



Airport Road to City Sustainable Transport Corridor

Public Consultation March 2023

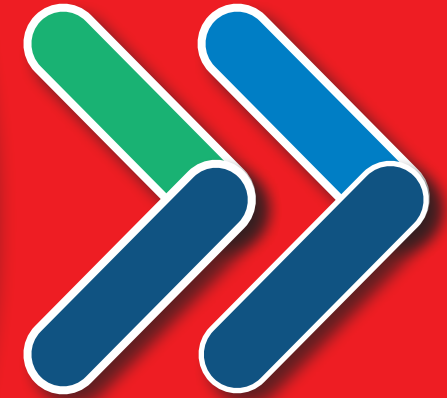


Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

**BUS
CONNECTS
CORK**

SUSTAINABLE TRANSPORT FOR A BETTER CITY.



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1. Introduction

1.1 What has happened so far?

Between June 30th 2022 and October 3rd 2022, the National Transport Authority (NTA) undertook the first round of public consultation on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork. During this consultation phase almost three thousand submissions were received in total.

All of the submissions were reviewed and considered as part of the ongoing design process for each corridor. In addition, we held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.

We are now publishing those revised proposals, referred to as Preferred Route Options, for the eleven remaining Sustainable Transport Corridors and commencing a second round of public consultation in relation to the plans.

This document is one of a series of eleven information booklets, each dedicated to a single corridor. The document provides a written description of the Preferred Route Option from start to finish with supporting maps and includes information on any revisions and key changes made from the initial Emerging Preferred Route.

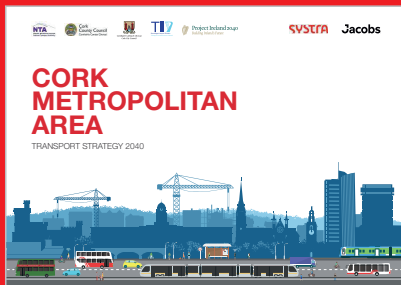
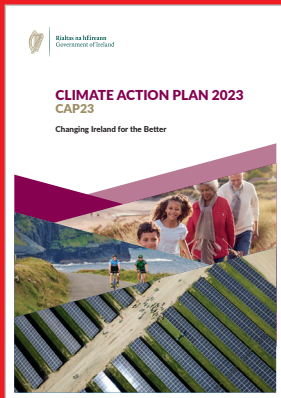
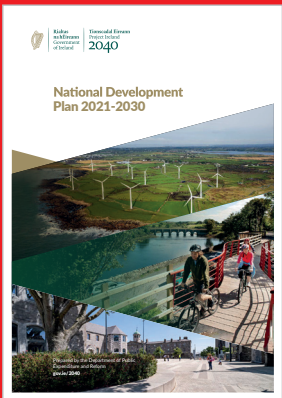
The original brochures detailing each Emerging Preferred Routes, published last year, remain available to view and download on our website www.busconnects.ie. These brochures contain information on the process for impacted property owners, the project timelines and steps required for statutory planning application.

1.2 What is BusConnects?

BusConnects is the National Transport Authority's programme to greatly improve bus services. It is a key part of the Government's policies to improve public transport and address climate change in Cork and other cities. It is included within the following national and regional policies:

- The National Development Plan 2021 - 2030;
- Cork Metropolitan Area Transport Strategy 2040; and
- The Climate Action Plan 2023.

Cork is growing and needs a bus network that works for a developing city. The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.



BusConnects Cork: At a glance



91km of new bus lane / bus priority

making journeys faster and more reliable

96km of cycle facilities

(one direction) delivering 48km of the cycle network.



Redesigning the bus network



State-of-the-art ticketing system

Cashless payment system



Simpler fare structure



New Park & Ride sites
in key locations



Transitioning to a new **Zero emissions bus fleet**



New bus stops and shelters
with better signage and information

1.3 What are the benefits of this project?



Faster, more reliable journeys

By removing buses from traffic congestion, the punctuality and reliability of the bus system is vastly improved. Journeys are faster and, even more importantly, arrival times are more consistent and dependable.



Building a sustainable city and addressing climate change

Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys.



