high density residential and commercial development in the vicinity of stations.

Stops should become a “place” in neighbourhoods and serve multiple purposes (vending machines, “parcel motel”, local notice board, ...). Access and waiting must be safe esp. for vulnerable users, incl. single female passengers. Stops should be visible in populated and overlooked places (“with eyes on the street”), well-lit at night. LUAS stops as ‘Neighbourhood Mobility Hubs’ should be explored.

One of the most impactful aspects of the LUAS project is its potential to unlock land for high density transit and active travel oriented development rather than existing low density car dependant developments. The LUAS line and stops must be built in parallel with new local developments, not years later, so that demands for services will exist from “day one”. To facilitate this station location, layout, and integration with the local street network should attempt to maximise the area within walking distance of the stop.

The carriage of bicycles on all services should be provided and facilitated where possible. Integrating both modes will unlock significant synergies regarding light rail catchment and last-mile solution as well as action radius for cycling.

The LUAS project will be a Gamechanger in public transport for Cork, and we hope that the first line will be extended to develop a network.

2 Observations in brief:

To summarise our main observations in brief, please see our main points in bullets. We will then elaborate in more detail on same in section 3.

- *Support for larger Ballincollig loop, need for consideration of future service to Dell/Ovens*
- *Cautious support for revised routing in Bishopstown*
- *Concern at significant amount of remaining shared lanes.*
- *Need for a transport hub at CUH/Wilton stop, to serve transfer to western regional bus routes.*
- *Bus stop placement issues, significant improvement with some, but issues remaining.*
- *City Centre routing advantages & disadvantages of Washington St., Patrick St, MacCurtain St versus South Mall (network vulnerability, resilience, placemaking)*
- *Request for relocation of city centre stops (Patrick St / Mac Curtain St), access to Bus Station*
- *Cycling to be facilitated along the route (also as destination bike traffic)*
- *Location of western Park + Ride at Clash Rd*
- *Sequencing of the taking into Public Ownership of the “Green field” sections west of MTU.*
- *Optimisation of opportunities for high density transit-oriented development*
- *Provision for extension and additional lines*

3 Detailed Observations:

3.1 Location of the LUAS line

3.1.1 Changes made in Preferred Route plans

The LUAS alignment in the Preferred Route (PR) plans has seen modifications to the initial plans (EPR) in Ballincollig and Bishopstown. We would also like to comment on the alignment between Ballincollig and MTU, and in the City Centre (Patrick St).

Ballincollig: The slight extension of the Ballincollig loop to the West will bring the LUAS closer to existing housing areas (Coolroe, Inishmore etc.) and areas of future development. We welcome the additional catchment of the line.

Bishopstown: While the revised alignment will reduce the LUAS' catchment in the south and west of Bishopstown (Curraheen Rd area), we think that the new route will contribute to a much more reliable operation and hence attractiveness of the LUAS. We cautiously welcome the change of routing in the Bishopstown area. We appreciate the advantages of running a shorter route and avoiding sharing a congested arterial route with general traffic and consequent the advantages this will have for journey times and reliability. We also recognize that this comes at some cost in that the line and stops will not serve as large a population or the employment and services which cluster along Curraheen and Bishopstown roads. We would suggest that these areas of Bishopstown should be linked to the LUAS (e.g. at Melbourn Rd stop) by high quality cycle parking to facilitate Bike+Ride to extend the line's catchment (see also 3.6.3 below)

3.1.2 City Centre / Patrick St:

While at first sight it might appear obvious to have the LUAS line, together with all city centre bus routes running through Patrick St as the city's prime retail street, and having all PT services in one place, this also leads to a number of negative effects:

- Having all PT services crossing the city centre in one single corridor makes the network very vulnerable to any unforeseen disruptions in Patrick St. A second PT corridor through the city centre (e.g. South Mall) would make the network far more resilient.
- With the two remaining traffic lanes (for buses, taxis, deliveries and trams) carrying tram tracks, and the absence of segregated cycle tracks, Patrick St cannot be part of the city's official cycling network with a number of implications for cycling connectivity (see 3.6.1).
- At Daunt Square, the challenging alignment of the tight S-curve from Washington St into Patrick St pushes the bus stop from Grand Parade far into Washington St (at South Main St), with westbound buses stopping on the shared bus/tram lane (due to space constraints), resulting in a high risk of stopping buses blocking the trams. The location of this bus stop is also not ideal from a passenger perspective.

Transport & Mobility Forum

We again want to emphasise our severe concern about the location of the westbound bus stop in Washington St (South Main St) both for reliability of LUAS services and suitability regarding available space for passengers and pedestrians.

Remark: The properties at the north-eastern corner of Washington St and South Main St (Washington St Nos 40-42, single storey buildings) have been home to a clothing business (Mannix and Culhane), which apparently is currently going out of business. It might be worth considering if this is an opportunity to acquire these properties and extend the very limited street space here by pushing the property boundary back by 2-3m.



3.1.3 LUAS Bridge across River Lee at Kent Station

The construction of the new LUAS and active travel bridge south of Kent Station conflicts with ship's access to the city centre quays. Access to the Port of Cork by larger ships, such as historic vessels and visiting vessels representing the Irish state or on diplomatic visits, is an important aspect of the maritime history and culture of Cork City. The construction of low road bridges in the late 20th century, which prevented larger vessels from accessing the city centre upriver, has been viewed in retrospect as extremely short-sighted. In this context, it's important that the LUAS crossing at Kent Station can facilitate the occasional passage of tall ships upriver to the Port of Cork.

