



Cork Area
Commuter Rail



Public Consultation No. 2:

Preferred Option

Cork Area Commuter Rail - Phase 2



Tionscadal Éireann
Project Ireland
2040



Údarás Náisiúnta Iompair
National Transport Authority



Iarnród Éireann
Irish Rail



Preferred Option

Public Consultation No.2

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Our Vision for Cork Area Commuter Rail

The Cork Area Commuter Rail Programme represents a **once-in-generation investment**, delivering improved travel choices, connecting communities, and unlocking Cork's full potential.

It is about protecting the environment, improving quality of life, and **creating a greener, more accessible city for everyone.**

The Programme **will transform services across Mallow, Cobh, and Midleton lines**, delivering high frequency, electrified rail services and will ultimately support up to a 10 minute service across all three lines.

The works are being delivered in phases:

Phase 1



Is delivering the Kent Station Through Platform, twin tracking between Glounthaune and Midleton, and a comprehensive Signalling and Communications Upgrade.

Phase 2

Includes proposals for new stations, station upgrades, a new depot and full electrification of the Cork rail network, and is the focus of this consultation.

Programme Objective

Investment in the Cork rail network will support compact urban growth and contribute to reducing transport congestion and emissions in the Cork Metropolitan Area (CMA) by enhancing the existing heavy rail system, providing a sustainable, safe, efficient and integrated public transport service that will improve the attractiveness of rail services.

Programme Sub-Objectives



Meet current demand for heavy rail travel and **support future growth by providing a higher frequency**, higher capacity, and electrified rail service that promotes sustainable economic development and population growth.

Create an integrated suburban rail system that improves access to jobs, education and essential services, while enhancing connections with other public transport options.

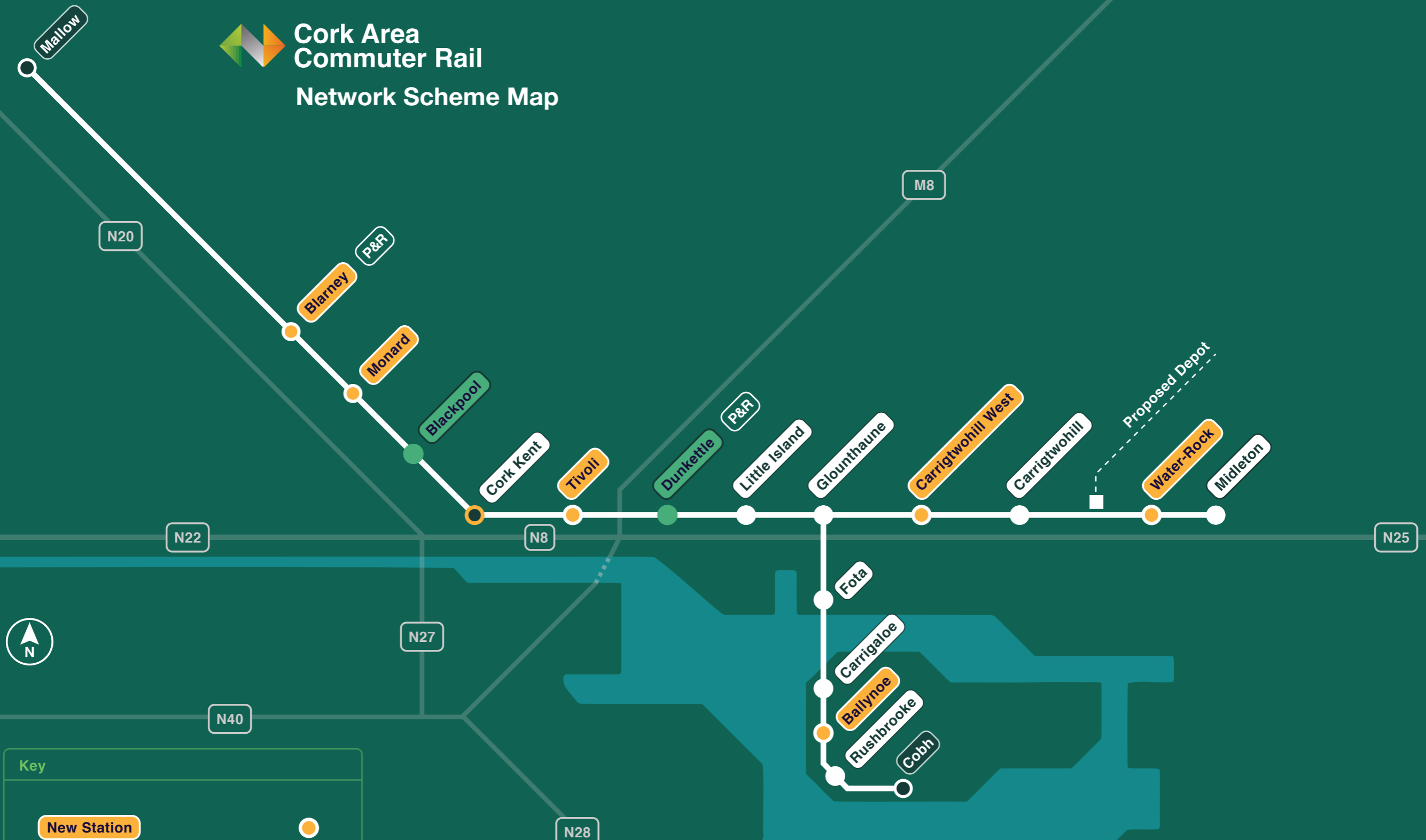


Support compact urban growth and land regeneration along existing rail corridors by expanding rail capacity for both current and future generations.

Deliver a sustainable, low-carbon, and climate-resilient rail network, **reducing road congestion and helping Ireland meet its emission reduction targets.**



Cork Area Commuter Rail Network Scheme Map



Key

- New Station
- Accelerated Station
- Existing Station
- Upgraded Station
- Kent Multi Modal Transport Hub
- Proposed Depot
- P&R Strategic Park & Ride

*Additional works may be required at existing stations.

Transforming Travel: Better-Connected Cork

YOUR INPUT

Phase 1 works are already underway.

The **second non-statutory Public Consultation** for Phase 2 of the Programme is now underway, building on the feedback received during our first Public Consultation held in Summer 2025. This stage focuses on updated details for the new stations, the fleet depot and the electrification of the Cork commuter network.

You are invited to share your views on the Phase 2 proposals.



10-MINUTE SERVICE FREQUENCY

Up to a 10 minute service frequency will increase capacity and provide a better customer experience for Cork rail users.



AN ELECTRIFIED NETWORK

Electrification and a low-emissions fleet to reduce congestion and cut carbon emissions.



