

Session 4: Mobility of People and Goods



Chair: Carmel Kirby, Director of Services, Clare County Council

3:55 pm	Connecting Cork: What Luas will mean to Cork city and its people	Fergus Meehan, Luas Cork Project Director, TII Sarah O'Donnell, Project Manager for Luas Cork, TII
4:15 pm	TII Park & Share: Safe Shared Mobility	Dr. Suzanne Meade, TII Road Safety
4.30 pm	Address from Mayor John Moran	Mayor John Moran, Limerick City and County Council
4.50 pm	Q&A	
5.00 pm	End of Session 4 and Day 1	

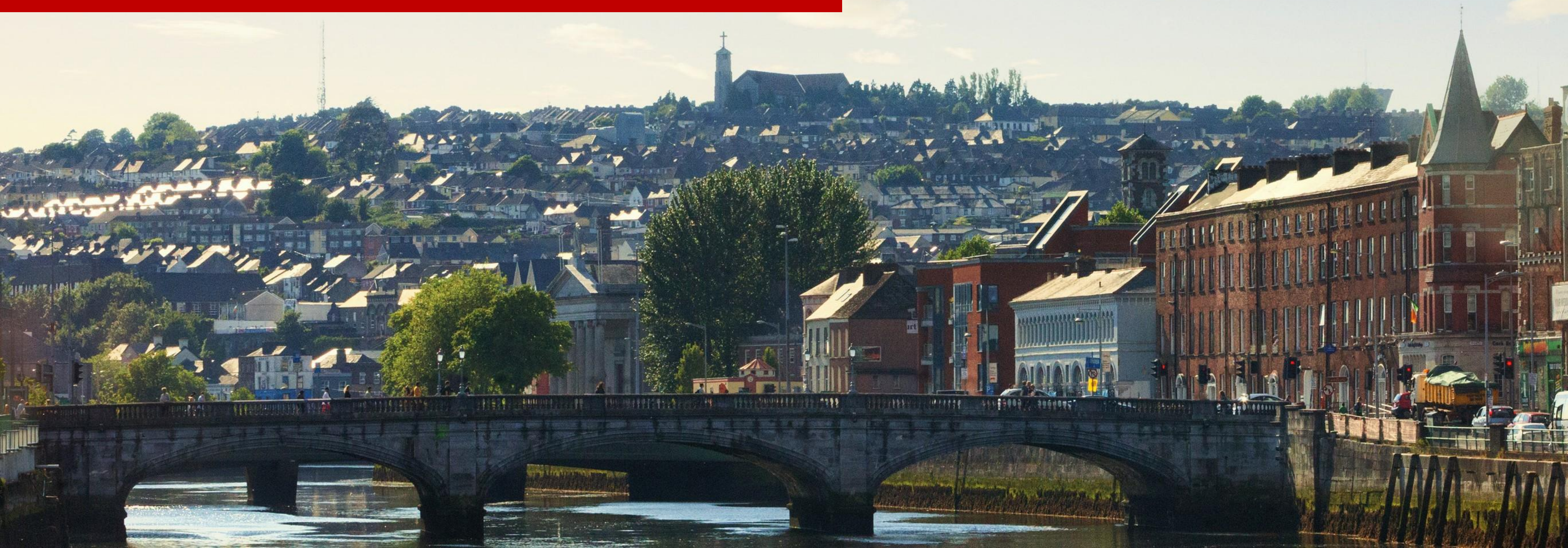
TRANSPORT INFRASTRUCTURE IRELAND

Connecting Cork: What Luas will mean for the city and its people

Fergus Meehan, Luas Cork Project Director, TII
Sarah O'Donnell, Project Manager for Luas Cork, TII