It is also important that the bridge in a closed position is of sufficient height so as not to impede the everyday passage of smaller recreational vessels, ideally up to 5 or 6 m in height at lower tides. While it is acceptable not to facilitate the passage of all smaller vessels at high tide and to be impassable by most or even all vessels at exceptionally high tides, the passage of very low vessels, 1.5m clearance, such as currachs and canoes, should remain possible at the majority of high tides.

Transport & Mobility Forum

3.1.4 Potential extensions

We share the feeling expressed by many of those who submitted comments in the previous consultation (EPR) that the LUAS should also serve several other areas which are not considered in the present proposal, in particular the north side of the city but also Douglas, Cork Airport, Carraigaline, the western end of Ballincollig and Ovens ('DELL'), plus several others. We, however, recognize that the successful delivery of the first line is the first step in towards the delivery of other lines which can serve these communities and destinations at a later yet soon enough stage. 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.

For example, would a north side route to Blackpool connect to the presently proposed alignment from Patrick Street or branch of further west and also serve the north Quays? Would a route connecting to Douglas connect in the city centre or via the proposed alignment at Ballintemple/Skehard Rd? How would a proposed extension to Carraigaline connect to the terminus at Mahon or via Douglas? Would a route to the airport run via Douglas or Wilton? And would any extension to the west of Ballincollig connect via the Castle Road or the Main Street.

For the overall communication and acceptance, presenting a long-term network vision would be helpful from a communications' perspective.

Mahon / Jacob's Island

With the LUAS line terminating at Mahon Point, the substantial housing concentration in Jacob's Island will not directly be served. While a later extension of the line across the N40 would seem unlikely, provision of a high-quality walking access will be necessary to adequately serve Jacob's Island. A dedicated active travel footbridge next (east) to the road bridge should be included in the plans.

3.2 Location of LUAS Stops

3.2.1

striking a balance between frequent stops to minimised distance to reach a stop and well-spaced stop to minimise journey time access the whole route, we noted the average stop separation distance of 715m as close to optimum see table X

and optimizing the location and design of each stop to serve as great a population, number of workers, and services within walking distance of that stop. This is achieved both by the positioning of the stop to optimally served the greatest area but also to ensure the position and the layout of the stop, particularly in how it integrates with the local street layout optimizes the effective permeability of the area, or in other words is laid out to reduce the distance needed to reach the stop from residences, workplaces and services as much as possible.

It would be useful to have maps for each proposed station location showing the area within 200, 400, 600, and 800 meter walk of each stop, as well as estimated the population and employment within those areas. This would enable a better comparison of how to optimize the population served by each stop, and the potential impact of different layouts. Such information could be included in future consultation documents.

We note that due to the low density and poor permeability of many areas of the city the population served by each stop, 2,600, is projected to be relatively low by an urban standard, see table 1.

Table 1

Route and Station Statistics	
Total number of Stations	27
Total route Length	18.6 KM
Total Pop within 15 min walk	70,000
Total Pop within 15 min cycle	150,000
Mean distance between stations	715m
Mean pop within walking distance per station	2,593
Mean pop within cycling distance per station	5,556

3.2.2 Layout of LUAS stops and Access Routes

All LUAS stops should be well lit and avail of natural surveillance ('eyes on the street', no high walls next to it), have quality as a 'place', and have footfall also after hours, i.e. passengers will not feel isolated in the street space. As a matter of inclusion, special attention should be paid to the design for vulnerable passengers, like women, elderly or children, to feel safe when accessing stops and waiting for the tram. As much emphasis as is put on universal accessibility, the design should also be inclusive for the above groups.

3.2.3 City Centre LUAS stops: Patrick St – MacCurtain St – Bus Station

We have concerns about the location of stops along the proposed LUAS line in the city centre. This is especially in relation to connectivity to Cork Bus Station at Parnell Place, which the LUAS line does not directly serve. As integration of the different PT modes is one important element of the Cork LUAS project, stops should be located at as close a walking distance as possible to the Bus Station.

The LUAS stops in the current plans (PR) are a fair bit away from where the direct walking routes would meet the LUAS line in Patrick St or MacCurtain St. We would therefor suggest considering modifications of LUAS stops:

Transport & Mobility Forum

MacCurtain St: Move the LUAS stop (now planned at the western end) further east towards Harley St (Metropole Hotel). This would facilitate a shorter walk to the Bus Station via Harley St and Mary Elms Bridge. Further it would minimise the long distance between the MacCurtain St and Kent Station stops (with the private coach stop at the Lower Glanmire Rd in between).

Patrick St: Move the LUAS stop closer to Maylor St, as this is the shortest walking route to the Bus Station.

Grand Parade / Daunt Square: With the two above stops moving further east, the gap towards the next stop to the West, Washington St stop, could then be filled with an additional stop at the western end of Patrick St (just east of St Peter and Paul Place). This would better extend the catchment of the LUAS to the Cornmarket St and Grand Parade areas.

3.2.4 Blackrock Rd

The LUAS line crosses Blackrock Rd without a stop between the Pairc Ui Chaoimh and Churchyard Lane stops. Blackrock Rd, however, provides important connectivity towards the east to cover the catchment from Beaumont and Blackrock Village. Further, bus route 12 (New Bus Network) and partly route 3 (Beaumont) will most likely continue to travel along Blackrock Rd after opening of the LUAS line and would be a feeder to the LUAS. The Pairc Ui Chaoimh stop as the nearest LUAS stop is a few hundred meters away, also at a considerable height difference (access walk!).

We understand that the crossing of Blackrock Rd at Churchyard Lane is subject to substantial space constraints.

We think that not having a stop at Blackrock Rd is not ideal and suggest to re-consider options for inserting a stop here. Otherwise, walking access to Pairc Ui Chaoimh stop should be designed with extra care regarding quality of the access walk.