NEW STATIONS

Proposed at **Blarney, Monard, Tivoli, Ballynoe, Carrigtwohill West** and **Water-Rock**, along with the accelerated **Blackpool** and **Dunkettle Stations**.



STRATEGIC PARK & RIDE

A Strategic Park & Ride site at **Blarney station**. Park & Ride will also be provided at the new, accelerated, **Dunkettle Station**.



TWO UPGRADED STATIONS

Upgrades at **Cobh** and **Mallow** will deliver new/longer platforms, footbridges and lifts to increase capacity and frequency for a better customer experience.



BETTER CONNECTIONS

More integrated transport options, including Park & Ride facilities, bus services, cycleways and Cork's future light rail (LUAS).



A NEW MAINTENANCE DEPOT

For the ongoing maintenance of the new electric fleet.

Process Explained

The Preferred Option is the **preferred combination of design options** that have been identified for each of the elements of the project. Following the completion of Public Consultation No.1 on the Emerging Preferred Option, **all feedback was analysed and considered, along with additional studies and surveys** – which have assisted Iarnród Éireann in updating and completing the option selection process.

Initial Review: Ideas were screened against core project objectives.



Multi-Criteria Analysis of Short listed Options: All options were measured against the key criteria outlined below:



Selection of the **Preferred Option:** Chosen as the option that best balances capacity, sustainability and community needs.

Multi-Criteria Analysis: Evaluating options against the criteria set out in the Department for Transport's **Transport Appraisal Framework** (July 2024)

	Transport User Benefits and Other Economic Impacts
	Accessibility Impacts
	Social Impacts
	Land Use Impacts
	Safety Impacts
	Climate Change Impacts
	Local Environmental Impacts

What this means for you

You will get a better rail service for Cork, thanks to a clear and careful process that aims to keep any local disruption to a minimum.

The Preferred Option

Your feedback on the Preferred Option at this non-statutory stage will help to ensure that project, when delivered, will be a success for you and the communities it will serve.

Key elements include:

Electrification

- Installation of Overhead Line Equipment (OHLE)
- Substations
- Bridge, parapet and viaduct modifications
- Electrification Compound



Station Upgrades

- Mallow
- Cobh



New Maintenance Depot

- Depot Access Roads
- Diversion of the proposed Cork City to Midleton Greenway



Six new stations

- Blarney including Strategic Park & Ride facility
- Monard
- Tivoli
- Carrigtwohill West
- Water-Rock
- Ballynoe



Linear Works

- Passing Loops (Rathduff) and cross overs at strategic locations
- Level Crossing Closure
- Maintenance Compounds
- Construction Compounds



The infrastructure changes required to deliver future service provision are defined by the **Train Service Specification (TSS)**, which is a plan that outlines how trains will run on Cork's rail network. It includes details about train frequency, the stations they will serve, and the infrastructure upgrades needed to support these services.

What this means for you

New stations extend rail access into more communities and Strategic Park & Ride sites offer new options for combining car and train trips.





Electrification

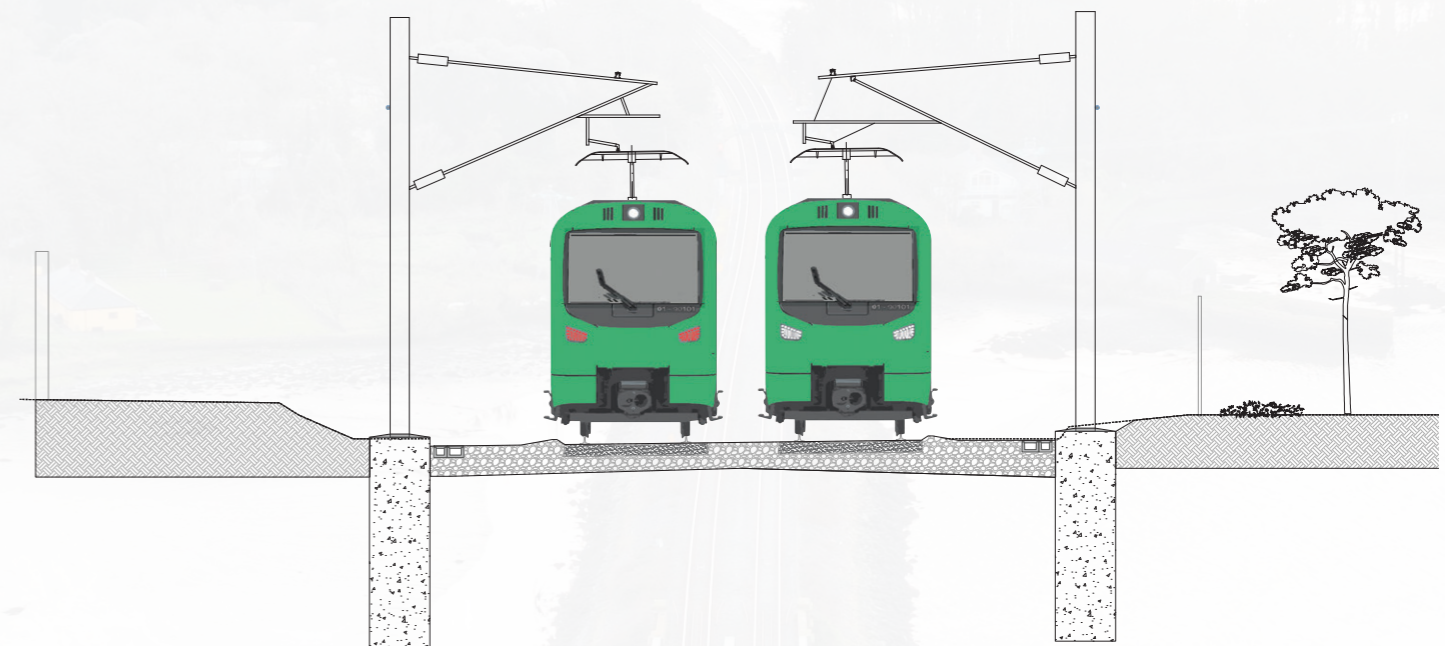
To deliver a **high-capacity, high-frequency** and **sustainable train service**, the CACR Electric Multiple Unit (EMU) trains will be powered by **Overhead Line Equipment (OHLE)** installed along the entire rail network, including the routes from Mallow to Kent Station, Kent to Cobh, and Glounthaune to Midleton.

OVERHEAD LINE EQUIPMENT (OHLE)

The **OHLE system** will consist of several longitudinal wires per track, which supply power to the electric trains.

In order to carry the wires, **structural steel supports** are necessary. Masts will typically rise to between 6.0m and 8.5m above rail level. It is anticipated they will be located at spacings of approximately every 50m.