Cork's carbon neutral target

Cork has been selected by the European Commission to become one of Europe's first climate neutral cities by 2030 under the EU's Cities Mission Programme. Through enabling more people to use public transport, cycling and walking, the development and delivery of BusConnects Cork will be essential to achieve that climate neutral city ambition.



Accessibility for all

More bus shelters, with seating where possible, new footpaths and better information at bus stops, will make using the fully accessible bus fleet easier for all to use, including the elderly and mobility impaired.



Better cycling facilities

This project will see the provision of much needed cycling facilities around the city region with over 96kms of high quality cycling facilities provided. Segregated cycling along the key corridors of the city will allow the public to have cycling as a real sustainable alternative. The new cycling infrastructure will be of significant benefit to the public, business, tourism, education and retail.



Pedestrians and Urban Realm

Along each route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional landscaping, pavement treatments and outdoor amenities will be provided.

1.4 Understanding the terminology

1. Sustainable Transport Corridor (STC):

Part of the overall BusConnects Programme is to create eleven Sustainable Transport Corridors (STCs) along existing roads across Cork city, representing key bus and cycling routes. The development of these Sustainable Transport Corridors will enable efficient bus movement along these routes, together with the provision of safe, segregated cycling facilities, where feasible, in addition to accommodating general traffic movement.

The proposed arrangements include removing buses from traffic congestion by developing separate bus lanes along these routes or by using traffic signalling arrangements over short distances. Alternatively, general traffic levels would be reduced by restricting through traffic using bus gates (described later), such that buses will no longer be delayed by traffic congestion.

2. Segregated Cycle Tracks:

A segregated cycle track is a separate section of the road dedicated for cycling only. This space will generally be isolated from other vehicular traffic by a physical kerb. Where it is not physically possible to have segregated cycle lanes/tracks, there will be the option of quiet roads and shared cycling on reduced speed roads for cyclists.

3. Emerging Preferred Route:

The NTA published outline plans for each of the Sustainable Transport Corridors in a non-statutory public consultation process in June 2022. The options were called Emerging Preferred Routes to inform the public of the indicative layout of the roadways with the necessary infrastructure in place, at that stage of the design process. They included indications of potential impacts on gardens and other land

areas, and potential changes to how traffic would operate to facilitate bus priority.

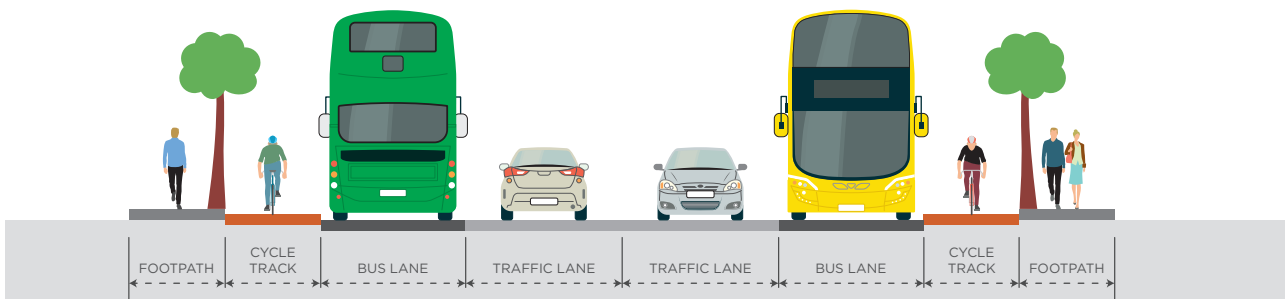
4. Preferred Route Option:

Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Each of the revised proposals is now referred to as a Preferred Route Option (PRO) and these will be the subject of a second round of non-statutory public consultation.

These are not final scheme proposals as they are subject to further consideration of the feedback from the second round of public consultation and are also to subsequent examination in the context of environmental impact assessment.