3.3 Intermediate Termini and sidings

To ensure a higher flexibility in services – with passenger demand being higher in the central sections of the line, but also in case of disruptions – intermittent termini should be planned for. Also, a siding in one or two locations in the East of the line with an extra tram available would be beneficial, as the only depot for the LUAS will be located at the far western end of the line.

3.4 Integration with Buses / Bus Stop Locations

For considerable portions of the line, the LUAS will share the road with buses on combined tram/bus lanes. We welcome that in the revised plans the number of bus stops that are directly located on the

Transport & Mobility Forum

shared lane, i.e. on the tram tracks, has been reduced, and more bus stops will see bus bays in order to not blocking passing trams.

As an example we welcome the changes on Wilton Rd to now have a continuous bus/tram land in the road centre to minimise potential disruptions for the LUAS.

We again want to emphasise the importance of bus stops being placed as close as possible to adjacent LUAS stops to facilitate seamless interchanges between both PT modes. As we understand, the shared use of bus / tram stops will not be possible due to a difference in standard platform / kerb heights to facilitate 100% level access into the trams.

3.4.1 Connection to Cork Bus Station

The LUAS line will not directly serve the Cork Bus Station. With integration of all PT modes as one objective, we see this as a major issue in the plans. While we acknowledge that it is impossible for the LUAS line to serve all important trip attractors along the way, LUAS passengers should be given the shortest possible access walk to their connecting inter-urban bus services at the Bus Station. Please see section 3.2.3 for detailed suggestions.

3.4.2 Wilton/CUH as Interurban Node

Most trips on the LUAS will not connect directly from origin to destination but will require either an active travel journey at the beginning and end or a transfer to another form of public transport. We welcome the connections to Kent Station, and we have already referenced the need to connect with the bus station at Parnell Place elsewhere. But given the large volume of mayor employers such as UCC, CUH, and MTU in the western suburbs and the large number of regional and commuter bus routes running to the west and southwest of the city we feel that it is vital that there is an interchange between the LUAS and these western and southwestern regional bus routes in the Wilton/Bishopstown area to allow workers and students in these major commuter destinations in the Southwestern area of the city to reach their destinations via LUAS connecting to the regional bus network without having to travel into the bus station at Parnell place or Washington Street.

Therefore we suggest that there is a bus interchange in the Bishopstown area ideally at the stop between CUH and the Wilton shopping centre where regional buses to the west and southwest can connect with the LUAS and where in future it would be possible to run additional routes to commuter towns in the west and southwest of the county.

In the LUAS plans, adequate space like bus bays, layby bays and also turning facilities for coaches should be included in the plans around the CUH/Wilton stop.

Transport & Mobility Forum

3.5 Clash Rd P+R

We strongly support the proposed Park+Ride site on the LUAS line to the West of the City. While both BusConnects and eventually the LUAS will significantly upgrade the City's PT network, it must also be assured that it captures a significant part of daily commuters and visitors to the city that come from beyond the reach of the City's network. These car travellers need dedicated facilities to change from car travel to public transport, if significant volumes of incoming car traffic are to be kept outside the inner city.

3.5.1 Necessity of P+R – Early Delivery

The Clash Rd P+R facility is urgently needed, as to date, there is only one public P+R facility in Cork City that can capture motor traffic coming from the West: The Black Ash P+R at the N40 Kinsale Rd interchange. This location, however, is far too close to the city centre, particularly for commuters travelling from the west and southwest (N22 and N71 corridors). Other planned strategic P+R sites (see CMATS) will be along the Commuter Rail corridors to the Northwest (Blarney, for N20) and East/North (Dunkettle, for M8 and N25), as part of the CACR Phase 2 project.

With the forthcoming substantial re-distribution of road space in the city along its main arteries (see BusConnects Sustainable Transport Corridors STC, and the LUAS line) in favour of reliable PT and high-quality Active Travel, the number of car journeys inside the city needs to be reduced. Incoming car traffic from the hinterland, underserved with public transport, hence needs to have interchange facilities at the city edges to enable drivers to change from car to bus or tram.

These facilities are urgently needed and should be operational when roadworks start for BusConnects and the LUAS.

We therefore strongly suggest that the Clash Rd P+R facility be fast-tracked and delivered BEFORE the LUAS line becomes operational and be served by enhanced bus services in the initial phase. We feel that Cork City cannot wait another 10 years to have a P+R site on its western side available.

3.5.2 Positioning of P+R facility and LUAS Depot

As the Clash Rd stop will be in to date open land, the vicinity to a high-quality public transport line should be used for high density 'transit oriented' housing where possible. We therefore suggest that the P+R facility and the LUAS depot will be placed on one side of the LUAS line here, say to the south, while the northern side of the line will be kept for high density housing and local services development. Its placement to the north would facilitate connectivity into Ballincollig and Bishopstown via the existing Carriganarra Rd and its bridge across the N22 link road towards Ballincollig.

For more detailed considerations around the topic of high-density green field developments along the LUAS line, esp. between Ballincollig and MTU, see section 4.2 further down.

3.6 Cycle Connectivity along the LUAS line and Bike+Ride

We strongly welcome the measures in the current proposal (PR) to support active traveling and cycling in particular. Active travel is vital for all public transport, particularly light rail which has a wider catchment for each stop, as the vast majority of public transport trips require active travel at the beginning and the end of the journey.

Another aspect is the natural conflict between cycling and tram tracks when using the same lane. Although a trained cyclist will be able to navigate tram track to a certain extent, a street where the only traffic lane is shared with tram tracks cannot be part of a safe cycle route for a wide range of people cycling with different levels of confidence and abilities.