A variety of support types will be used, depending on local site conditions and constraints. These may include **single track** and **twin track cantilevers**, and **portal frames**, which span multiple tracks or provide additional support in confined spaces. The exact configurations will be confirmed during design development.



Typical Single track cantilever layout



SUBSTATIONS

Substations will play a **key role in powering the electrified CACR network** by delivering electricity from the EirGrid National Grid to the Overhead Line Equipment (OHLE) used by Electric Multiple Unit (EMU) trains.

Electrical power for the CACR Programme is proposed to be provided at two locations: **Ballygibbon** and **Ballyrichard More**. Power supply infrastructure typically includes a Supply Substation and a Traction Substation.

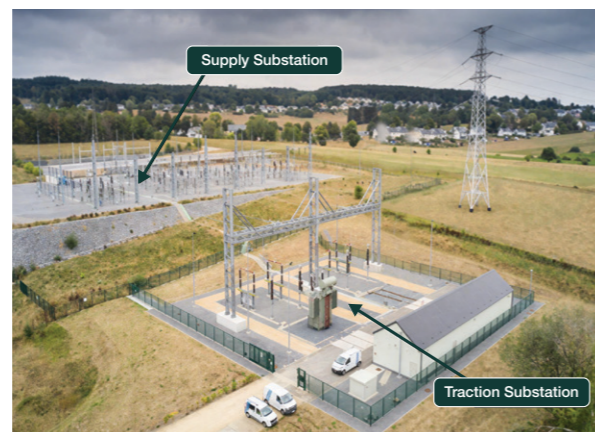
Based on a 110kV electrical supply, the indicative footprints are:

- **Supply Substation:** approx. 100m x 110m
- **Traction Substation:** approx. 60m x 80m

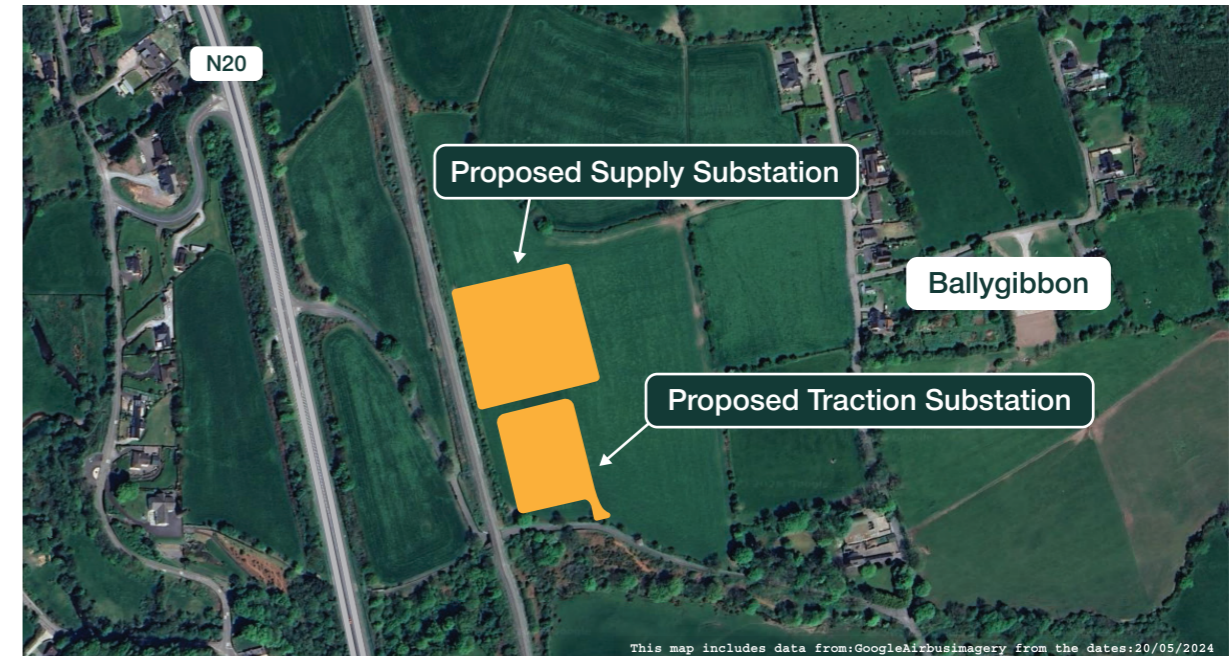
These footprints allow for transformers, switchgear, control buildings, and the safety clearances required for high-voltage infrastructure.

The exact locations of the substations will depend on their proximity to existing EirGrid infrastructure and the findings of ongoing power-supply studies, which will determine the electrical load required at different points along the network. Indicative study areas have been identified at **Ballygibbon** and adjacent to **the proposed Depot at Ballyrichard More**.

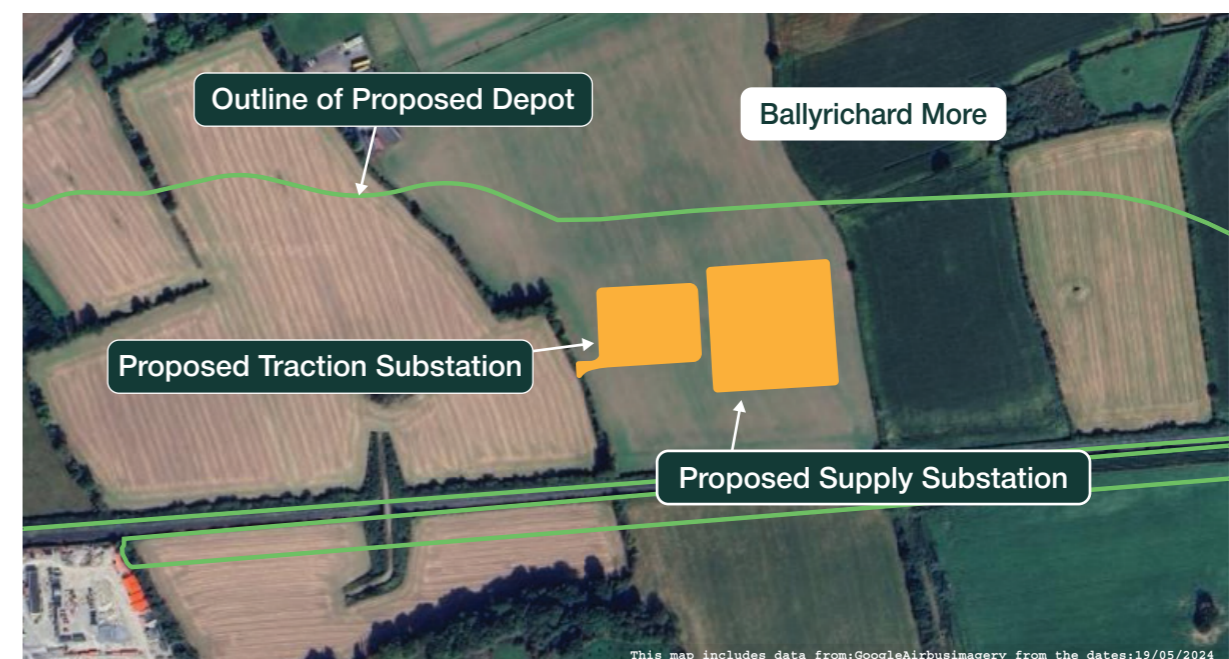
The Project Team is engaging closely with EirGrid, has submitted connection requests for these locations, and has developed potential substation configurations as part of this process.