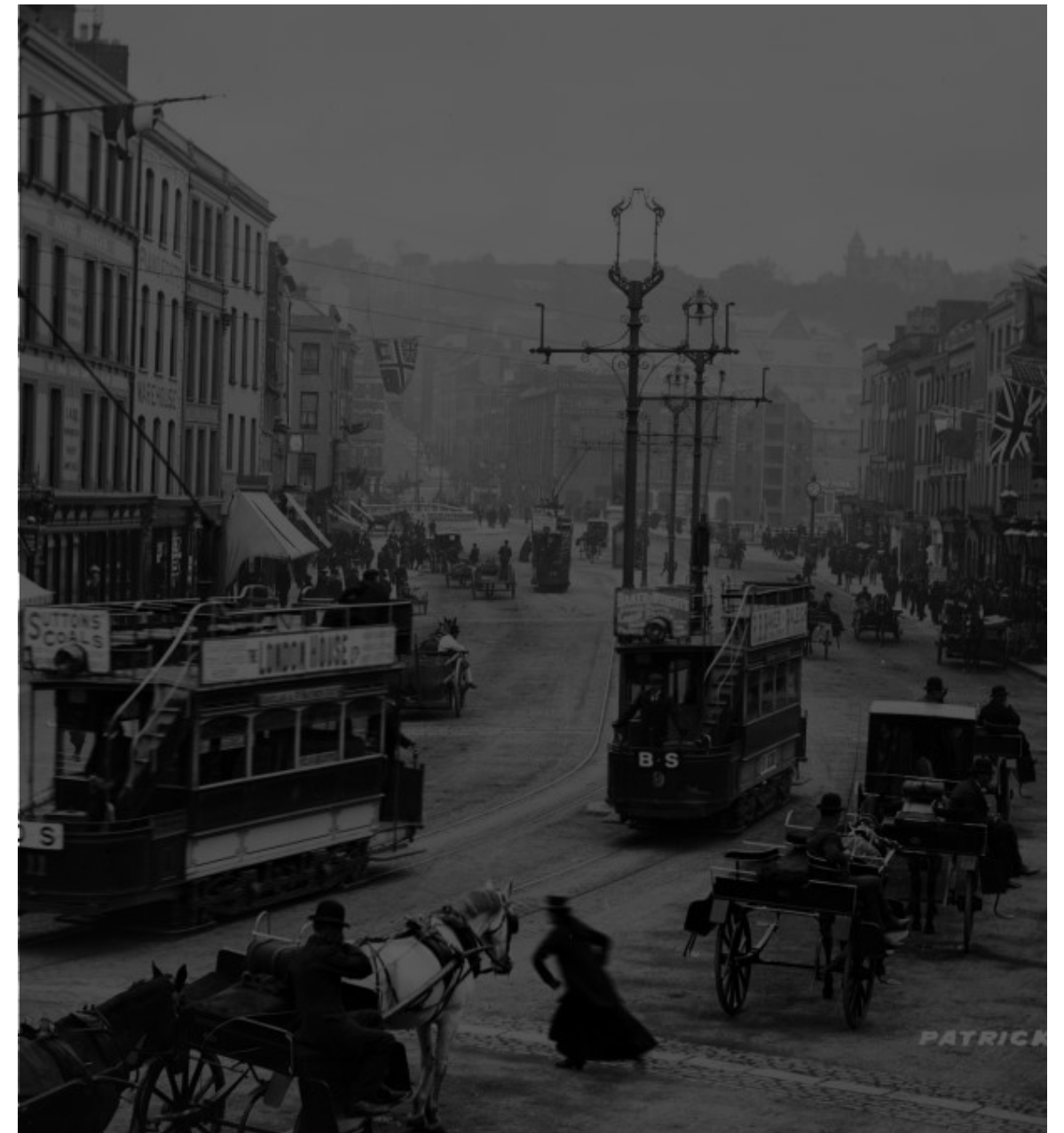
Connecting Cork

What Luas will mean for the city and its people



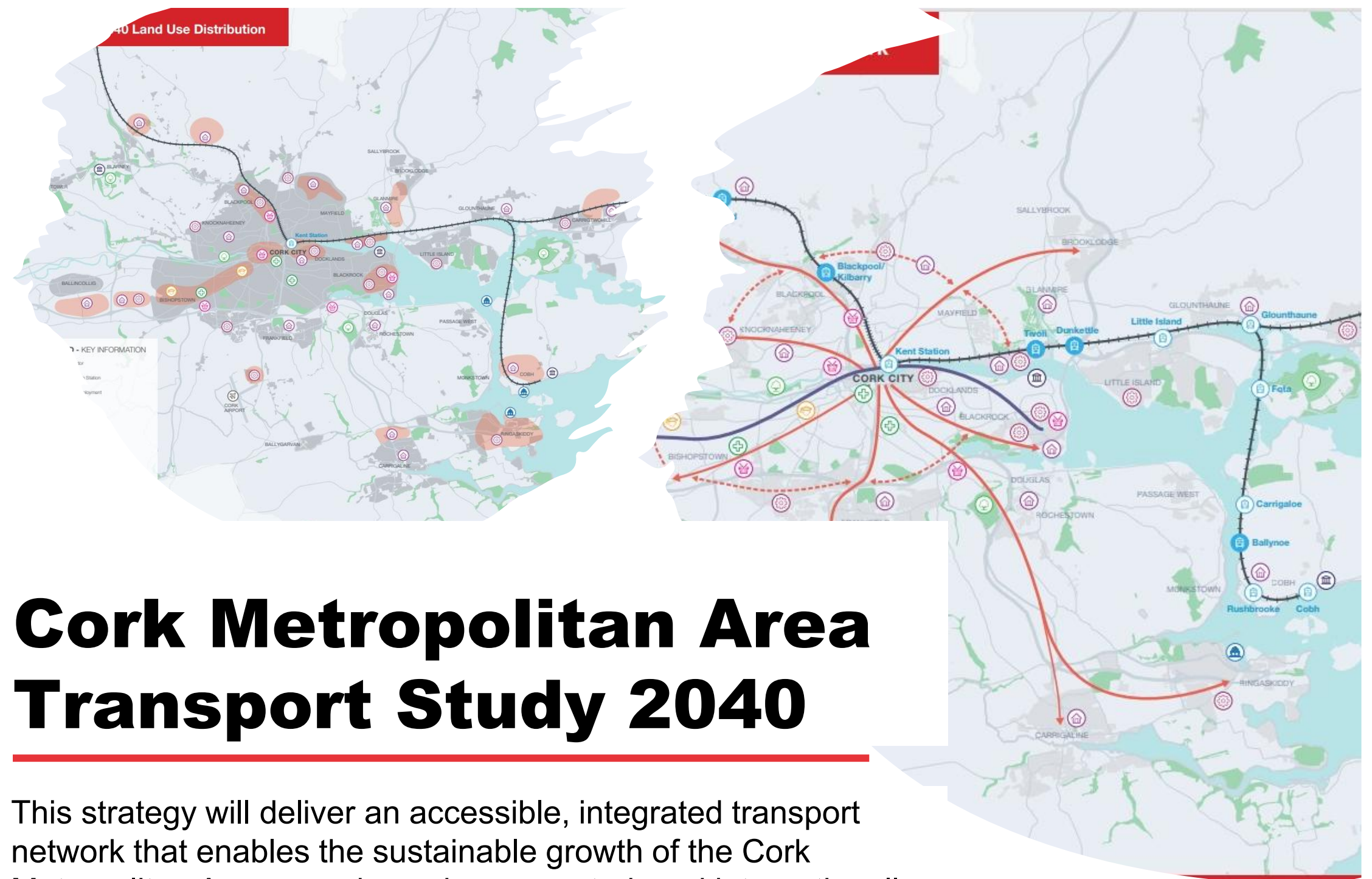
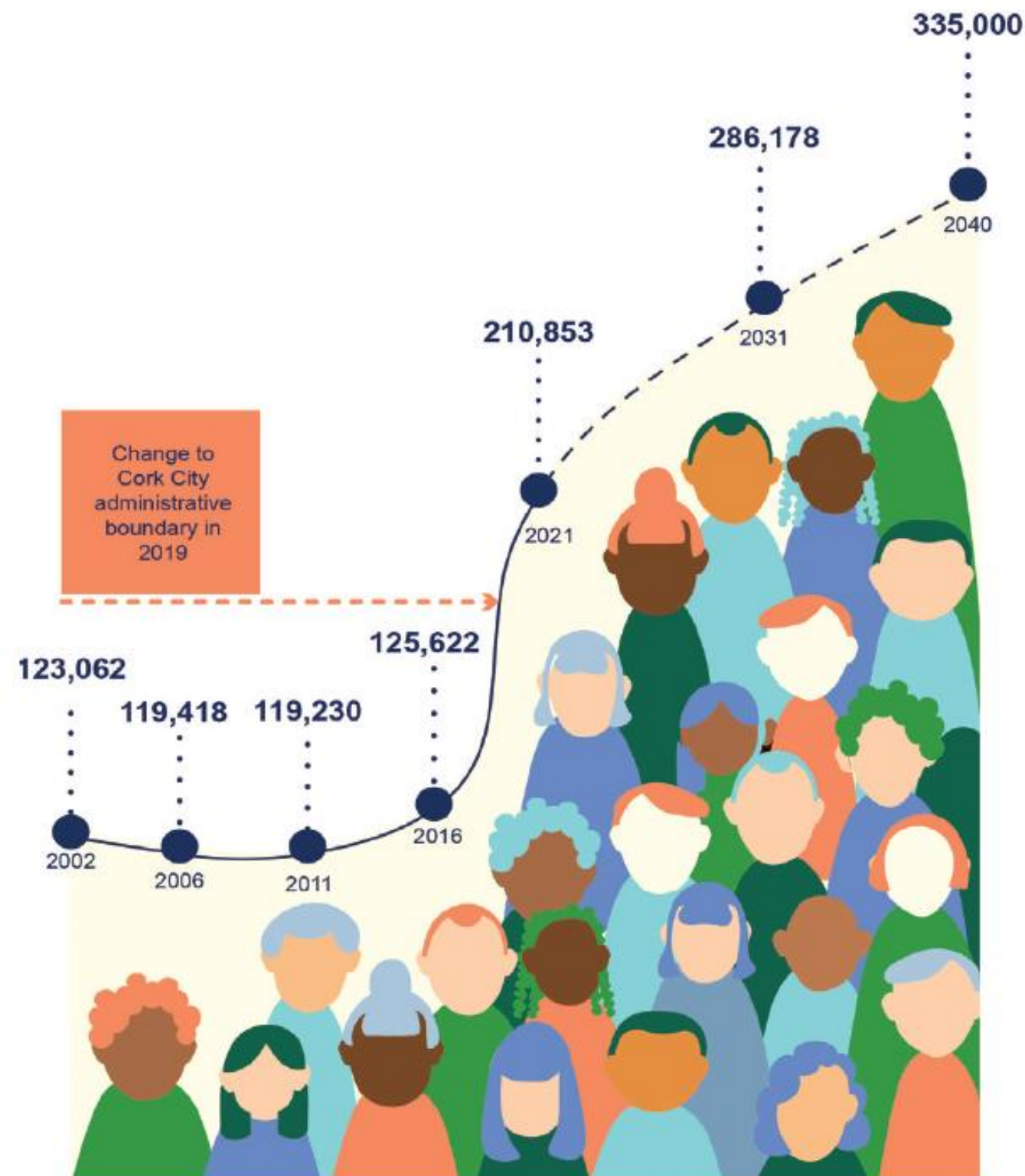
Luas Cork

A connection to the past and to the future



Luas Cork

A city and an integrated transport strategy



Cork Metropolitan Area Transport Study 2040

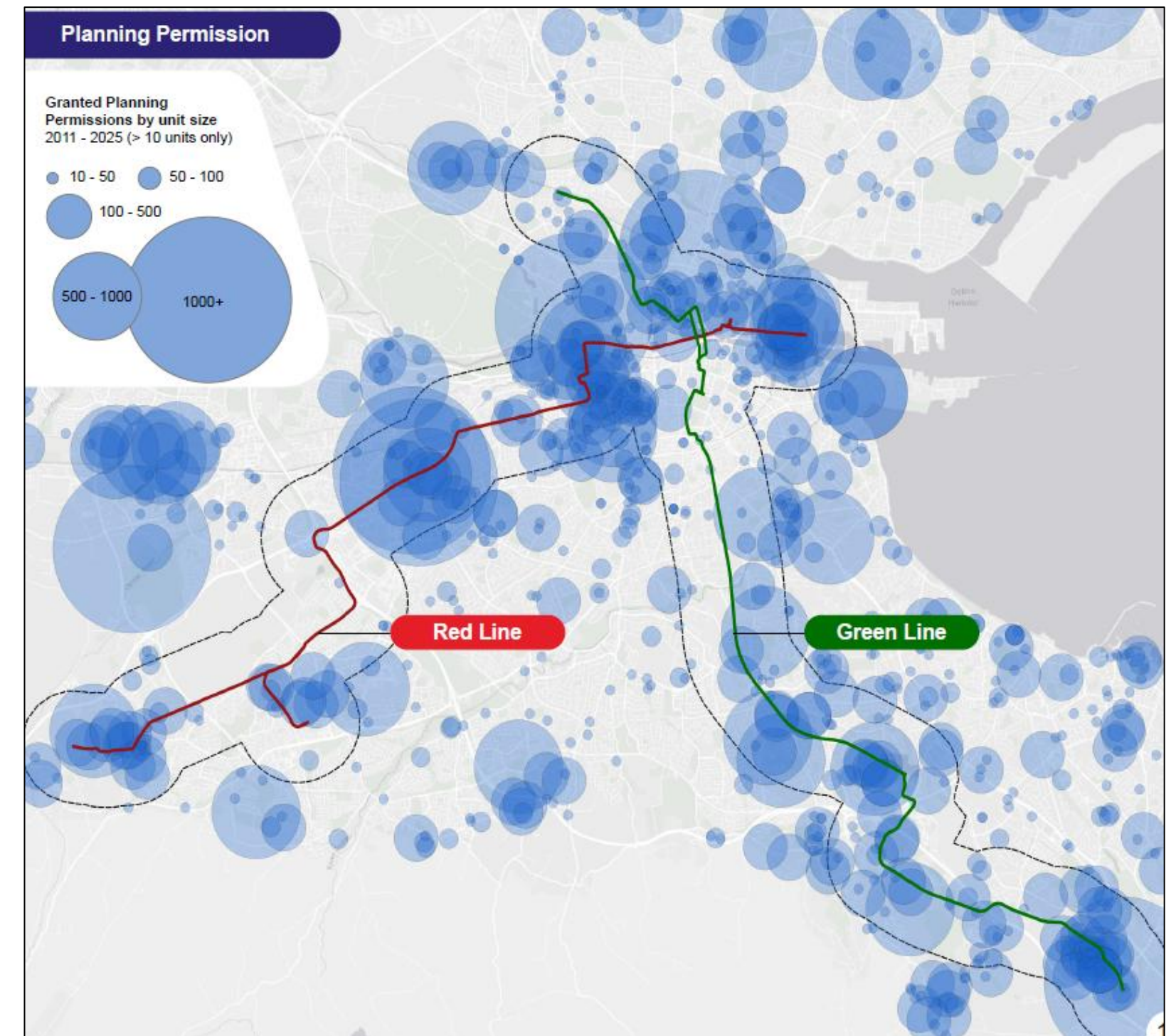
This strategy will deliver an accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area as a dynamic, connected, and internationally competitive European city region as envisaged by the National Planning Framework 2040.