5. Bus Gate

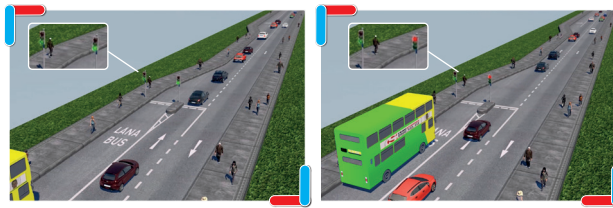
A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located. General traffic will be directed by signage to



divert away to other roads before they arrive at the bus gate. Further information on how a Bus Gate would work is detailed in Section 1.5.

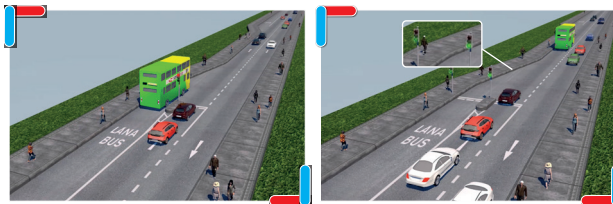
6. Signal Controlled Priority:

Signal Control Priority uses traffic signals to enable buses to get priority ahead of traffic where both buses and traffic are sharing the same lane, but it is only effective for short distances. This arrangement typically arises where a bus lane cannot be continued due to obstructions on the roadway. An example might be where a road has pinch-points where it narrows due to existing buildings or structures that prevent widening of the road to make space for a bus lane.



1. Traffic proceeds as normal.

2. As the bus approaches, the light signal changes to halt general traffic.



3. The bus has priority to proceed.

4. When the bus has cleared the junction, general traffic proceeds.

It works through the use of traffic signal controls (typically at junctions) where the bus lane and general traffic lane must merge ahead and share the road space for a short distance until the bus lane recommences downstream. The general traffic will be stopped at the traffic signal to allow the bus pass through the narrow section first and when the bus has passed the general traffic will then be allowed through the lights.

7. Toucan Crossing:

A Toucan Crossing is a roadway crossing designed to enable both pedestrians and cyclists to cross the road with purposefully designed signal controls.

8. Quiet Street Treatment:

Where roadway widths along a Sustainable Transport Corridor cannot facilitate cyclists in addition to bus facilities, alternative cycle links have been explored along nearby routes. Such offline options may include directing cyclists along streets with minimal general traffic other than car users who live on the street.

They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists sharing the roadway with

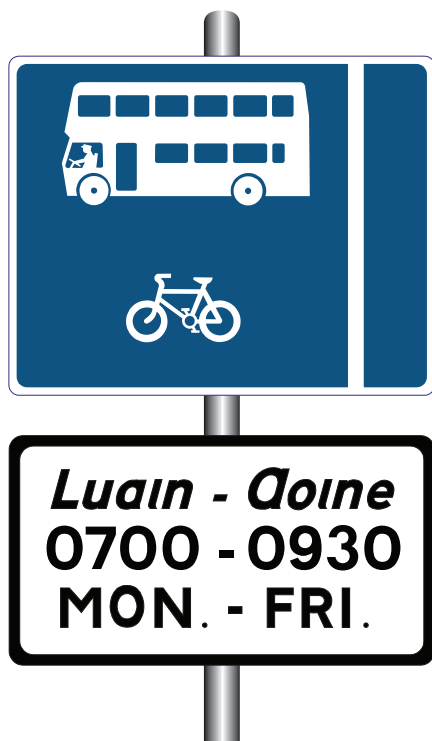
the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street treatment would involve appropriate advisory signage for both general road users and cyclists.

9. Urban Realm:

Urban realm refers to the everyday street spaces that are used by people to cross, shop, socialise, play, and use for activities such as walking, exercise or commute to/from work. Urban realm encompasses all streets, squares, junctions, and other rights-of-way, whether in residential, commercial or civic use. When well-designed and laid out with care in a community setting, it enhances the every-day lives of residents and those passing through. It typically relates to all open-air parts of the built environment where the public has free access. It would include seating, trees, planting and other aspects to enhance the experience for all.

1.5 Understanding how a Bus Gate would work

As you study the brochures and examine the detail in our Preferred Route Option proposals, you will notice that we are proposing the use of Bus Gates to deliver the desired improvement in bus reliability at various locations across the city.