Sample Supply and Traction Substations



Indicative Traction and Supply substations at Ballygibbon



Indicative Traction and Supply substations at Ballyrichard More



BRIDGE AND PARAPET MODIFICATIONS

To facilitate the electrification, the clear height of existing structures along the rail network through which OHLE can be installed has been assessed.

A total of **34 existing structures** were determined to have insufficient clearance for the proposed OHLE. The project team have **undertaken a robust options assessment** to determine the correct intervention, considering the structures strategic value or location, its cultural heritage value and the magnitude of the clearance deficit. The team have also been engaging with **the Heritage Departments of Cork City and Cork County Council**.

Of the 34 structures, **track lowering** has been determined as the preferred option for 24 of the structures. **Raising the existing bridge deck** has been determined as the preferred option for an additional four structures. Five structures, which are station canopies and Cork Tunnel infrastructure such as ventilation shaft guards, will need **to be modified** to address the clearance deficit.



OBC 417, Little Island Station Footbridge

Bridge ID	Bridge Name	NIAH Listed	RPS Structure	Intervention Required
CK00A	Cork Tunnel Ventilation Guards	No	No	Replace
CK01A	Kent Platform Canopy	Yes	Yes	Modify
CK02	Cobh Station Canopy	Yes	Yes	Modify
CK03	Mallow Platform Canopy	Yes	Yes	Modify
CK03A	Mallow Station Canopy	Yes	Yes	Modify
OBC405	Lower Glanmire Road	Yes	No	Raise bridge deck
OBC417	Little Island Station Footbridge	Yes	No	Raise footbridge
OBC421A	Fota Station Footbridge	Yes	No	Raise footbridge
OBC426	Carrigaloe Station Footbridge	Yes	No	Raise footbridge

PARAPET MODIFICATIONS

A parapet on a bridge is the protective barrier along the edge that prevents people, vehicles, or objects from falling off the bridge. The installation of OHLE along the railway line means that the structures spanning the railway must adhere to a **set of safety requirements** aimed at reducing the risk of members of the public accidentally coming into direct contact with the electrified OHLE. One of these requirements is for parapets to be 1.8m in height.

Approximately 44 bridges will need parapet upgrades to keep people safe. We're approaching this with care, looking at ways to strengthen or extend the existing parapets while respecting the character and history of each bridge.



VIADUCT MODIFICATIONS

The length of a number of underbridges/viaducts along the railway corridor will likely result in some gantries/masts **being connected to the existing viaduct/underbridge structures** to facilitate the OHLE infrastructure.

The six underbridges/viaducts that will likely be impacted by the proposed new OHLE masts include:

- **Blackwater Viaduct (UBC341)**, located on the Mallow to Cobh line near Mallow town and crossing the River Blackwater alongside the New Mallow Road (N20).
- **Monard Viaduct (UBC391)**, located on the Mallow to Cobh line crossing the Blarney River.
- **Kilnap Viaduct (UBC397)**, located on the Mallow to Cobh line in Mallow crossing the Glennamought River alongside the Old Mallow Road.
- **Railway Bridge (UBC406)**, located on the Kent to Little Island line in Cork city crossing the Lower Glanmire Road (N8).
- **Railway Viaduct (UBC421)**, located on the Glounthaune to Cobh line. The viaduct connects Harpers Island with Fota Island.
- **Railway Viaduct (UBC422)**, located on the Glounthaune to Cobh line, looking out towards Lough Mahon.

ELECTRIFICATION COMPOUND

An electrification compound will be required to support the electrified network. The compound will be necessary to facilitate the operation and maintenance of the electrified line.

The preferred location for the electrification compound has been identified on **CIÉ lands at the North**

Esk yard adjacent to the proposed accelerated **Dunkettle Station**. The electrification compound will comprise a two-story main office building, a storage building, parking facilities for vans and Road-Rail Vehicles (RRV), and a car park.



New Stations

Six new stations will be delivered along the rail network, aligned with adjoining land-development strategies and extending rail access into more communities. The preliminary designs for the proposed stations have progressed, **informed by the valuable feedback received** during Public Consultation No. 1 and ongoing engagement with key stakeholders.

Further details on the station layouts can be found in the Preferred Option drawings available on the project website.



What this means for you

These new stops will give you the option to catch the train nearer to your home, work or school.

	In am
	OnTime
	In am
	OnTime
1	In am
	OnTime
5	In am
	OnTime
	In am
	OnTime
	In am
	OnTime





Blarney Station and Strategic Park & Ride

Coordinates: 51.944048, -8.555367



— Cork Area Commuter Rail Line
 Proposed Blarney Station with Strategic Park & Ride
 N20 National Primary Road
 Future Residential Area

The proposed Blarney Station is **located approximately 1.5km from the existing Blarney Town Centre**, bounded by Station Road and the N20 and close to the historic Blarney Station. Access to the Station and Strategic Park & Ride will be provided from Station Road to the west and Blarney Business Park to the east.

Blarney Station will feature **three platforms** connected by a pedestrian footbridge to provide access to pedestrians from either side of the railway via stairs and accessible lifts.

The Station will be accessible from both sides of the railway line however, it is envisaged the northern access will only become operational with the development of the Stoneview lands. The station's design and associated Strategic Park & Ride facilities will include **parking**



spaces, EV charging points, accessible parking spaces, motorcycle parking, a bus/taxi/car set down area, covered bicycle stands and bicycle lockers and welfare facilities (public toilets).

Station works will also include the infrastructure required to support a fully electrified network.



Monard Station

Coordinates: 51.939212, -8.510840



— Cork Area Commuter Rail Line
 Proposed Monard Station
 Old Mallow Road L2782

The proposed Monard Station will be **located directly south of the existing Old Mallow Road / L2782**. Local Park & Ride facilities will be provided and pedestrian access to be provided via an access road from the L2782. Set down area located to the north of the station from Old Mallow Road. One way access for all motorised vehicles, including buses.