The Case

Light Rail works in Ireland



Dublin – Looking Back – ‘Benefits Study’



The Case

Light Rail works in Europe

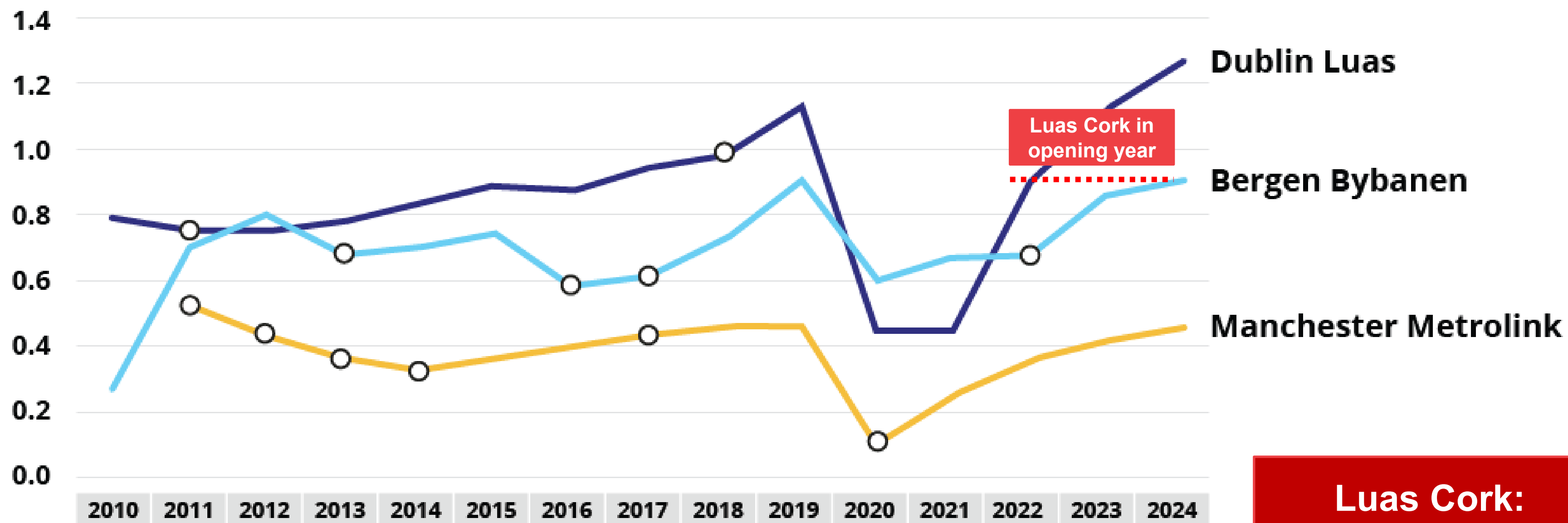


City	Population (approx.)
Besançon, France	120,000
Aubagne, France	100,000
Angers, France	155,000
Le Mans, France	145,000
Brest, France	140,000
Caen, France	110,000
Mulhouse, France	110,000
Odense, Denmark	185,000
Bergen, Norway	290,000
Linz, Austria	210,000
Freiburg, Germany	235,000

The Case

Patronage

Number of passengers journeys per km of track (millions), 2010-2024



Luas Cork:
+0.9m per km
in opening year

Connecting Cork

What Luas will mean for the city and its people



Emerging Preferred Route 2025



Non-Statutory Public Consultation 2026

Feedback Snapshot

Online feedback shows strong support for the development of Luas Cork

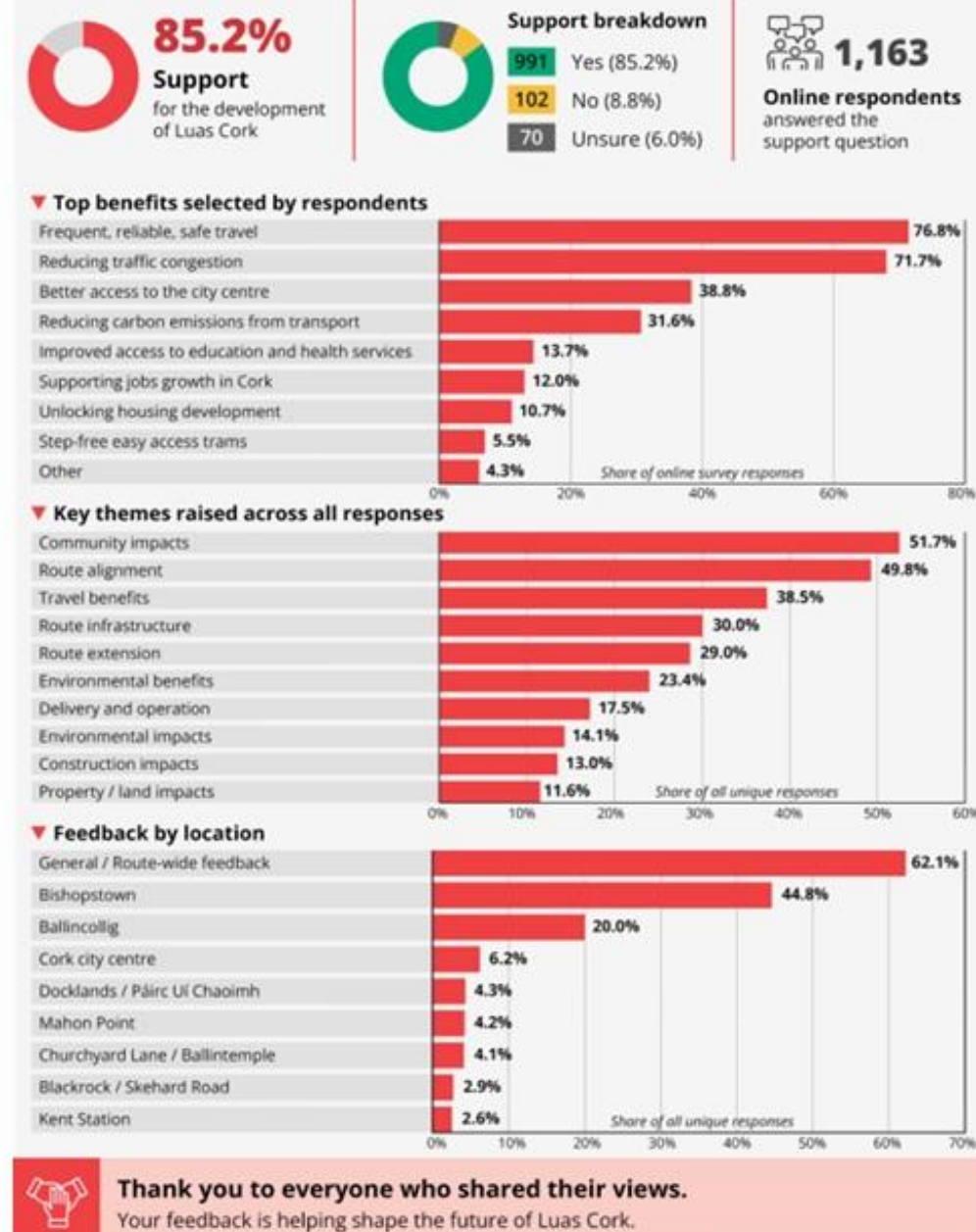


Figure 2: Feedback snapshot

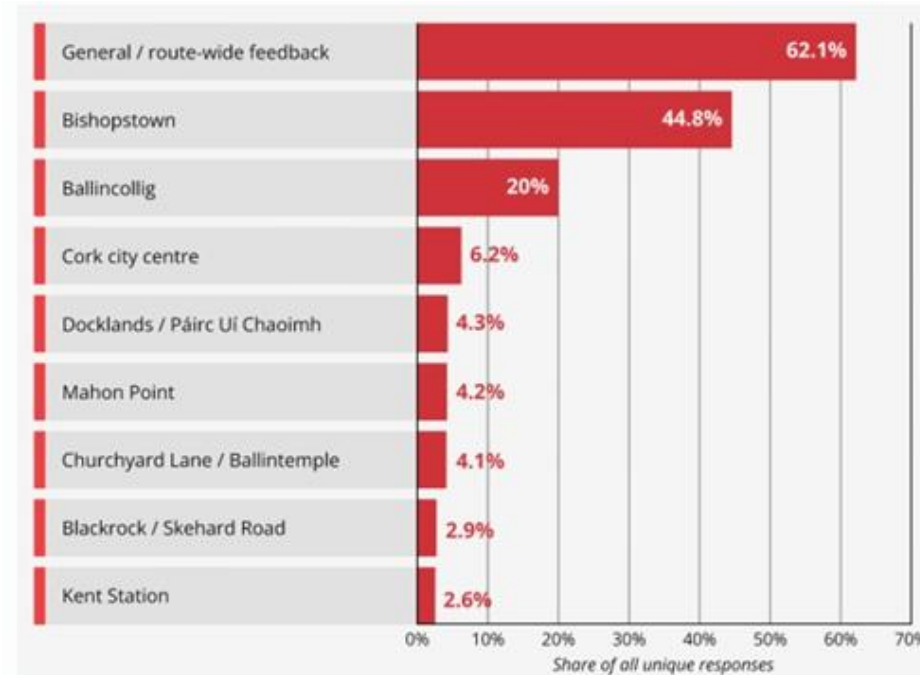


Figure 16: Feedback by location



Carraig Centre



Cork Constitution



Kingsley Hotel



Launch Event



Metropole Hotel



Páirc Uí Chaoimh

Project Timeline



Emerging Preferred Route
Public Consultation



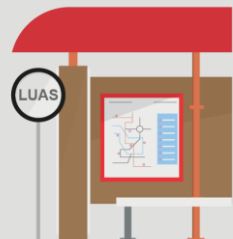
Preferred Route
Public Consultation



Preparation of Railway Order
Planning Application and
Statutory Public Consultation