We have a number of priorities when it comes to the consideration of cycling within the greater LUAS scheme:

- Access to stops by bike and the provision of bike parking in close proximity to stops to allow bike and ride journeys.
- The maintained provision of direct, coherent, and continuous cycling routes particularly in the suburbs connecting major origins and destinations of travel.
- Universal access for cyclists. All streets, roads, origins, and destinations must be kept accessible for cyclists as far as possible. It is unacceptable for even a single resident to be unable to cycle to and from their home.
- The avoidance on significant detours and long continuous impassable or uncrossable sections.

Generally, in suburban areas we are more concerned with coherent cycle routes to allow cyclists to travel through the area. Whereas in the city centre we are less concerned about cross city or long-distance high-speed access being accommodated on every street. We rather see the city centre as a destination which must remain accessible, welcoming, and safe for cyclist. Particularly for areas like Washington Street, Patrick Street and McCurtain Street, which are destinations, our concern is local access for bicyclists to these destinations and the ability of cyclists to cross these streets.

Streets like Washington street and Patrick Street in the heart of the city do not need to accommodate cyclists traveling longer distances at speed if alternative routes are available. However, they do need to accommodate cyclists as destinations and also to allow cyclists to easily cross these streets. This is most challenging in an Irish context with an organic street pattern rather than a grid layout. Side street in general do not align on either side of the street even crossing a street requires that cyclists are able to use the street often in both directions for at least a short distance.

3.6.1 Patrick St / Washington St

We note that the eastern part of Washington St and Patrick St will not see any dedicated cycling infrastructure. With the remaining traffic lanes largely (Washington St) or entirely (Patrick St) being

Transport & Mobility Forum

shared with tram tracks, they cannot be part of the city's cycling network, suitable for a wider cycling population of varying levels of experience and abilities. Alternative routes for cycling along (in parallel to) the LUAS corridor (largely East-West) and for crossing it (North-South) need to be defined and catered for.

In this context, we assume that at this planning stage, there will be no changes to the LUAS routing through Patrick St, and no plans for separate cycle paths there.

LUAS parallel cycle routes (East-West)

As an alternative route to Washington St, we welcome the cycle lanes on Wandesford Quay. However, on Saint Finbarr's Bridge at the Junction with Washington St a significant proportion if not the majority of cyclists heading north across the bridge will be heading to Wood St rather than westbound. Given this, the cycle lane should accommodate cyclists moving out to take a right-hand position in the lane rather than staying to the left of the motor traffic the majority of which will be turning left.

We strongly welcome the provision of the cycle access on Wood Street and its integration with the cycle lane on Sheare's street.

We are concerned at the difficulty cyclists may have crossing southbound from Moore Street onto Little Hanover Street. This is already a significant route for cyclists moving north to south in this area and will become increasingly important given the other constraints on cycling imposed by track alignment on Washington Street and elsewhere. However, as the street is due to become two way, it will be increasingly difficult for cyclists to safely cross here, to the extent that it will become both impractical and potentially unsafe. We therefore think that Wood St should become a cycle route in both ways, to also allow for southbound travel.

As Patrick St cannot be part of a cycling route, and Paul St as well as Oliver Plunkett St cannot be either due to heavy pedestrian footfall, cyclists crossing the city centre East-West (and v.v.) will have to use either South Mall or the Lee North Channel quays, As Lavitt's Quay / Merchants Quay are busy motor traffic thoroughfares, cyclists in the north will be pushed out as far as Pope's Quay / Patrick's Quay.

Adequate cycling links from the West (Western Rd / Sheare's St / Wandesford Quay) must be provided to get to the aforementioned routes, e.g. through Tuckey St and Grand Parade to reach South Mall.

Cross-LUAS cycle routes (North-South)

On South Main Street, the lack of a contraflow lane for cyclists heading north between Washington Street and Castle Street is already a significant issue with cyclists moving south to north across the city centre. Given the limitation of cycling on Washington St this is going to be significantly exacerbated. Particularly the removal of the eastbound cycle lane between the South Main Street junction and

Transport & Mobility Forum

Grand Parade will leave very few other options for cyclists heading north on South Main Street. Given this serious consideration should be given to a northbound contraflow cycle lane on the section of South Main Street between Washington street at Paradise Place, to connect with Castle St and Liberty/Grattan Street. This is key to both local access and allowing across the city route which avoids traveling on Washington St or Patrick St.

The Grand Parade is a major social space and an extremely important destination and origin of journeys by cyclists, as is Cornmarket Street ('Coal Quay'). It is vital that there is convenient and direct access between the Grand Parade and Cornmarket Street via Daunt Square. Tram tracks there with the tight curves in the LUAS alignment make it impossible to cross at a safe angle (of at least 60*). There should be more than adequate space at this point (on the western footpath) to allow cycle infrastructure on this stretch. This junction has perhaps the highest volume of cycle traffic of any Junction in the city and it is absolutely vital that the ability to cross this junction is maintained for cyclists.

To summarise, looking at the present plans (PR) regarding cycling infrastructure / connectivity, we note that Patrick St will de facto be blocked for cross-LUAS cycling, as due to off-set side streets north and south, cyclists would need to use Patrick St for short bits to travel North-South and vice versa. There are no safe routes to do so between Parnell Place (east) and South Main St (southbound only) and Wood St (Mercy Hospital, northbound) in the west.

We suggest that cycling with the necessary dedicated spaces/paths added where necessary be facilitated in the following locations:

Grattan Street: Contraflow cycle lane between Sheares St and Peter's St (minimum to Broad St to reach Coach St) for continuous northbound cycling from Clarke's Bridge on

South Main St: Contraflow cycle lane to extend to Castle St (for northbound cycling connectivity into Liberty st and Castle St)

Daunt Square: Cycle lane to safely cross Daunt Square for cycling between Grand-Parade and Cornmarket. Tram tracks here will make it impossible to cross at a safe angle on the carriageway.