Monard Station will feature two platforms connected by a pedestrian footbridge to provide access from either side of the railway via stairs and accessible lifts.

The Station's design and associated Local Park & Ride facilities will include **parking spaces, EV charging points, accessible parking spaces, motorcycle parking, a bus/taxi/car set down area, covered bicycle**



stands, bicycle lockers and a two-way paved cycle track.

Station works will also include the infrastructure required to support a fully electrified network.



Tivoli Station

Coordinates: 51.904381, -8.412924



Cork Area
Commuter Rail Line

Proposed
Tivoli Station

N8 National
Primary Road

The proposed Tivoli Station will be **located at the heart of the future Tivoli Docks housing development** supported by the Port of Cork Masterplan. The existing local road will serve as access road on the south side of railway and facilitates the active travel cycle infrastructure. A turn-back facility is to be provided to the east of the station to allow vehicles to set down, drop off, access mobility impaired parking and turn back to the west to re-join the N8.

Tivoli Station will feature two platforms connected by a pedestrian footbridge to provide access from either side of the railway via stairs and accessible lifts.

Due to the constrained nature of the station design, limited parking has been provided to accommodate various modal transit to the Station.



Provisions include for **covered bicycle stands, bicycle lockers and mobility impaired parking spaces** as well as a set down area within the southern section of the Station.

Station works will also include the infrastructure required to support a fully electrified network.



Carrigwohill West Station

Coordinates: 51.911979, -8.288357



Cork Area
Commuter Rail Line

Proposed
Carrigwohill West Station

L3004 Road

The proposed Carrigwohill West Station will be **located within the Fota Retail & Business Park with direct access from the L3004**. The main access to the station will be via the L3004 and existing roads which are to be upgraded and extended to provide an active travel route and footpath to the station.

Carrigwohill West Station features two platforms connected by a pedestrian footbridge to provide access from either side of the railway via stairs and accessible lifts. A 24-hour pedestrian and cyclist connection will be provided via a shared rail over bridge operating independently of station opening hours.

The Station's design and associated **Local Park & Ride facilities will include parking spaces, EV charging points, accessible parking spaces, motorcycle parking,**



a bus/taxi/car set down area, covered bicycle stands and bicycle lockers.

Station works will also include the infrastructure required to support a fully electrified network.



Water-Rock Station

Coordinates: 51.919775, -8.195382



The proposed Water-Rock Station is **located to the north of the railway line, west of the Midleton Northern Relief Road**. Access to be provided from the Water-Rock development distributor road, with future access to be provided to the south to support ensuing development in the area.

Water-Rock Station will feature two platforms connected by a pedestrian footbridge to provide access from either side of the railway via stairs and accessible lifts. The station's design will include **limited parking spaces, EV charging points, accessible parking spaces, motorcycle parking, bus/taxi/car set down areas, covered bicycle stands and bicycle lockers**.

Station works will also include the infrastructure required to support a fully electrified network.



Ballynoe Station

Coordinates: 51.859571, -8.324850



The proposed Ballynoe Station is **bounded by the R624 and Ballynoe Road**. Local Park & Ride facilities and pedestrian access to be provided via the R624.

Ballynoe Station features two platforms with access between platforms provided by a pedestrian underpass, with stairs and lifts to ensure accessibility for all passengers. Parking facilities are proposed adjacent to the station on land between the railway line and the R624. Two parking facilities will be provided to the west of the Station. The two parking facilities, located either side of the R624, will be connected via enhanced pedestrian facilities and a signal-controlled pedestrian crossing to ensure safe movement of pedestrians across the R624.

The Station's design and associated **Local Park & Ride facilities will include parking**



spaces, EV charging points, accessible parking spaces, motorcycle parking, a bus/taxi/car set down area, covered bicycle stands and bicycle lockers.

Station works will also include the infrastructure required to support a fully electrified network.

Station Upgrades

Key stations, **Mallow and Cobh** will have additional platforms, enhanced accessibility features and passenger facilities for a more comfortable experience. Additional upgrade works are currently underway at other stations across the Cork network, with potential for further developments in the future.



What this means for you

Increased capacity, more frequent services, ultimately enabling services to run every 10 minutes. New lifts, pedestrian bridges and easier access to platforms.



STATION UPGRADE



Mallow Station

Coordinates: 52.138992, -8.655463



Mallow Station serves Intercity and Regional train services throughout the day on the main Dublin to Cork line.

The existing Mallow station is **situated just north of the junction between the lines from Cork and Tralee and bordered to the east by the N20**. Mallow Station currently has three platforms along with car parking and station access.

To support the increase in capacity and train frequency, the upgrade will feature a new two-sided platform, provided to the west of the existing platforms allowing intercity

and regional trains to operate uninterrupted. A new pedestrian footbridge will be provided for access between the new platform and the three existing platforms. A new pedestrian entrance will be developed to the west and east of the station to provide access via accessible lift facilities, connecting all platforms. The station will also include **welfare facilities** (public toilets) enhancements to the internal layout of the station and the **urban regeneration** of the car parking and entrance area.

Station works will include the infrastructure required to support a fully electrified network.



Cobh Station

Coordinates: 51.848773, -8.300715



The existing Cobh station is **located directly south of the R624/Spy Hill Road and can be accessed via Westbourne Place**. The Cobh Heritage Centre is directly adjacent to the existing station.

The station is currently served by a single access point from the public roadway located to the north of the station on Lower Road, adjacent to parking, bus stops, and taxi set down areas.

A new access point is to be provided from Lower Road to the west of the station adjacent to Cobh Garda Station, this will be the accessible route to the station which will include lifts.

As part of the proposed works, a second platform will be added to improve operational resilience and accommodate special events (e.g. cruise ship arrivals). The existing platform will be extended westward to the boundary of the Garda station.

The western extension will form Platform 2, while the widened eastern section will become Platform 1. New crossovers will be installed west of the station, allowing trains to arrive and depart from either platform. The station will also include **welfare facilities** (public toilets).

Station works will include the infrastructure required to support a fully electrified network.





The new Depot will have the capacity to stable **16 Electric Multiple Unit (EMU) trains**. The train maintenance programme is designed to keep the fleet safe, reliable, and operating efficiently.

Light maintenance

These activities include inspections, system checks, and the replacement of everyday components such as brake pads or lighting elements.

Heavy maintenance

Is carried out less often but involves more extensive work. These activities may include lifting the train to carry out major repairs, such as work on the wheel assemblies (bogies).

Wheel maintenance (wheel lathing)

This process reshapes the wheels to maintain proper performance and ride quality.