Construction
tender process



Start operation
of Luas Cork

01

02

Feedback
Analysis

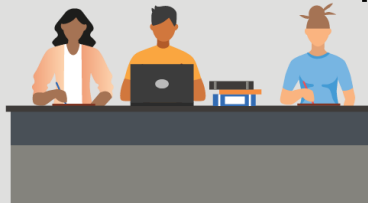


03

We Are Here

04

Design development,
and preliminary business
case and preparation of
Environmental Impact
Assessment Report



05

06

**Approval of
Railway Order**
Planning Application



07

08

**Five-year
construction
programme**



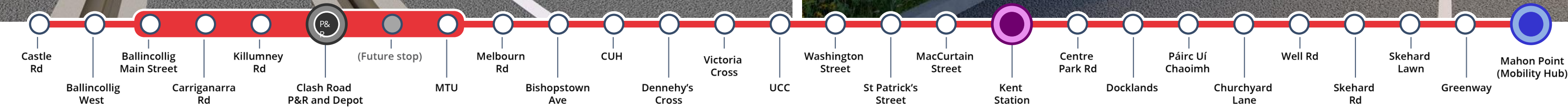
09



Preferred Route 2026

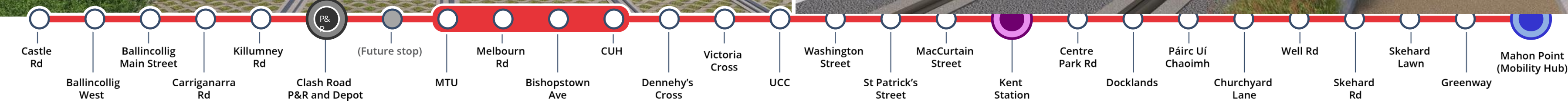


Ballincollig to MTU



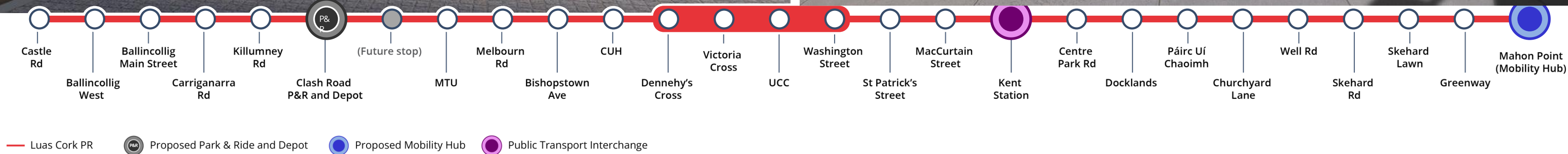
— Luas Cork PR Proposed Park & Ride and Depot Proposed Mobility Hub Public Transport Interchange

MTU to UCC via Bishopstown

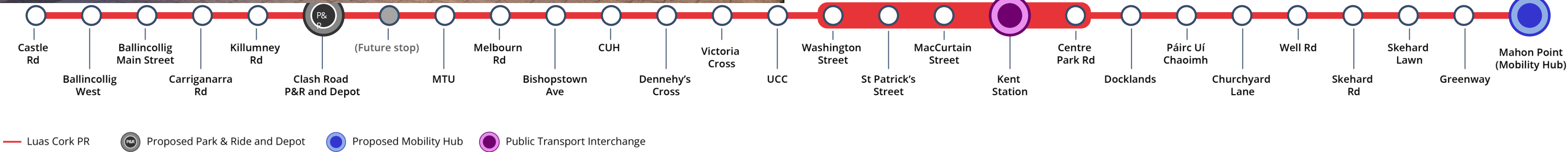


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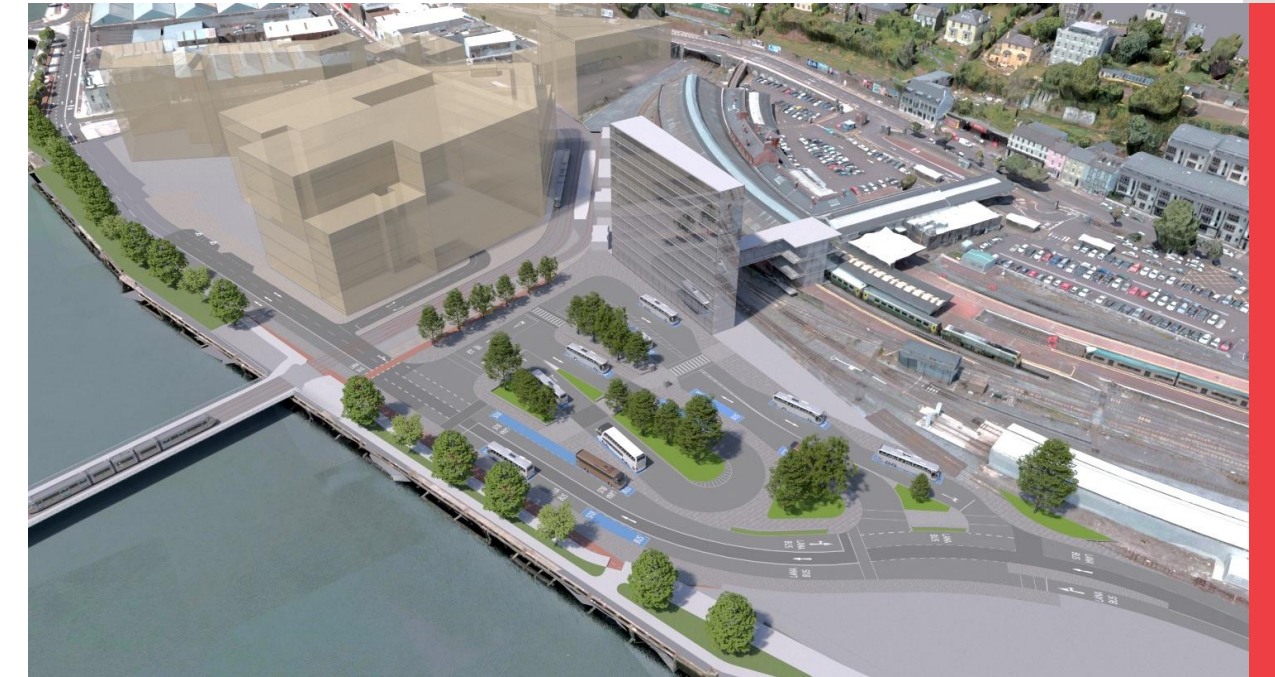
UCC to Washington Street



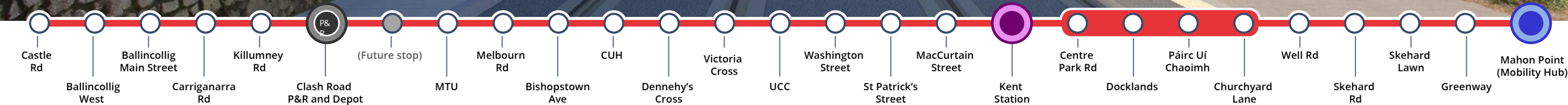
Washington Street to Kent Station



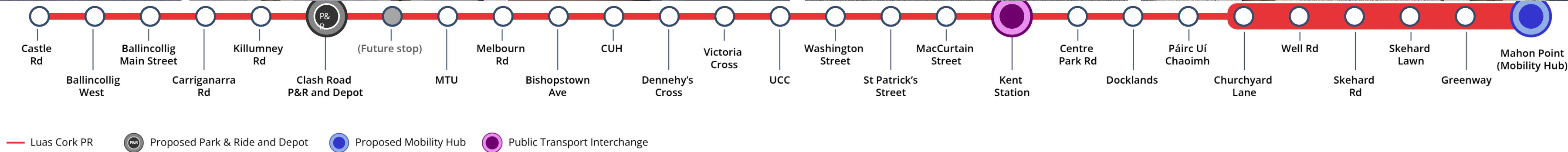
Kent Station and the Docklands



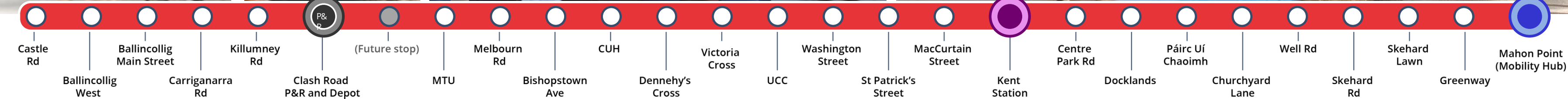
Docklands/ Páirc Uí Chaoimh to Churchyard Lane