Academy St and Bowling Green St: Facilitate cycle traffic from Emmett Place / Christy Ring Bridge via Patrick St to Robert St (towards South Mall), and into Maylor St (for Parnell Place). Short dedicated paths on Patrick St would be necessary here to keep the above routes safely cyclable.

Patrick St as cycling Destination – Cycle Parking

Where the new city centre cycling routes touch Patrick St, ample safe and secure bicycle parking should be provided and necessary space earmarked in the plans, e.g. at Daunt Square/Cornmarket St, Grand Parade/Bishop Lucey Park or Patrick St at Academy St and Maylor St and at Opera Lane/Emmett Place.

3.6.2 Other Locations

Bishopstown / Dennehy's Cross

It is currently proposed to provide a high quality dedicated direct and continuous cycle route from Ballincollig through MTU and Bishopstown to just beyond the junction of Laburnum Park and Bishopstown Avenue at the back of CUH, and again from Dennehy's cross via Victoria cross and Mardyke Walk into the city centre. This is an extremely positive aspect of this proposal which we strongly support. It is proposed to deliver this as extremely high quality and direct route which we envisage will become an extremely busy route, carrying a large volume of local access, cross city commuter, and recreational traffic.

However, we have concerns at the discontinuity between these two points. The cycle infrastructure proposed in the vicinity of CUH, with the exception of Wilton Road, is perfectly adequate for cyclists accessing that destination but is neither direct nor of the same quality as that outlined above. We are extremely concerned at the total lack of cycle provision on Wilton Road between the Wilton roundabout and Dennehy's Cross.

While the proposed cycle infrastructure should remain as proposed to adequately accommodate cyclists coming from the west to access CUH, the Wilton shopping centre, and the immediate environs, cyclists wishing to continue on to Dennehy's Cross and into the city or onto the cycle infrastructure on Liam Lynch Park on to the inner southside suburbs should be accommodated. This requires cycle infrastructure between the junction of Laburnum Park and Bishopstown Avenue, either via Laburnum Park and Ridgeway or Via Bishopstown Avenue and the Model Farm Road to Dennehy's cross as well as a link to Liam Lynch Park across the back of the CUH campus.

Access to UCC from Mardyke Walk across LUAS on Western Rd

As cycle traffic along the Western Rd corridor will be routed via Mardyke Walk as a quality cycle route, access to UCC must be adequately maintained with defined crossing points of the LUAS line on Western Rd (Maps 35-37).

A 2-way cycle path spur should be added between the junction Western Rd and Victoria Cross Rd and the cycle path joining Mardyke Walk from the Sacred Heart church's grounds to connect into UCC's Western Gateway Building. Further, a crossing of Western Rd at Noel Cantwell Walk should be facilitated to reach Gaol Walk via UCC's Lower Grounds.

Cycle route replacement for Churchyard Lane

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, or through traffic (north-south connectivity), but more particularly for local residents. There are few alternatives to this route due to the very poor existing permeability of this area of the city.

Transport & Mobility Forum

To allow through traffic, an alternative route for cyclists must be provided, most likely via a low-impact cycle route through Beaumont Park and Beaumont Drive, connecting to Blackrock Road.

There also needs to be provision for residents living on and in the estates off Churchyard Lane to access their homes in both directions by bike. In this situation, where this is local access only and not meant to offer a through route for cyclists, it can be appropriate for this to be shared space with pedestrians.

3.6.3 Integration with Cycling – Bike+Ride

Multimodal travel with LUAS and bicycle should be facilitated to substantially extend the LUAS line's catchment particularly in the outer parts of the city (Ballincollig, Bishopstown, Ballintemple, Blackrock etc.).

We suggest the sufficient safe, secure and convenient bicycle parking be provided at strategic LUAS stops, like e.g.

- Castle Rd and Ballincollig West (for Coolroe / Classis Lake)
- Melbourne Rd (for south and west Bishopstown)
- Dennehy's Cross
- Docklands (for Blackrock via Marina)
- Churchyard Lane (for Ballintemple)
- Skeheard Lawn (for Lee-to-Sea Greenway and Mahon)
- Mahon Point (for Jacob's Island)

4 Other Observations

4.1 Biodiversity / Beaumont Quarry

We note the importance of the Beaumont quarry site to biodiversity and recreation in the wider Southeast City area. While appreciating and supporting the very substantial reduction in the impact on the quarry of this proposed alignment (as opposed to EPR plans) we would ask that every opportunity is taken to minimize the impact of LUAS operations and construction on the quarry site. Given its importance as a bat roosting site that particularly consideration be given to lighting in order to minimize the disturbance to the habitat. We would suggest in this location, and other sites with sensitive habitats (e.g. the active travel path crossing of the South channel at Victoria Cross), that rather than using urban design lighting standards, national parks and wildlife lighting standards be consulted.

Transport & Mobility Forum

4.2 Facilitation and Layout of Transit-Oriented Green Field Development

We very strongly welcome the proposed active travel infrastructure running parallel to the rail alignment between MTU and Ballincollig. We see this as a key part of enabling multimodal travel in a car free environment. For the LUAS to reach its full potential and allow development of car free neighbourhoods in a transit orientated character it requires that active travel within the community as well as to and from the station is prioritized. We would hope that this infrastructure on either side of the tracks becomes a “Main Street” for a transit and active travel orientated community which should be developed around between each stop between MTU and Ballincollig. We also suggest the possibility of using these access routes on either side of this track for the installation of infrastructure, water, power, telecommunications, etc to facilitate transit orientation development around these stops and to allow access for construction.