A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located. General traffic will be directed by signage to divert away to other roads before they arrive at the bus gate.

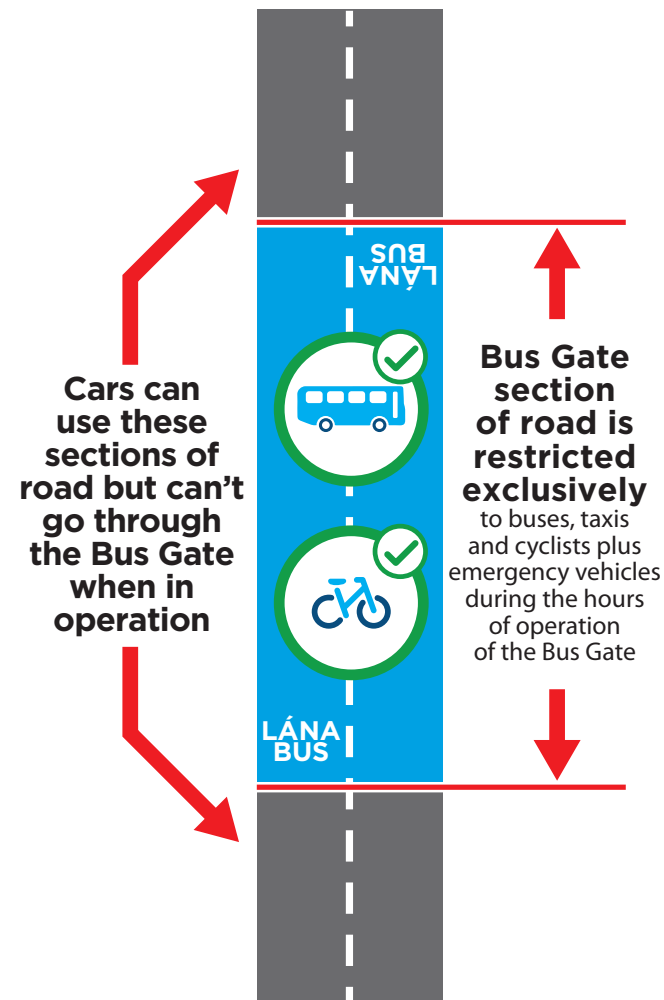
As part of the BusConnects Cork project, one and two-way Bus Gates are currently being considered at various locations along the proposed Sustainable Transport Corridors.

Will Bus Gates be 24-hours?

24-hour Bus Gates are an option in areas where it is considered necessary. However, in most cases 24-hour Bus Gates are not necessary and Bus Gates can be timed to operate only during peak traffic periods when traffic congestion is most significant.

Will there be physical infrastructure at the Bus Gate?

A Bus Gate is simply markings on the road that delineates where a short section of bus lane starts and finishes. It will be sign-posted to



LÁNA BUS

inform drivers that that section of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during its operational hours. A sign-post at either end of the bus lane will include the details of the operational hours.

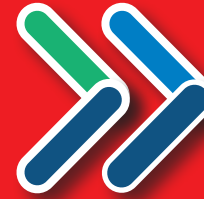
What happens if I am driving towards a Bus Gate during the hours of operation?

Adequate signage will be placed along the route to redirect general traffic away from the bus gate prior to arrival at the bus gate.

How will the Bus Gate affect residents who live near one and wish to use their private car?

This short length of road, as described above, is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation. This means residents who live near to a Bus Gate may, depending on the journey direction, have to seek alternative route options,

similar to other drivers. The Bus Gate restrictions will only apply to the short section of road that is clearly highlighted with road markings and sign-posts. During operational hours, accessing the road beyond the Bus Gate in a private car will still be possible, once you use alternative routing options.