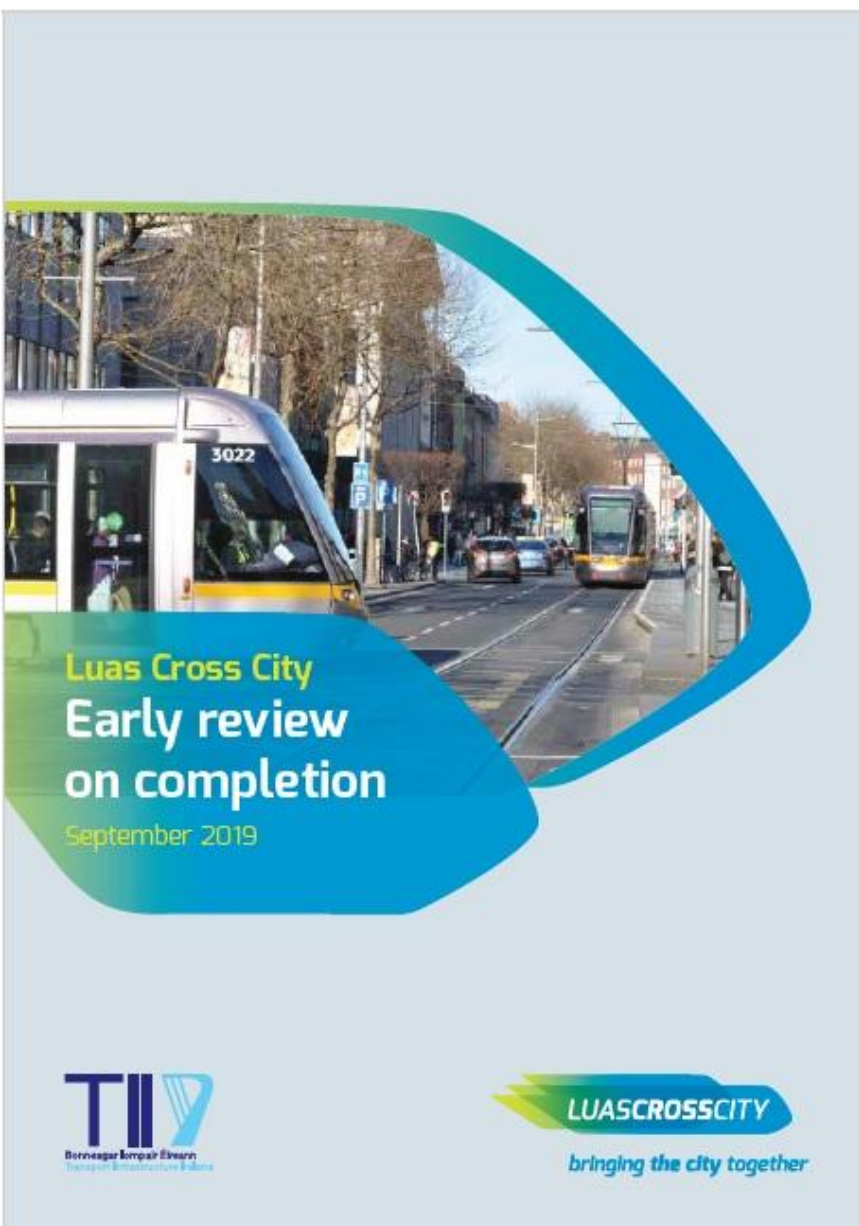
Churchyard Lane to Mahon Point



Accessibility and Universal Design

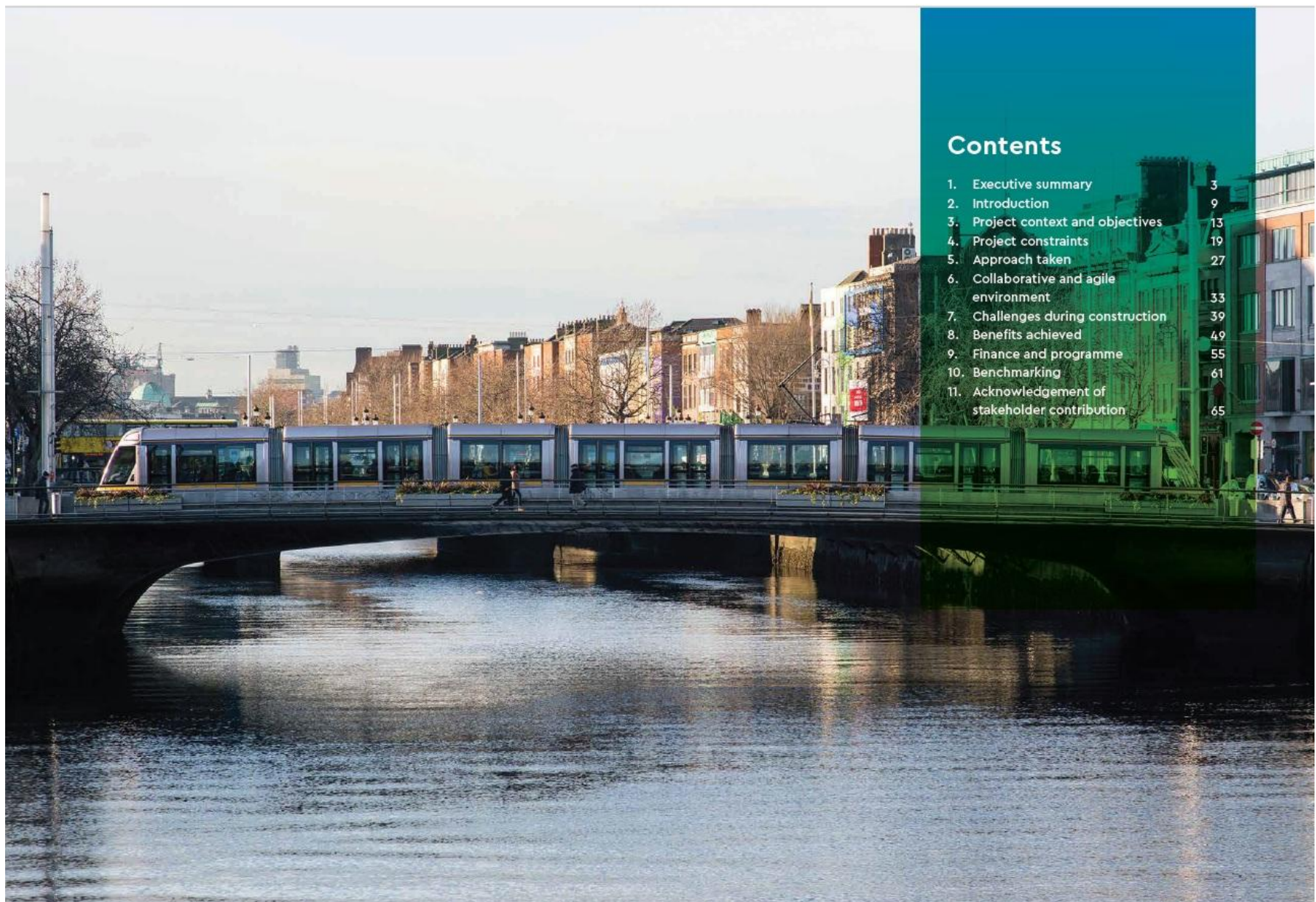


Management of challenges and constraints



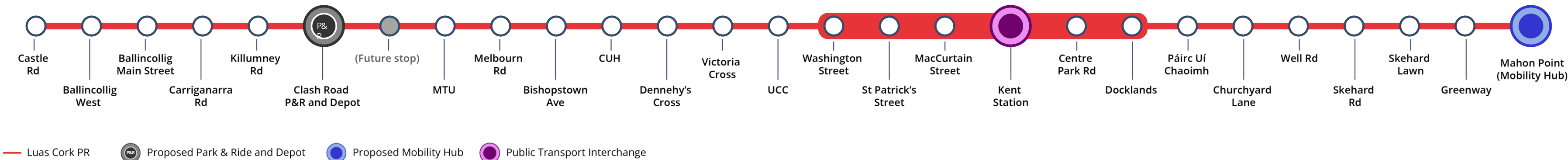
“The reality is that footfall rose in each year of the construction, something that was simply not expected. The fact that the city remained competitive and accessible during such significant construction is a testament to the open and constructive manner in which all parties engaged in the process”

**Richard Guiney,
CEO Dublin Town**



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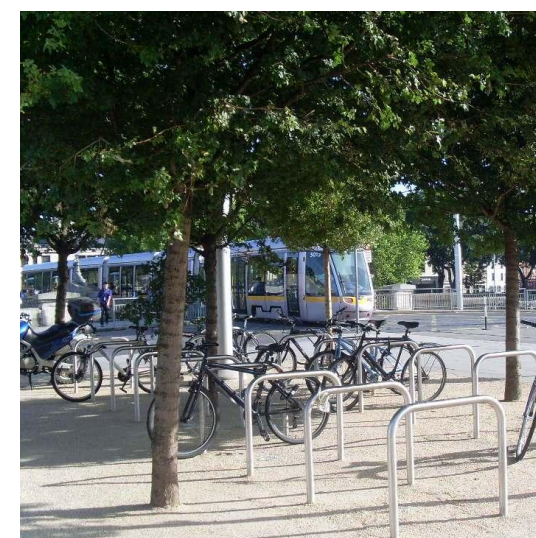
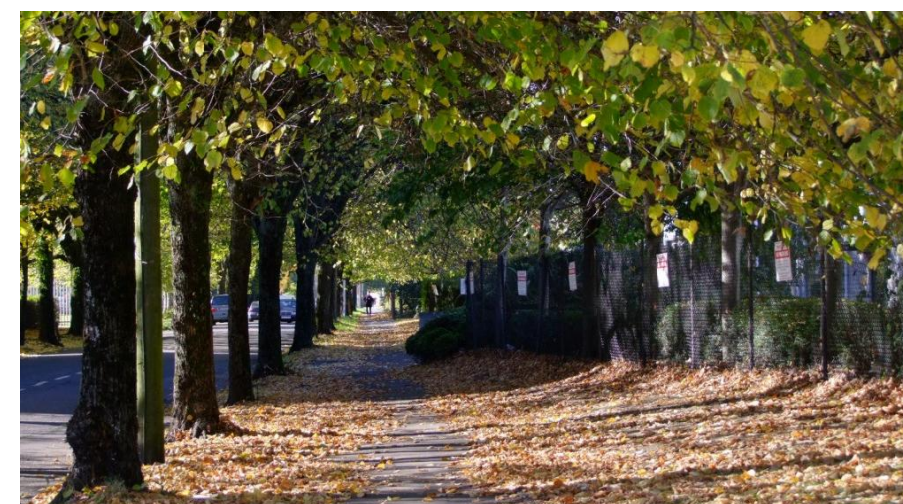


Addressing Congestion and Growth



Sustainable Urban Development

- ✓ Balanced regional development
- ✓ Compact growth
- ✓ Quality of service and infrastructure
- ✓ Climate resilience, sustainable landscapes and SUDs
- ✓ Co-benefits and opportunities: Active travel, Transport Oriented Development



Bordeaux: Quality of life, quality of place



International Precedent: Bordeaux

Light rail was the primary driver of urban renewal: a return to the city to live, to work, to enjoy



Thank You

Connecting Cork What Luas will mean for the city and its people



TRANSPORT INFRASTRUCTURE IRELAND

TII Park & Share: Safe Shared Mobility

Dr Suzanne Meade, TII Road Safety

TII Park & Share

Safe Shared Mobility



- TII Park & Share Policy – **NEW Publication !**
- Louth Park & Share Lessons Learnt
- TII Park & Share Programme Overview



An Roinn Iompair
Department of Transport

Ireland's Government Road Safety Strategy 2021-2030 Phase 2 Action Plan 2025-2027

Prepared by the
Department of Transport
gov.ie/transport



Rialtas na hÉireann
Government of Ireland

Sustainable Mobility Policy Action Plan 2026-2030



NEW



Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Transport Infrastructure Ireland

Park and Share Policy (2025-2027)



September 2026

Rural Roadside Parking /Car Sharing



Forgiving roadsides design guide



**Safe
Roads
and
Roadsides**

PRO-ACTIVE – Safe Systems Approach

Policy primary objective

... improve safety on the National Roads Network, by providing such facilities, and thereby reducing unsafe behaviour.