The architectural design of the buildings has been developed to ensure **compatibility with the existing landscape context**. The design has been developed to deliver a functional, energy-efficient facility while minimising environmental impact. The building is designed to achieve Nearly Zero Energy Building (nZEB) standards and EXEED certification, incorporating **high-efficiency HVAC systems, renewable-ready technologies, heat recovery, water recycling and intelligent building controls**.



3D Image of new Depot

New Depot

The preferred option for the location of the new Depot is a site at **Ballyrichard More**. The lands are east of Carrigtwohill and bound by the Carrigane Road (L3617) to the north. The new Depot will support the maintenance and stabling of the fleet required to deliver the **10 minute service frequency** and **capacity enhancements** intended by the CACR Programme.

The main components of the Depot include:

- The Main Building integrating a number of functional areas such as a maintenance shed, wheel lathe, workshop area, storage area, offices and a building services area
- Driver Facilities
- Service Slab and Stabling Area
- Access Control and Security
- Automatic Washing Plant (AWP)
- Automatic Vehicle Inspection (AVI)



DEPOT ACCESS ROADS

The preferred option for access to the new Depot utilises the **Water-Rock development road** and has an offline section of approximately 2.07km. Two junctions on **Castle Rock Avenue** will require widening to allow large HGVs such as low-loaders to manoeuvre through the existing road radii. These junctions will allow for signalisation for safer non-motorized user crossings.

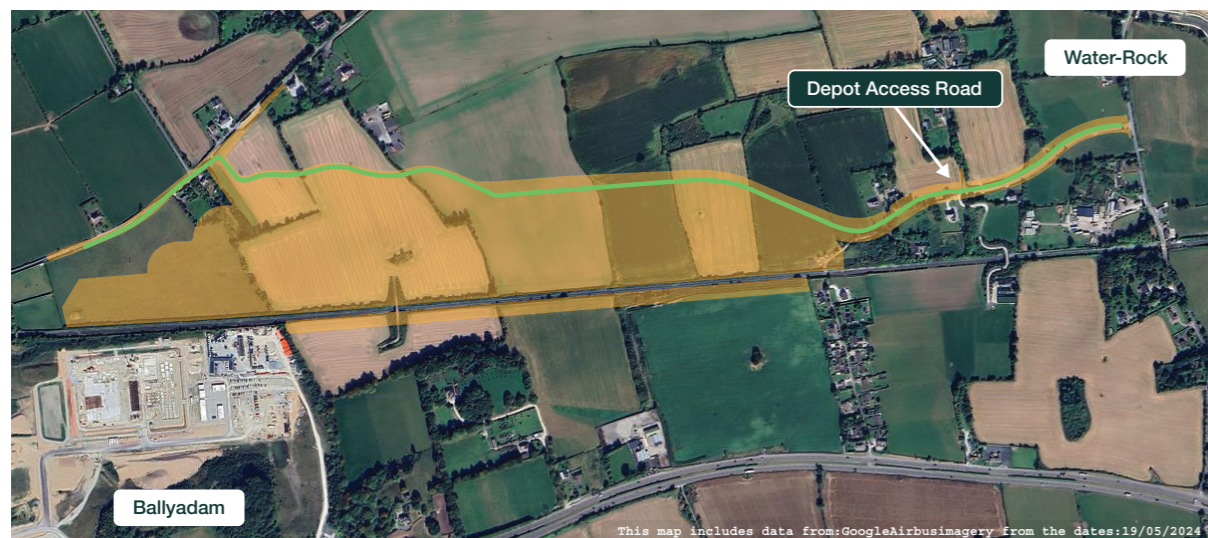
The internal road layout of the new Depot site has been designed to provide heavy goods vehicle access throughout the site and to all facilities for servicing and maintenance.

GREENWAY DIVERSION – INTER-URBAN CYCLE ROUTE DETOUR

The Inter-Urban Cycle Route (IU-1) between Carrigtwohill and Midleton is within the planned Midleton to Dunkettle IU-1 Inter-Urban Cycle Network.

Due to the location of the Depot, a section of the proposed interurban cycleway requires realignment. The original location for the cycleway route runs parallel and alongside the existing rail line where the new Depot is to be located. It is proposed to provide a detour of the cycleway route to the north of the new Depot, with a connection to the Depot access road, where the access road cycle facilities are utilised onwards towards Midleton.

More detail can be found in the project report on the website.



Depot Footprint Inter-Urban Cycle Route Detour



3D Image of the new Depot Stabling Area

What this means for you

A modern Depot will ensure timely cleaning and maintenance of the fleet, supporting rail service resilience.



Linear Works

To deliver an **electrified, high-capacity, high- frequency** train service, key upgrades will be made to the existing linear rail infrastructure. Permanent way is the railway terminology that refers to the track and its components. It includes rails, sleepers, ballast and special trackwork such as the points and crossings, which permit trains to switch from one track to another.

The following are the locations where new trackwork will be provided:

- **Mallow Station** – new platform tracks and turnout connections
- **Rathduff (located between Mallow and Blarney)** – new passing loop and crossovers, to facilitate passing moves in support of the Operational Requirements introduced for the proposed TSS
- **Blarney Station** - new Platform 3 loop line and associated cross overs
- **Ballyrichard More** – new turnouts and crossovers to access new Depot
- **Cobh** – new platform track and crossover connection



What this means for you

Construction will cause temporary disruption. Upgrades are essential to deliver quieter, more sustainable trains and a more reliable and resilient timetable in the long term.



LEVEL CROSSING CLOSURE

Level crossings significantly hinder railway operations and present a safety risk to train operations and the public which requires active and ongoing management by Iarnród Éireann. There are five existing level crossings on the CACR Network which the project team have assessed on an individual basis in terms of planned train frequency, road safety and traffic, planned peak hourly closures and accident history.

The preferred option for each are set out below:

- **XC229 Buckley crossing** to be formally closed
- **XC238 Myrtle Hill**, a CCTV controlled level crossing – to be formally closed and new access to Myrtle Hill Terrace to be provided from OBC409A O'Regan's Bridge
- **XC249 Fota Estate**, to be maintained
- **XY009 Water Rock CCTV** controlled level crossing to be maintained
- **XY012 Mill Road**, R626 CCTV level crossing to be maintained

MYRTLE HILL LEVEL CROSSING

The preferred option is to provide fully universal access via the eastern end of the terrace, using the access point at Bellevue Terrace, which currently includes a Victorian footbridge and ramped access via the existing road bridge.

The existing road bridge does not meet current standards so an accessible ramp will be added to provide step-free

access for all users. The preferred option involves widening the terrace from the midpoint to the eastern access and fully regenerating the road.

This access arrangement via Bellevue Villas also provides onward connections, with both eastbound and westbound city-bound bus stops located directly at the foot of the Victorian footbridge and the ramped footbridge.