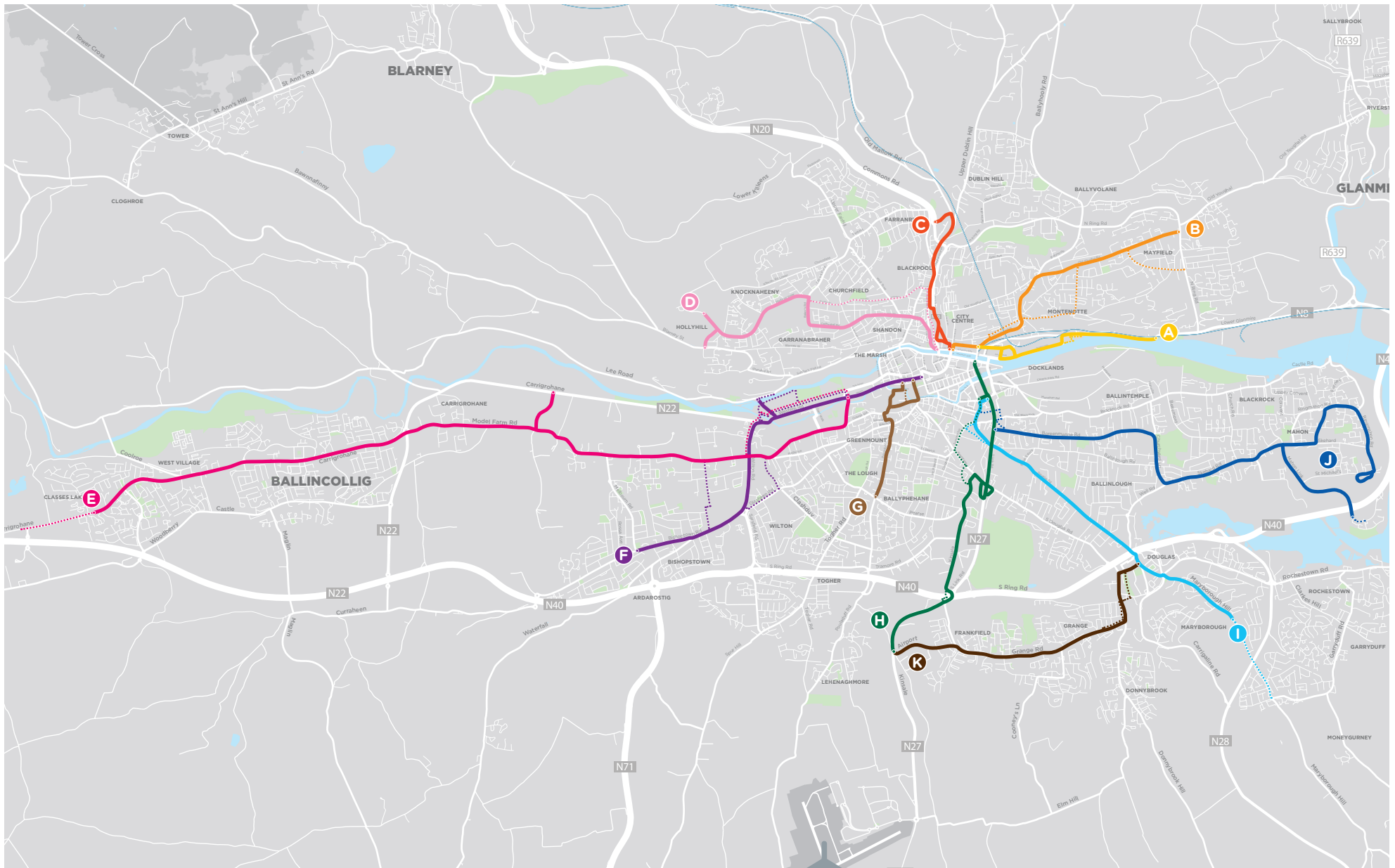
1.6 Sustainable Transport Corridors

- A** Dunkettle to City
- B** Mayfield to City
- C** Blackpool to City
- D** Hollyhill to City
- E** Ballincollig to City
- F** Bishopstown to City
- G** Togher to City
- H** Airport Road to City
- I** Maryborough Hill to City
- J** Mahon to City
- K** Kinsale Road to Douglas

———— Sustainable Transport Corridor

..... Alternative Cycle Facilities





2. Preferred Route Option Description

2.1 Airport Road to City Overview

The Airport Road to City Sustainable Transport Corridor (STC H) commences at the junction of the N27 Kinsale Road (Airport Road) and Ballycurreen Road, at the Bull McCabe's pub. The corridor travels along the N27 towards the Kinsale Road Junction, before continuing on the Kinsale Road south of the Junction. At South Douglas Road the proposed routes for buses and cyclists diverge.