To properly phase development based on the proposed alignment we strongly suggest that these active travel links be put in place in advance of the construction of the light-rail alignment.

We recognize and appreciate that large projects such as they take time to deliver but Cork is in urgent need of housing now. We want to avoid the situation where it takes 5 to 7 years to deliver the LUAS and only after the commencement of service that planning and development of this area takes place. Rather we seek a situation where the planning and services are put in place and construction is commenced on significant development in this area in advance of the LUAS line becoming operational with residents moving in within months of the opening of the line.

A key factor, determining the future level of use and the level of benefit of the LUAS system to the future development of the city, is maximizing development within a walking distance of stations. It is vital that these areas are developed at high density with good permeability to ensure the maximum number of residents, of workers, and of services are within walking distance of each station. Due to the existing low-density character and poor permeability of many existing areas of the city Most aspects of ensuring this is achieved are outside the scope of this consultation under more properly addressed as part of the city development plan.

However, the placement and orientation of stations and how they connect to the existing and future street network is a key importance in allowing the optimization of future urban development to allow this high-density permeable development to take place. Where stations are placed in areas which are already development developed, which is the case on most of the line, there is limited opportunity for further development and hence for the optimization of rail and stop alignment to facilitate this. As well as many preexisting constraints limiting optimization. However, were the line runs to or adjacent to a green field situation particularly in the section between MTU and Ballincollig this should be a key consideration at this stage. See Figure 1 showing potential for high density transit oriented green field development in proximity to the proposed alignment.

See Figure 1

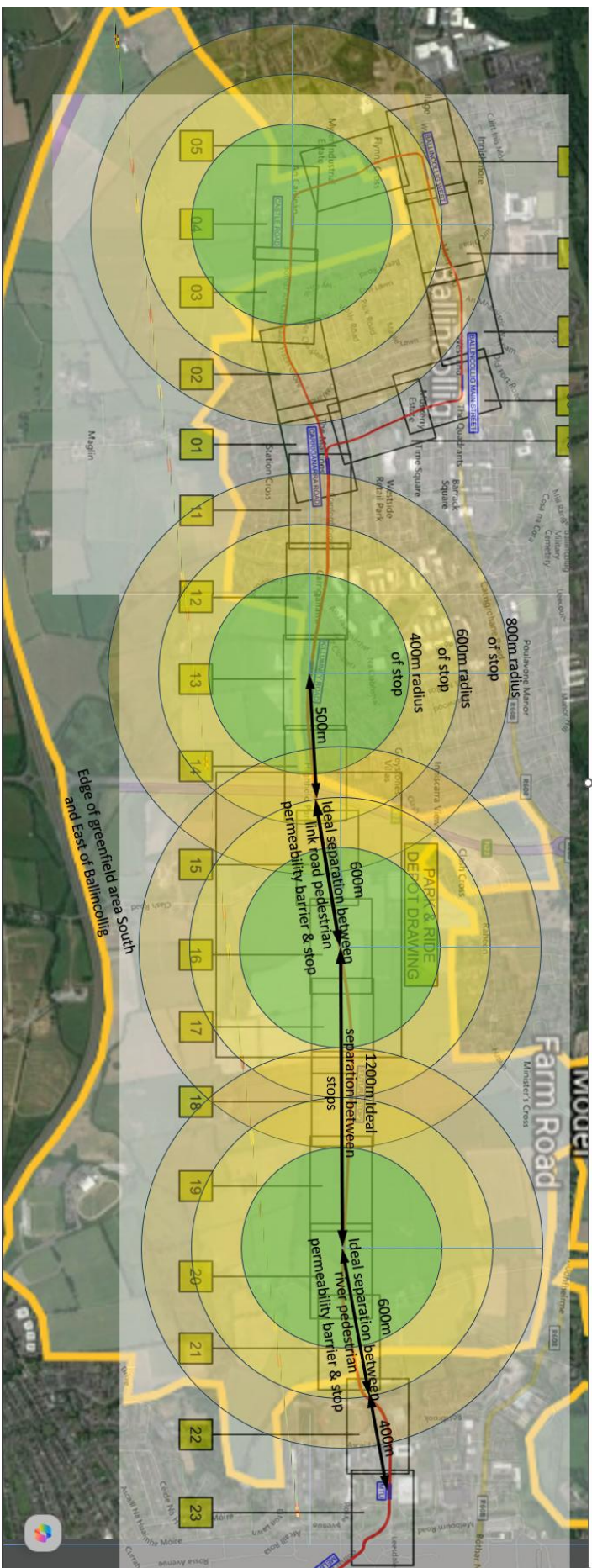
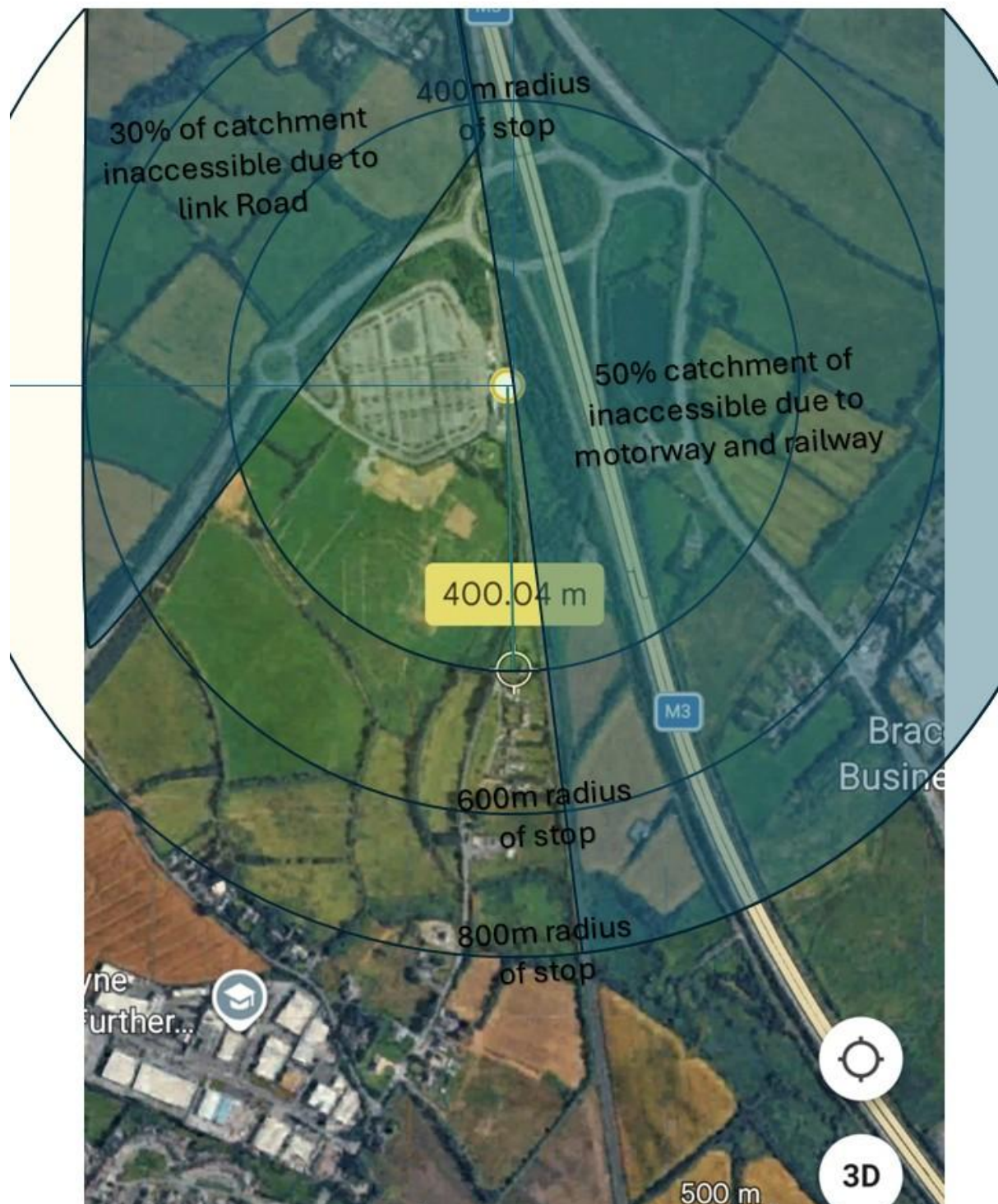