3D visualisation of the new access provision

MAINTENANCE COMPOUNDS

To support the maintenance of the CACR rail network, permanent operational maintenance compounds and track-access points are required at several locations.

The preferred option locations include:

- **Mourne Abbey** – extension of an existing compound between Old Mallow Road and the railway further north
- **Blarney** – located southwest of the railway, to the west of the new Strategic Park & Ride
- **Monard** – integration of the existing compound within the overall footprint of the new Monard Station
- **Water-Rock** – located south of the railway and west of the new Water-Rock Station
- **Cobh area** – a new access point and compound located east of the track, between the railway and Oldcourt, south of Marino Point

CONSTRUCTION COMPOUNDS

Construction compounds are temporary facilities that support delivery of the CACR Phase 2 works. These compounds will be located along the railway to facilitate specific elements of construction and will remain in place only for the duration of the works they support. Not all temporary compounds will be required at the same time. The permanent maintenance compounds at Blarney, Monard and Water-Rock will also operate as construction compounds for some of the required works.

The indicative locations of the temporary compounds have been grouped according to the type of works they will support as shown in the Table below:

Function	Locations
Multi-disciplinary	Depot
Stations	Blarney, Monard, Tivoli, Carrigtwohill West, Water-Rock, Ballynoe, Mallow, Cobh
Signaling, Electricity and Telecommunication (SET)	Mallow Station, UBC342, UBC350, OBC360, Rathduff, OBC374, Dunkettle Station, Blarney Station, Monard Station, Blackpool Station, Elm Tree Pub, Carrigtwohill Station, IFI Plant, Marino Point
Permanent Way	Rathduff Passing Loop
Structures	Mallow Station, UBC341 Mallow Viaduct, OBC343A Quarters Upper, OBC355 Mourne Abbey Bridge, OBC366 Rathduff Overbridge, OBC374 Ballymartin Overbridge, OBC382 Accommodation Overbridge, OBC388 Station Road Blarney Overbridge, OBC394 Rathpeacon Overbridge, OBC399 Kilnap II Overbridge, OBC404A North Ring Road Overbridge, Kent Station, Lower Glanmire Road / Myrtle Hill, OBC411 / OBC412, OBC416 Overbridge, Little Island Station, OBC418 Overbridge, Glounthaune Station, Fota Station, OBC422A Overbridge, Carrigaloe Station, Rushbrooke Station, OBC437 Footbridge, Cobh Station, West of UBY1B, UBY5C, Depot, Midleton Station
Level Crossing	Myrtle Hill level crossing
Substations	Depot, Ballygibbon

Function and Locations of the construction compounds

Key Programme Elements for Consideration

There are a number of important elements to be considered during the **design development process** of large scale, regionally significant infrastructure programmes, like the Cork Area Commuter Rail Programme.

Through **ongoing stakeholder engagement**, along with the feedback gathered through rounds of non-statutory public consultation, the programme team will **work with local communities** to ensure understanding of challenges that may arise and work through the process together.

PROPERTY ACQUISITION:

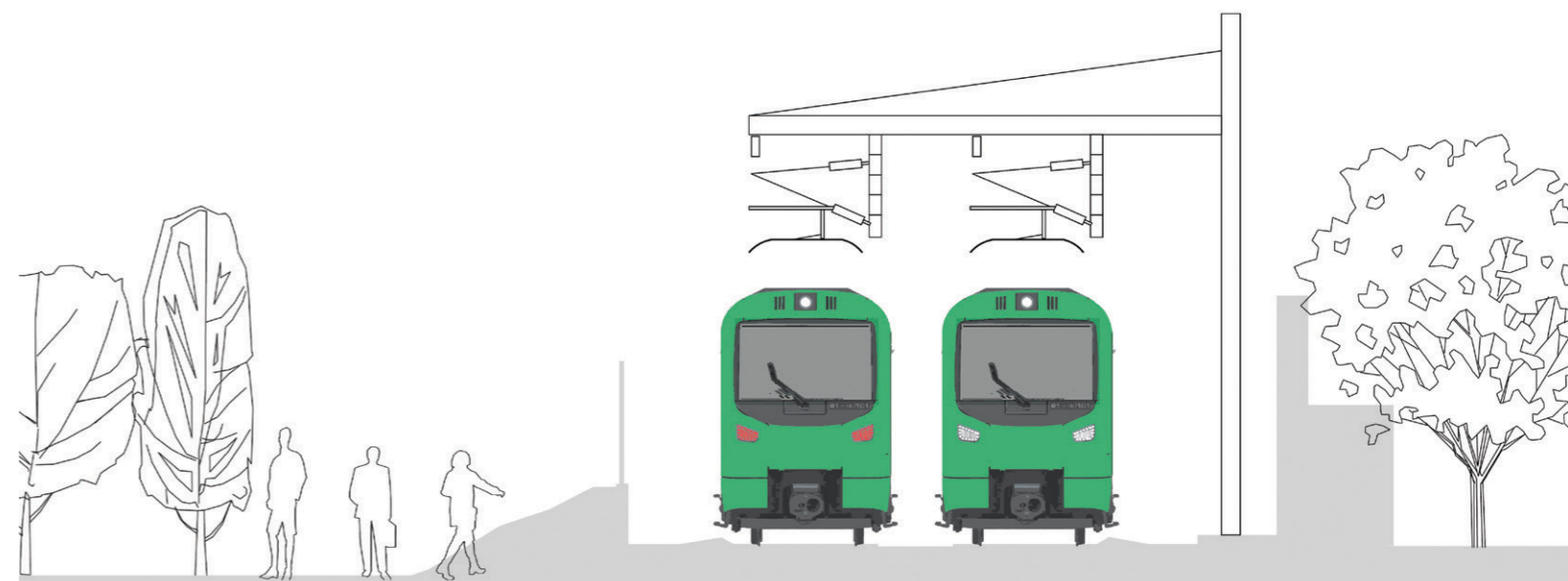
The Programme will predominantly seek to confine the railway improvement works within the existing railway corridor. However, where works and modifications are required outside of the existing corridor, **some land acquisition may be required**.

The Programme Team is currently engaging with potentially affected property owners. A **dedicated Community Liaison Officer** will be available throughout the design process to keep you informed and ensure your views are considered as we move toward the Preferred Option.

ENVIRONMENTAL IMPACTS:

The Programme will involve changes to the **local environment** including **cultural heritage features, biodiversity, landscape, visual impacts and noise and vibration impacts** along the proposed routes. These impacts will be **temporary and permanent** to the environment and communities.

The design will make every effort to **ensure that negative impacts are avoided, reduced or mitigated** as far as practicable and that positive effects are maximised.