Enabler:

“integrated mobility” and “shared mobility”

Supports: reduced vehicle emissions and congestion

Road Users: Reduce driver tiredness / fatigue & transport choice



Louth Park & Share

Lessons Learnt





- Intercept Survey
- Postal Survey
- Stakeholder Interviews

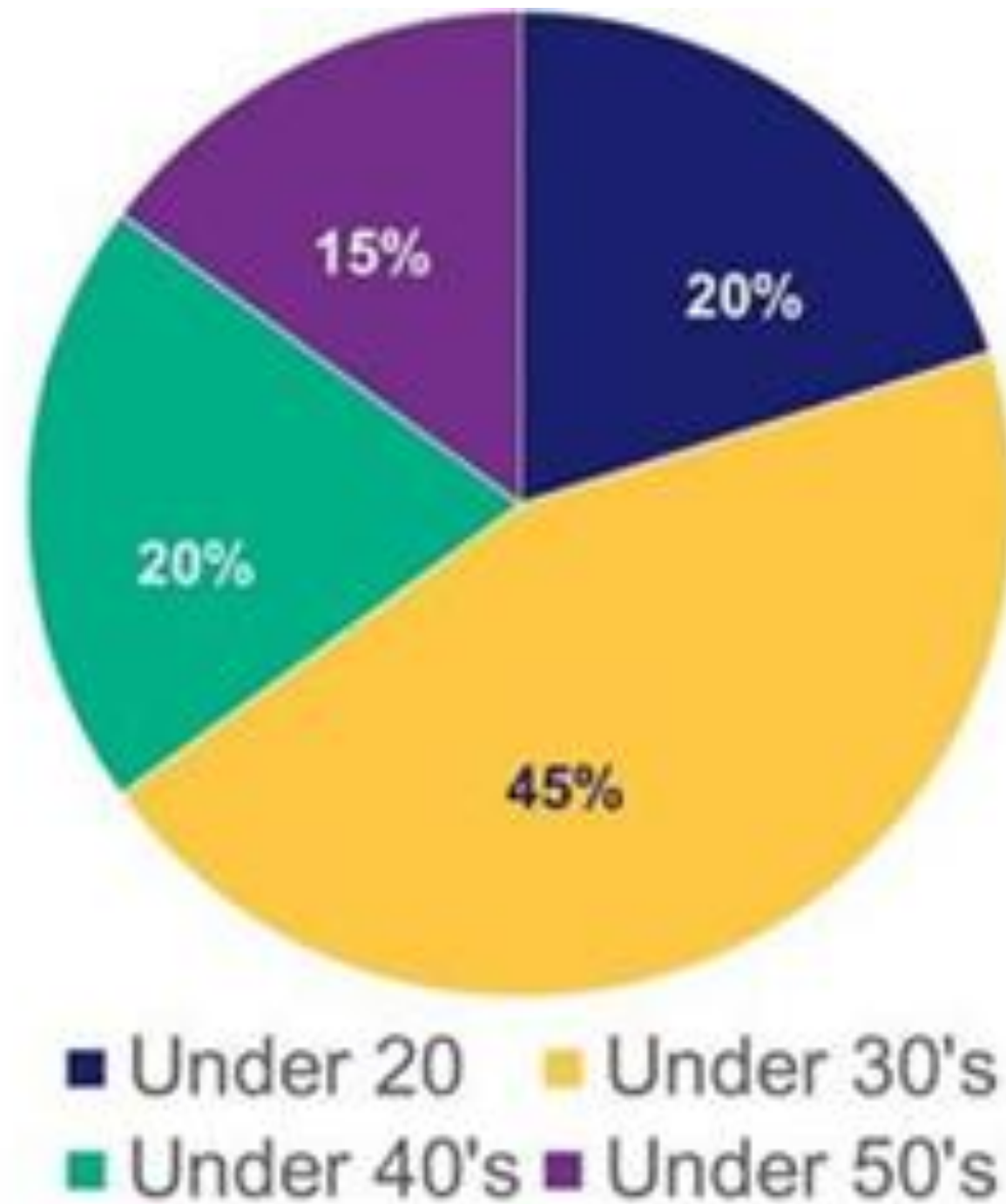


Figure 1. Age profile of surveyed users

Intercept Survey

Transport Infrastructure Ireland

User Age | Days per Week

86% Use P&S 5 Days/ week

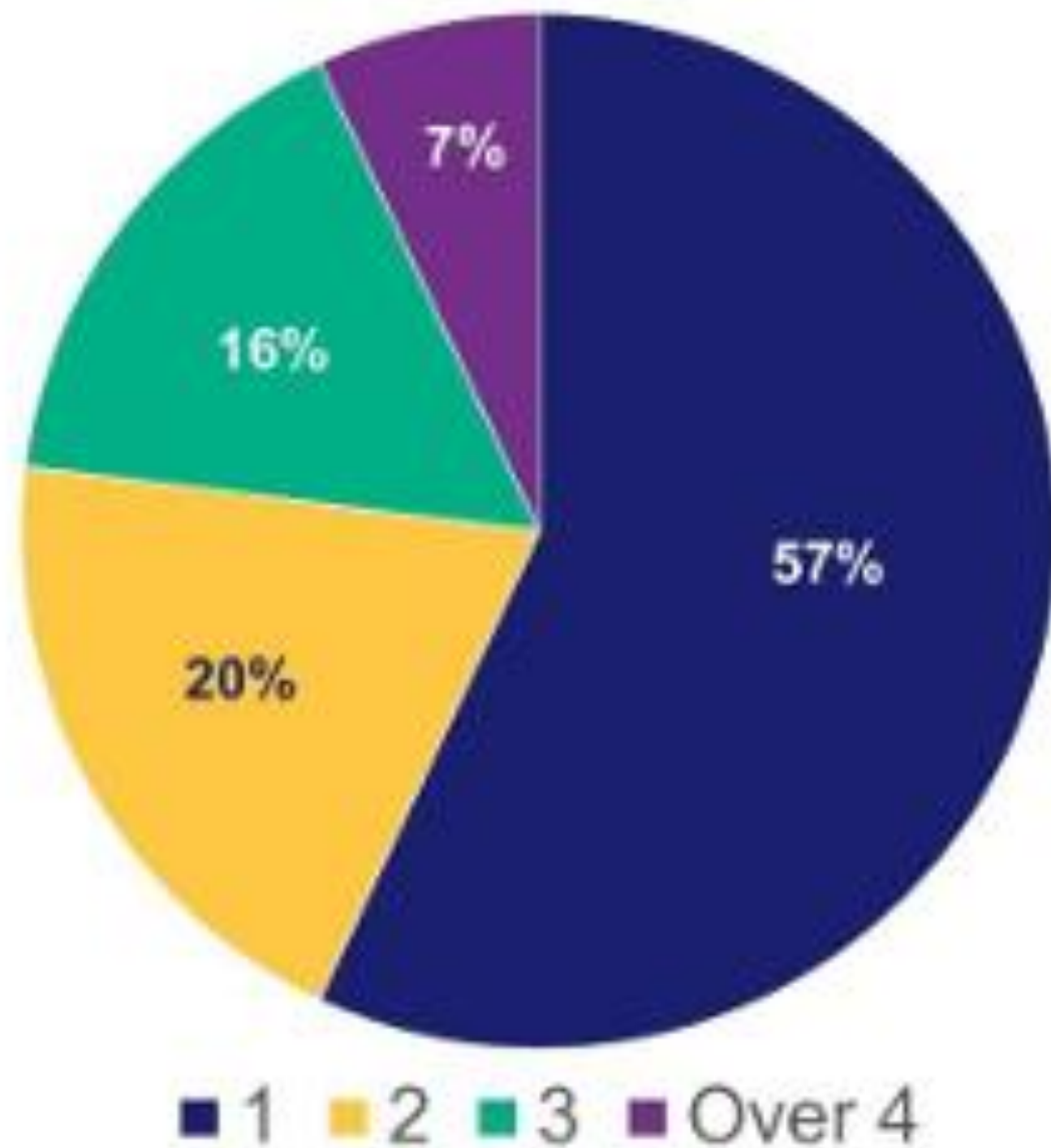
12% 4 days

2% 3 days

Intercept Survey

Transport Infrastructure Ireland

Car Share | Passenger Numbers



**91% Previously
Parked on Hard shoulder**

9% New User Attracted to P&S

Postal Survey

Transport Infrastructure Ireland

Trip Purpose | P&S Choice

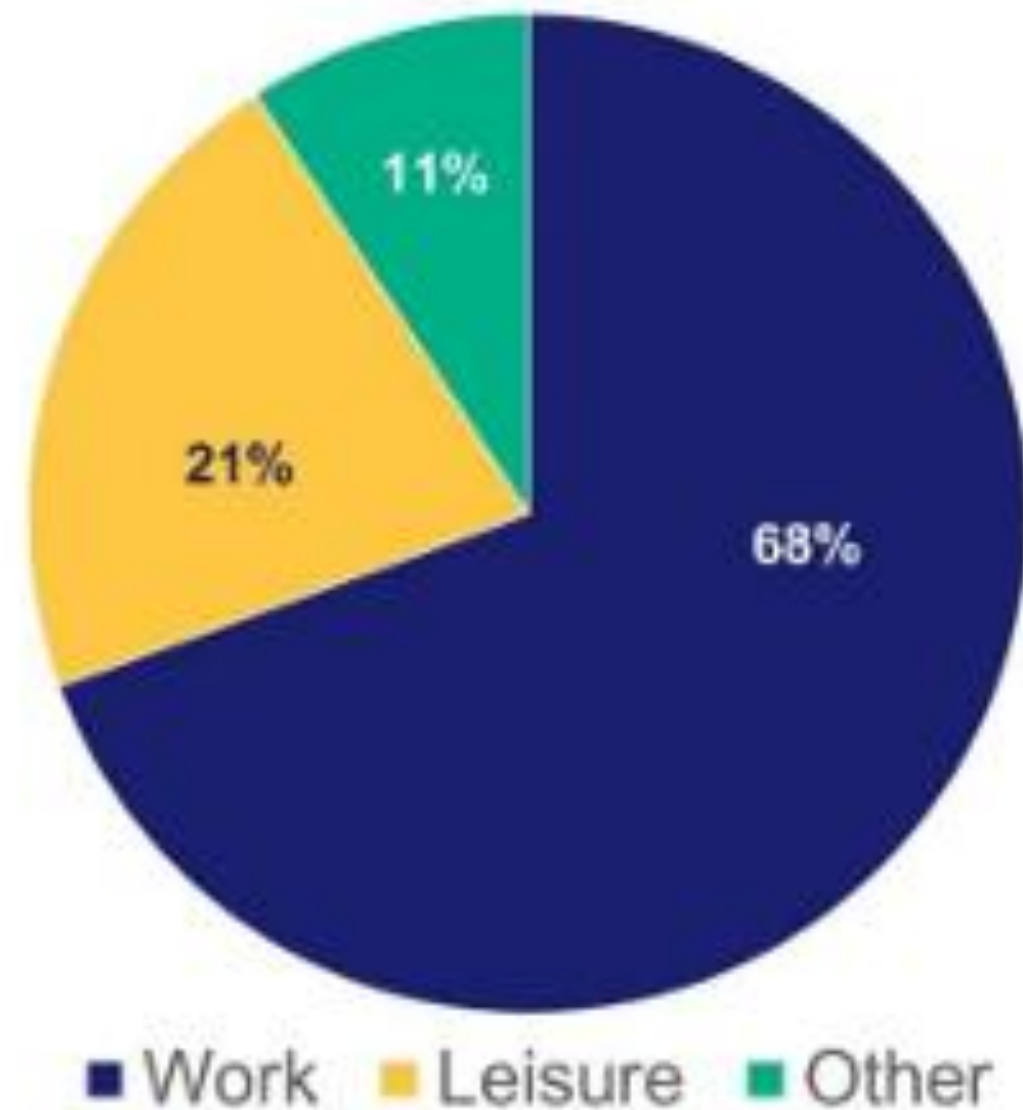


Figure 6: Purpose of car-share journeys (postal survey)

1 in 5 leisure purposes

61% "reduce travel cost."