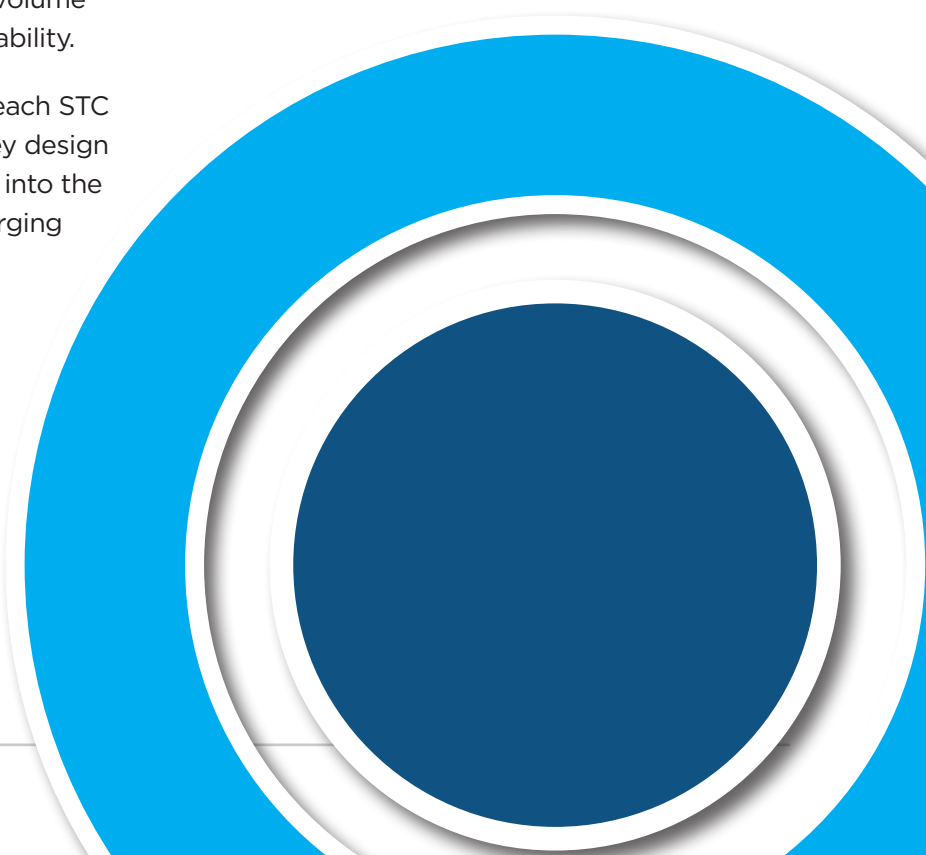
The proposed bus corridor turns right onto South Douglas Road and then accesses the N27 South City Link Road via the existing slip lane. The bus corridor continues north along the N27 South City Link Road and through to Eglinton Street and Clontarf Street, before terminating at Anderson's Quay.

Cyclists are proposed to route via Curragh Road, O'Connell Avenue, Evergreen Road, Summerhill South and Langford Row, before turning onto

Infirmiry Road and terminating at the junction of Anglesea Street/Old Station Road. From here, cyclists will avail of cycle facilities on Anglesea Street and Parnell Place.

Dedicated cycle facilities are proposed along the majority of the corridor with quiet street treatments proposed in areas where dedicated facilities are not provided. Priority for buses is provided along the majority of the corridor using either dedicated bus lanes or traffic management measures to manage the volume of traffic to ensure bus journey time reliability.

The following paragraphs will describe each STC section in more detail, identifying the key design revisions which have been incorporated into the design since the publication of the Emerging Preferred Route (EPR).





2.2 Route Description

2.2.1 Ballycurreen Road to N40 Kinsale Road Junction

The corridor commences at the junction of the N27 Kinsale Road (Airport Road) and Ballycurreen Road, at the Bull McCabe’s pub, with both cyclists and buses directed along the N27 towards the Kinsale Road Junction.