Figure 1
the potential Greenfield lands which can be served by the proposed alignment

Figure 2
Dunboyne as illustration of how the catchment area of a stop can be dramatical reduced by poor choice or stop location



Transport & Mobility Forum

We are particularly concerned to avoid poor examples of the siting and access arrangement for newly constructed stations in Ireland which prevent the development of a residential or office space in close vicinity to the station hence severely limiting the population which can be served. For example, the M3 Parkway station outside Dunboyne County Meath is placed between the motorway and a limited access distributor road blocking pedestrian access from 3 sides and preventing any residential or commercial development to address the station.

See Figure 2

In general, anything that block direct pedestrian access and low intensity usages such as parking, distributor roads, warehousing distribution etc. within should be avoided within 800 m of a station. However, we acknowledge that there are some low intensity uses such as depots, sidings, and Park and ride which must be located adjacent to the tracks and in close proximity to the stations. In order to minimise the impact of future high-density transit-oriented development care should be taken when planning the track alignment and station layout to ensure that these can be facilitated without blocking all access to the station and minimizing the amount of land in close vicinity to the stations which are used for such activities. In an idealized situation of unimpeded pedestrian routes radiating out from a “Green Field” station with very high-density transit-oriented development 0-200m walking distance from the station, high-density transit-oriented development 200-400m, medium high density 400-600m, and medium density 600-800 up 80,000 residents can be housed with 15 minutes’ walk of each station. While theoretically optimised maximums are never achieved in practice, a population 20,000 around each stop between MTU and Ballincollig is achievable

This can be achieved by for example

Locating stations at least 500-600m meters from distributor roads, or other features which block pedestrian permeability.