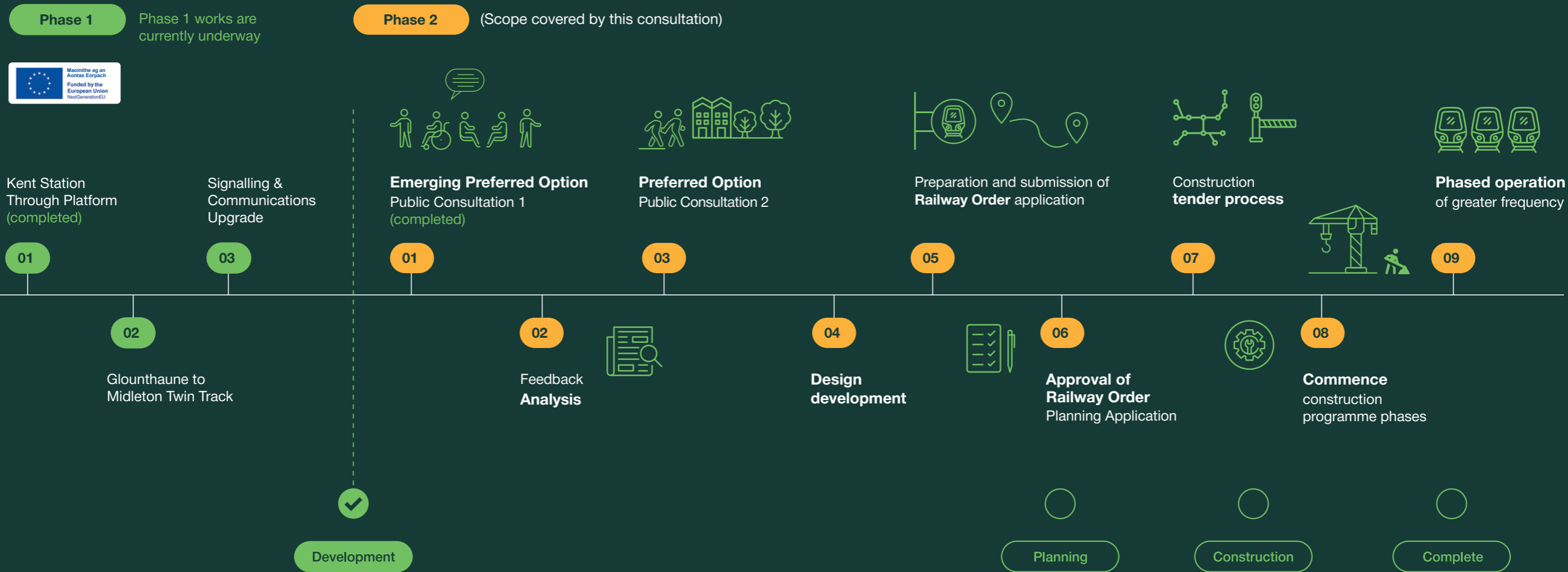
ELECTRIFICATION OF THE LINE:

Overhead line electrification equipment will be required to provide electrical power to the network to power the trains.

This will involve considerations such as:

- The power supply from the grid will need to be agreed upon and assessed as part of the **Railway Order application process**.
- The development of **substations** along the line to provide the power. The substations may require **land acquisition** and access from the public road network.
- The additional space required for **overhead electrification equipment** and associated landscape and visual impacts.
- The equipment carrying the power lines require certain **vertical clearances** from the trains. Several bridges on the existing line have been identified as having insufficient clearance for this electrical equipment. A range of options are being considered at these locations, including **modifications to protected structures**.
- Boundary walls, fencing, and hedges along the existing railway may need to be altered, and new fencing may be required in certain locations. Where necessary, wall or fence heights may be increased to maintain **public and railway safety**. This is particularly important due to the installation of overhead electrical lines, to prevent any potential contact between the public and live equipment, and to maintain the required clearances from vegetation in accordance with safety standards.

Timeline



Ongoing Updates

The public will be kept informed as the Programme moves forward with each stage.

Everyone is invited to provide feedback and ensure that local knowledge and insights are reflected in the final design and service delivery.

How the Consultation Works

▶ **Public Participation**

Public input is a vital part of the Cork Area Commuter Rail (CACR) Programme. We are conducting a two-stage, non-statutory public consultation to help shape the project.

▶ **Stage 1** (Public Consultation No.1 held in Summer 2025) on the Emerging Preferred Option.

▶ **Stage 2** (Public Consultation No.2, Current Stage) on the Preferred Option.

Once the public consultation process is complete, the team will:

▶ **Review of all Submissions:**

All feedback will be reviewed and assessed as part of the finalisation of the design development.

▶ **Public Consultation No.2 - Consultation Findings Report:**

Following a full appraisal of the feedback, a Public Consultation No.2- Consultation Findings Report will be prepared and published.

What this means for you

Your comments will help shape the future plan.

Next Steps

Following Public Consultation No.2:

▶ **Complete statutory assessments**

We will carry out an Environmental Impact Assessment (EIA) and Appropriate Assessment, if required, to ensure the project meets all legal and environmental standards.

▶ **We will then apply for a Railway Order**

The application for a Railway Order to An Coimisiún Pleanála follows a process similar to standard planning applications and is governed by the Transport (Railway Infrastructure) Act 2001 (as amended). As part of this application, an Environmental Impact Assessment Report (EIAR) will:

- Detail the nature and extent of the proposed project
- Identify and describe potential environmental impacts
- Outline measures to avoid, reduce and monitor these impacts

Once the Railway Order application is submitted, the public will be invited via public notices to make submissions, which An Coimisiún Pleanála will consider. An Oral Hearing is expected, where the public can participate further and the Iarnród Éireann project team will respond to submissions and answer questions. Any individual or organisation may submit observations on the Railway Order application, including the EIAR and compulsory purchase land requirements.

How to get involved

Public feedback is welcome at all stages. You can share your views via the project website, email, phone, or written correspondence.

For details, see the '**How to Engage**' section.

How to Engage

We welcome your views on these proposals and encourage you to share any local knowledge you have. Your feedback will help shape the emerging design, refine the plan and make sure it delivers real benefits for you and your community.

The consultation period is now open. Full details, including submission deadlines, are available on the project website. You can contact the project team through the following channels:

Website:

www.irishrail.ie/CACR

Email:

CACR@irishrail.ie

Phone Number:

087-673-3387

Postal Address:

If you would prefer to write to us, please send it or any correspondence to:

CACR Community Liaison Officer,
Iarnród Éireann,
1 Horgan's Quay,
Waterfront Square,
Cork.
T23 PPT8