1 in 5 reduce stress/strain of driving.

P&S service is currently **FREE**

Intercept Survey (56)

100% **NO**

Postal Survey (254)

Almost **60% disagree** with statement:

“I would pay for parking at a Park & Share facility”.

BUS SERVICES



Intercept Survey (56)

100% **would not use a bus service** if one was provided.

Reason: transporting equipment/tools/material

Postal Survey (254)

56% YES

22% “maybe”.

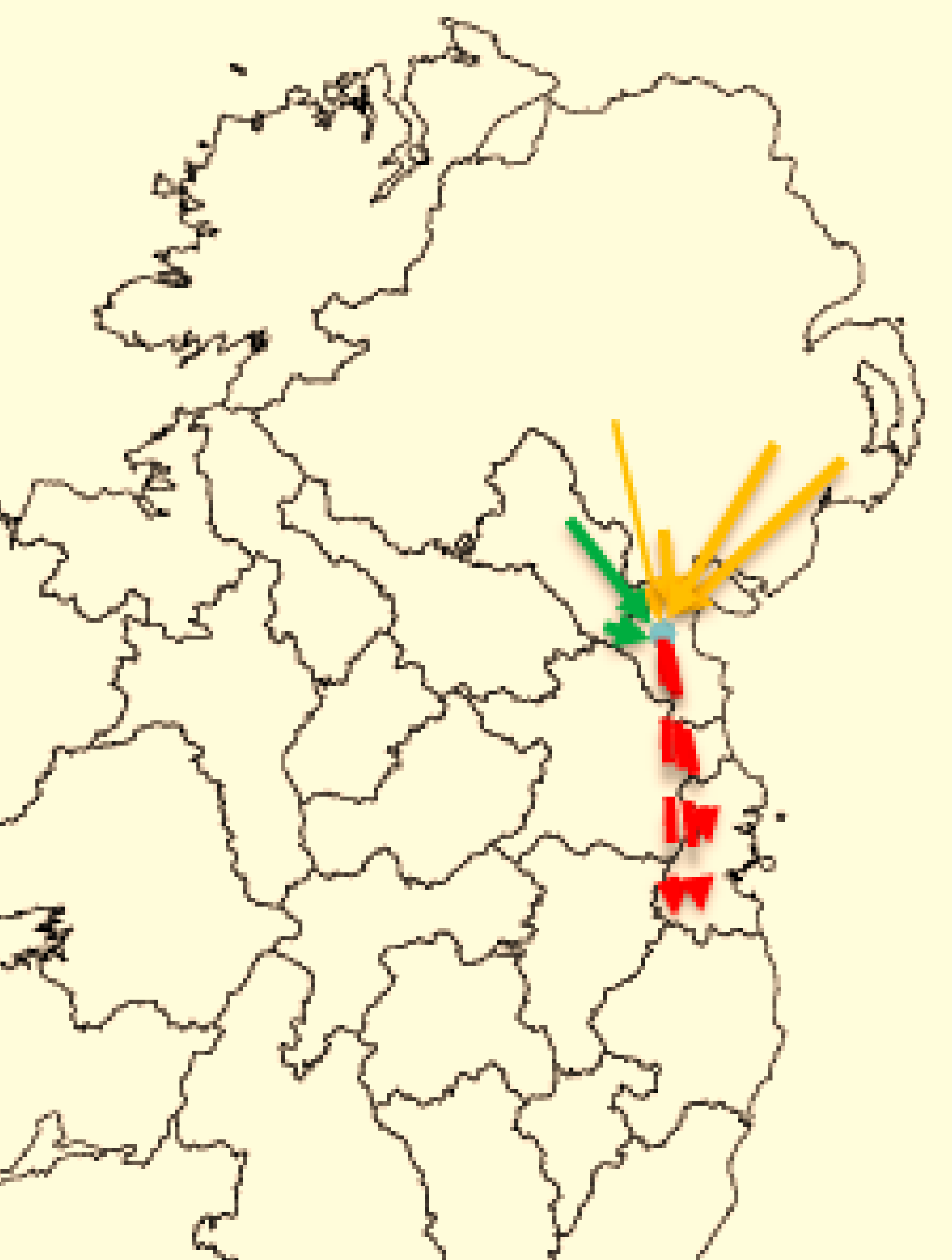
Expectation: 15min to 1hr frequency expected



“What would you like to add/change”

Majority response : “*nothing*”.

- A coffee station
- A sheltered waiting area
- Extended set-down area for peak time drop-off/pick-up
- Litter bins
- **Another P&S facility on the N53**



Travelling From | To

Majority from Northern Ireland (80-85%).

30 and 80 km away (25min to 1 ¼ hour journey time) from the P&S in Louth.

Remainder (15-20%) from Dundalk, Carrickmacross & Monaghan.