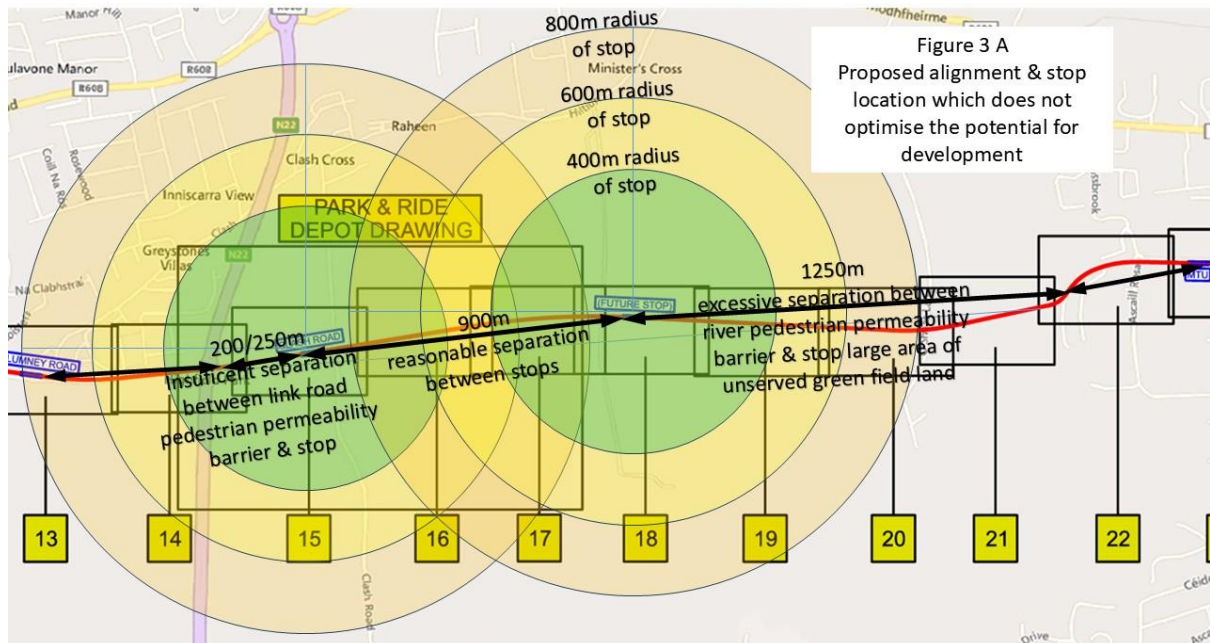
Situating sidings, depots, and maintenance infrastructure equidistant between stops as far from both as possible.

Sidings, depots, and maintenance infrastructure as well as park and ride are all on the same quadrant of the stop’s vicinity.

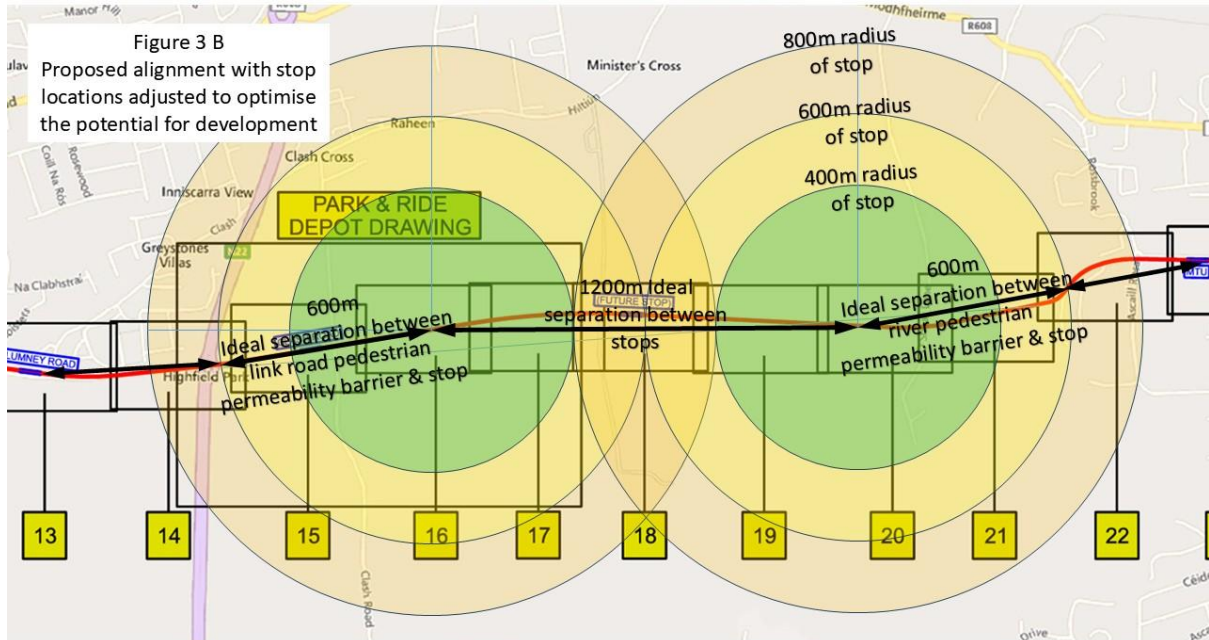
Ensuring road access to sidings, depots, and maintenance infrastructure as well as park and ride is oriented away from the stop

See Figure 3

Transport & Mobility Forum



Transport & Mobility Forum



5 Conclusion

We strongly support the plans for Cork LUAS as a whole and commend the TII team for their extensive public consultation process to harvest as much local input into the plans as possible. We appreciate that a multitude of request need to be taken into account, weighted and the best viable solutions need to be found.

We trust that our observations above will be taken on board for the next iteration of the plans and we hope that our contributions will help in this process. While it is important that the best options will be found for a long-time lasting investment, we hope that at the same time the momentum will be maintained and the LUAS will become operational in Cork as planned in the mid 2030. Expectations are high in this regard, and Cork is waiting for the LUAS eagerly, and the best LUAS will be the one that is eventually running – between Ballincollig and Mahon, and later also to other destinations.

We would be obliged to further participate in the discourse and planning processes around this and other Active and Sustainable Travel improvement schemes as we feel that TMF can provide valuable input into the process. Please do not hesitate to contact us at any time at tmfcork@gmail.com.

Kind regards

Stephan Koch

Transport and Mobility Forum – Acting Chair

Darren McAdam-O'Connell

Transport and Mobility Forum – Coordinator

Note: *The comments within this submission are solely the view of the Transport and Mobility Forum (TMF) as a whole and not the opinion or view of any individual partner of the TMF.*

**) A full list of partners in the Transport and Mobility Forum can be found at*

<https://transportandmobilityforum.com/partners/>