Travelling From | To

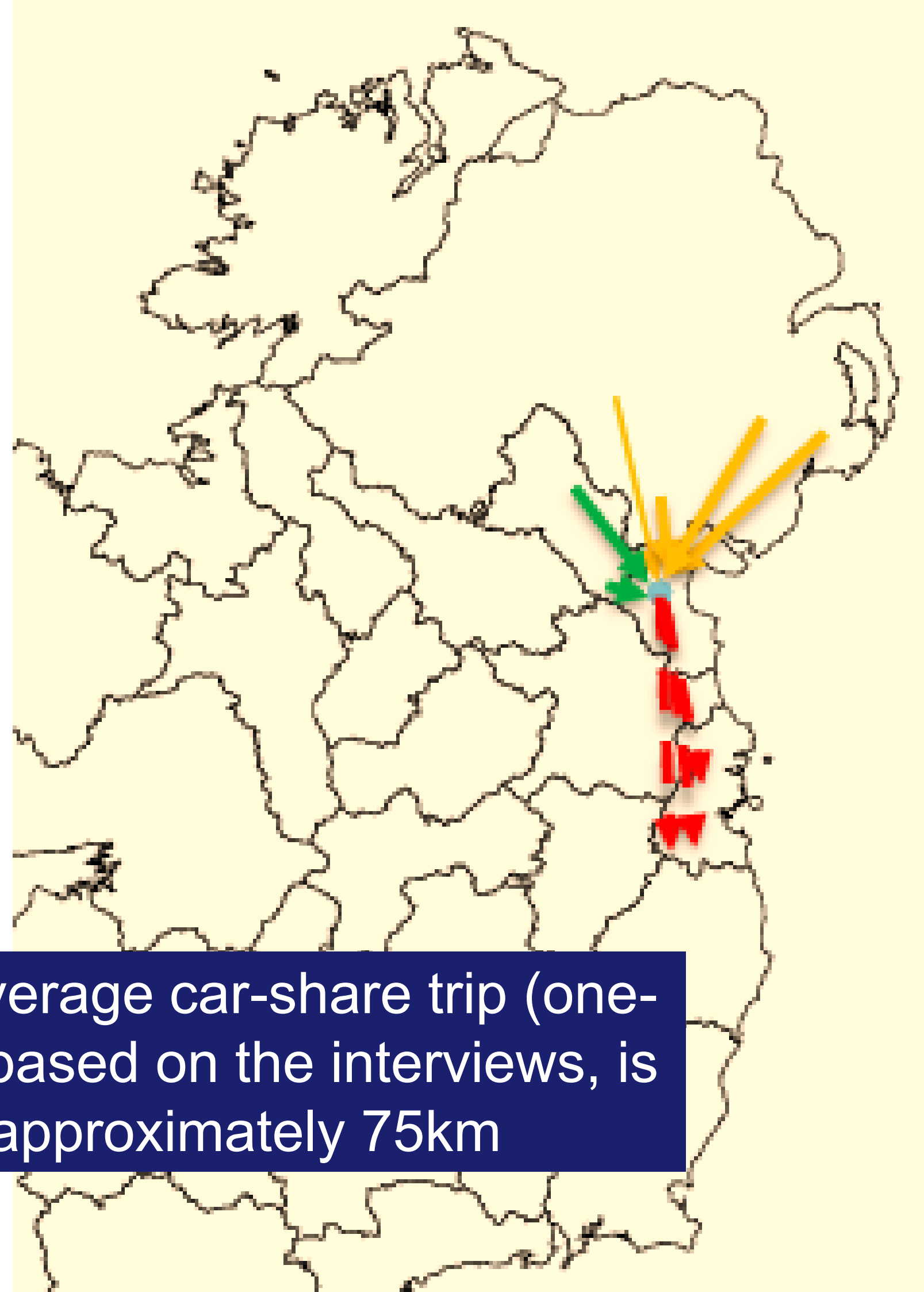
The main destination is Dublin (96%).
(Swords, Clondalkin, Malahide and the city centre)

Average 200 single occupancy trips avoided

3 Tonnes per day prevented



The average car-share trip (one-way), based on the interviews, is approximately 75km



Why car sharing matters?



**Fatigue is estimated to play a
role in up to
20% of Fatal Collisions**

***24% of drivers have ‘fallen asleep or
nodded off, when driving’ on Irish
roads.***

(RSA, 2024) <https://www.rsa.ie/docs/default-source/road-safety/r4.1-research-reports/safe-road-use/contributory-factors-and-driver-fatalities-examining-key-dangerous-behaviours.pdf>

Why car sharing matters?

Single Occupancy Cars

M50 inbound

- 87% AM (07:00 – 10:00), and
- 90% PM (16:00 – 19:00)

(NTA, 2025) <https://www.nationaltransport.ie/wp-content/uploads/2025/10/2024-M50-Cordon-Survey-Report.pdf>





User Demand :

- 1) new users attracted to the facility,
- 2) 5 days a week,
- 3) main trip purpose leisure & other purposes,
- 4) user catchment wider than anticipated.



Decarbonise Road Transport : **Yes**, rural long-distance trips



Willingness to pay: **No**, Parking fees will deter majority of users. Primary user motivation is cost of transport.



P&S Expansion Users / Stakeholders seek more facilities



Customer Service New customers / new infrastructure requires O&M

Road Safety Engineering solutions *nudging* Behaviour Change *by* providing Choice

TII Park & Share Programme 2026 -2030

Funding

TII Road Safety

Process

TII Standard GE STY 01037





Observed High-Usage Locations

Route	Junction	County
M1	J10 (N51)	Louth
M1	J18 (R132)	Louth
N3	L3021	Cavan
M6	J12 (N61)	Roscommon
M9	J4 (R448)	Kildare
M9	J9 (N10 S)	Kilkenny
M11	J20 (R772)	Wicklow
M11	J22 (R772)	Wexford
N25	N72	Waterford

● High-usage locations ²

● Medium-usage locations ³

Progress

M1 – 1 (+J16)

N2 – 1

N3 – 3

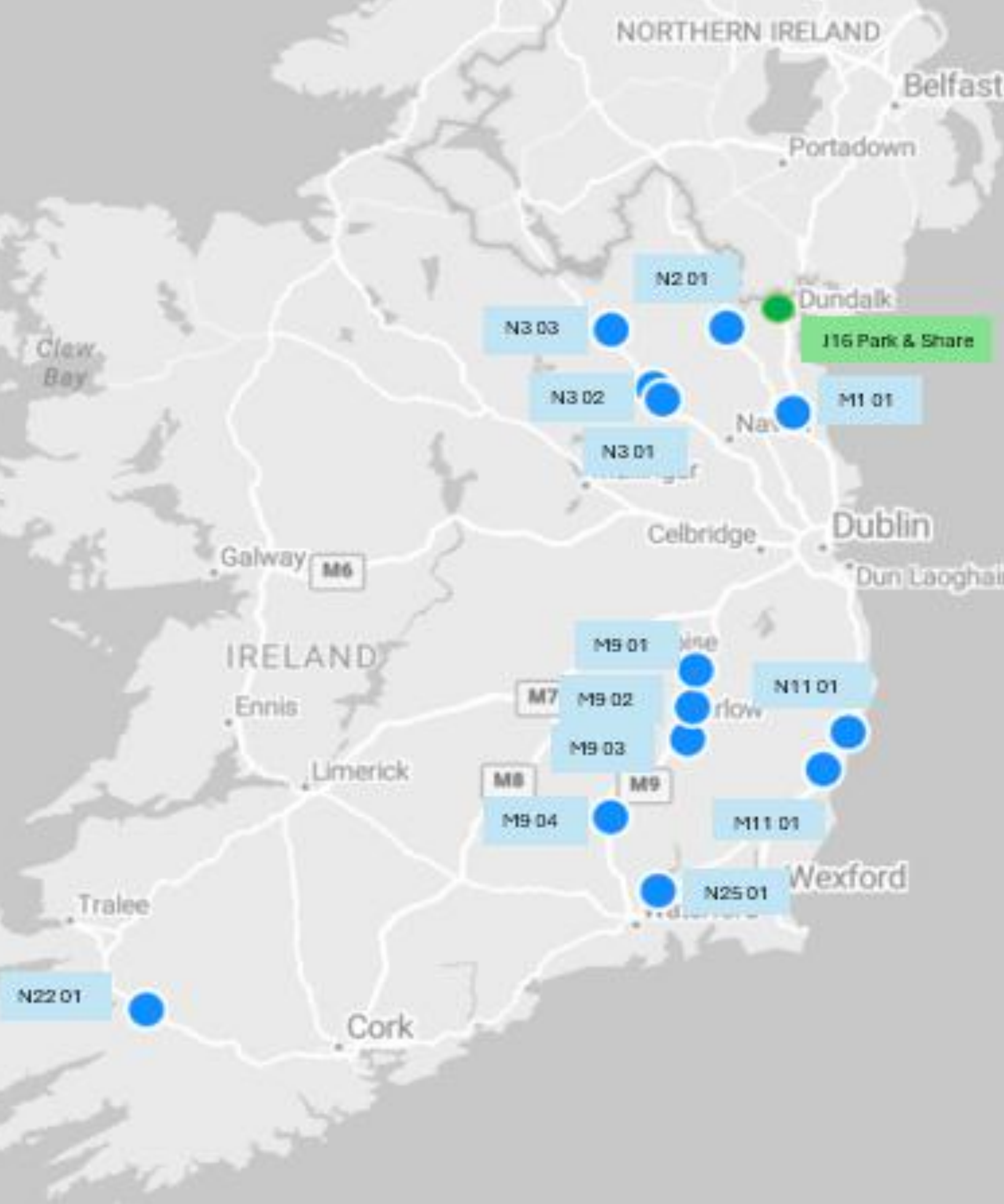
M9 – 4

M11 – 2 (NTA/TII)

N22 – 1

N25 – 1

...Others in Pipeline





TII Park & Share Programme



Scaling Up and Building on Success



Louth
P&S



Policy

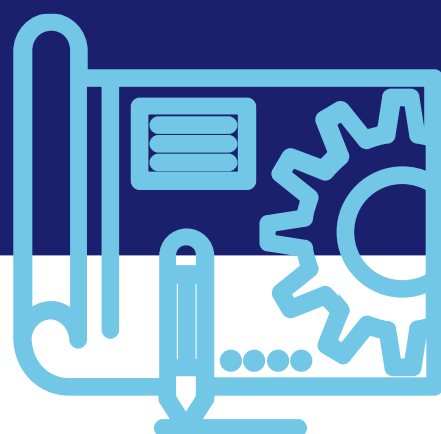
Thank you

LIMERICK CITY AND COUNTY COUNCIL

Mayoral Address

Mayor John Moran, Limerick City and County Council

Q&A



Session 4: Mobility of People & Goods

Q&A

Chair: Carmel Kirby, Director of Services, Clare County Council

- **Dr Suzanne Meade**, TII
- **Sarah O'Donnell**, TII
- **Fergus Meehan**, TII
- **Mayor John Moran**, Limerick City and County Council

End of Day One