It is proposed to provide a two-way cycle track along the western side of the Kinsale Road (Airport Road) from the junction with Ballycurreen Road, through the Kinsale Road Junction.

Bus lanes in both directions along the Kinsale Road (Airport Road) are proposed between the Ballycurreen Road and the Kinsale Road Junction. At the Kinsale Road Junction it

is proposed that inbound buses would be provided with a dedicated bus lane through the Junction while outbound buses would share with general traffic before availing of the proposed outbound bus lane on the Kinsale Road (Airport Road).

The proposals for this section include a bus gate on one arm of the Kinsale Road Junction, i.e., the arm that currently serves Harvey Norman, Smyths, etc. The proposal is slightly different to that proposed in the EPR in that the bus gate in the inbound direction would only be operational in the morning peak periods. Furthermore, the Preferred Route Option proposes to move the start of the outbound bus gate to just after the northern entrance to Kinsale Road Retail Centre. The proposed bus gates would restrict access through this area to bus and cycle traffic only. The proposed bus gate will support improved bus journey time reliability along the Kinsale Road. To support this proposal, the signalised junction on the N27 South City Link Road with Mick Barry Road and Tramore Valley Park will be amended to permit general traffic to turn right to Mick Barry Road and to Tramore Valley Park. This will facilitate access for general traffic to the Kinsale Industrial Estate, Smyths, Harvey Norman, etc.

Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Kinsale Road (Airport Road) Road, at the junction with Ballycurreen Road	Improvements to the existing signalised junction prioritising pedestrian and cycle friendly design.
Kinsale Road (Airport Road) Road, at entrance to SISK Cork	New pedestrian crossing to facilitate easy access to new bus stops and generally improved permeability for pedestrians.
Kinsale Road (Airport Road) Road, at junction with Frankfield Road	Improvements to the existing signalised junction prioritising pedestrian and cycle friendly design.
Kinsale Road Junction	New and improved pedestrian and cycle facilities through the Junction.

Improvements and enhancements to urban spaces and the pedestrian/cycle environments are also proposed at numerous junctions along this section of the corridor as outlined in the table on page 16.

To facilitate these sustainable transport infrastructure improvements, it is proposed that limited land take will be required at the following location:

- Lands on the south-east of the junction of Airport Road/Frankfield Road.

2.2.2 Kinsale Road to Evergreen Road

From the Kinsale Road Junction both buses and cyclists are routed along the Kinsale Road and Curragh Road to the junction with South Douglas Road.

On this section of STC H it is proposed to provide dedicated inbound and outbound cycle tracks along the entire length from the Kinsale Road Junction to O'Connell Avenue. The provision of a bus gate on the Kinsale Road arm of the Kinsale Road Junction will provide an environment which will support reliable bus journey times along this section of the corridor.

An inbound bus lane is proposed on the Kinsale Road approach to Mick Barry Road, and continues to Pearse Road, with a small gap in provision where insufficient width is available. In the outbound direction, a bus lane is proposed on the Kinsale Road approaching Tramore Road and it continues to Mick Barry Road. Where bus lanes cannot be provided, bus priority signals are proposed.

The EPR proposed dedicated cycle facilities along Curragh Road as far as Evergreen Road. It is now proposed under the Preferred Route Option to direct cyclists from Curragh Road to Evergreen Road via a quiet street treatment on O'Connell Avenue. To reduce traffic volumes on O'Connell Avenue to an appropriate level, it is proposed to introduce a modal filter just north of Derrynane Road which would remove through traffic while facilitating safer movement of cyclists and pedestrians.

Improvements and enhancements to urban spaces and the pedestrian/cycle environments are also proposed at numerous junctions along this section of the corridor as outlined in the following table.

To facilitate these sustainable transport infrastructure improvements, it is proposed that limited land take will be required at the following locations:

- Lands on both sides of the Kinsale Road between the N40 Kinsale Road Junction and Mick Barry Road;
- Lands on the western side of the Kinsale Road between Mick Barry Road and Tramore Road;
- Lands on both sides of Kinsale Road between Tramore Road and Pearse Road; and
- Lands on both sides of Curragh Road between Mercier Park and O'Connell Avenue.



Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Kinsale Road, north of Kinsale Road Junction	New pedestrian crossing to facilitate easy access to new bus stops and generally improved permeability for pedestrians.
Kinsale Road, at junctions with Mick Barry Road and Tramore Road	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design.
Curragh Road, at junction with Pearse Road	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design.

2.2.3 Evergreen Road to Anderson’s Quay

From the junction of Curragh Road/O’Connell Avenue the routes for buses and cyclists diverge. Cyclists are routed along O’Connell Avenue, Evergreen Road, Summerhill South, Langford Row, Infirmary Road and Anglesea Street; from here, cyclists will avail of the facilities on Anglesea Street and Parnell Place.

Buses are routed onto the South Douglas Road, the N27 South City Link Road, continuing through to Eglinton Street and on to Clontarf

Street, with the corridor terminating on the south side of Brian Ború Bridge.

Dedicated cycle tracks are proposed along Evergreen Road, Summerhill South, Langford Row, Infirmary Road and onto Anglesea Street, where cyclists will then avail of the facilities on Anglesea Street and Parnell Place. Along Evergreen Road, it is now proposed to provide a two-way cycle track on the northern side of the road which is slightly different to the EPR proposals which proposed a one-way cycle track on each side of the road. This change facilitates retention of additional on-street car

parking. It is also noted that the Preferred Route Option proposes a compensatory car park on lands to be acquired to the rear of number 27 and 28 Evergreen Road to offset the impact of car parking lost on Evergreen Road.

From the South Douglas Road, an inbound bus lane is proposed on the northbound on-ramp to the South City Link Road. This inbound bus lane will continue along the South City Link Road and through to Eglinton Street and Clontarf Street. It is proposed that this will be achieved by utilising existing space on the South City Link Road and by removing the central median for

some sections where lower speed limits can be introduced. Widening of the existing bridges/overpasses at High Street and Old Blackrock Road may also be required.

An outbound bus lane is proposed between Clontarf Street (south of Oliver Plunkett Street Lower) and Eglinton Street.

The proposed bus lanes on the section of Clontarf Street, between Lower Oliver Plunkett Street and Lapp's Quay will require the removal of general traffic from this portion of the corridor with through-traffic directed to alternative routes.

Improvements and enhancements to urban spaces and the pedestrian/cycle environments are also proposed at numerous junctions along this section of the corridor as outlined in the following table.

To facilitate these sustainable transport infrastructure improvements, it is proposed to utilise limited land take at the following location:

- Lands on the eastern side of the South Douglas Road on-ramp;

Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
South Douglas Road, at junction with Capwell Road	Improvements to the existing signalised junction prioritising pedestrian and cycle friendly design.
South Douglas Road, at junction with the N27 Off-Ramp	New signalised junction with pedestrian and cycle friendly design.
Eglinton Street, at junction with Albert Quay	Improvements to the existing signalised junction.
Clontarf Road, at junction with Oliver Plunkett Street Lower	Improvements to the existing signalised junction.
Evergreen Road, at junction with Summerhill South	Improvements to the existing signalised junctions with pedestrian and cycle friendly design.
Evergreen Road, in the vicinity of Friar's Road	Relocated pedestrian crossing to facilitate easy access to new bus stops and generally improved permeability for pedestrians.
St. Patrick's Road, south of the junction with Evergreen Road	New and improved footpaths.
Summerhill South, at junction with High Street/Douglas Street	Improvements to the existing signalised junction with pedestrian and cycle friendly design.
Langford Row, at junctions with Southern Road/Infirmary Road and South Terrace/Anglesea Street	Improvements to the existing signalised junctions with pedestrian and cycle friendly design.
Infirmary Road, at junctions with South Terrace/Anglesea Street	Improvements to the existing signalised junction with pedestrian and cycle friendly design.
Anglesea Street, at junction with Old Station Road	Improvements to the existing signalised junction with pedestrian and cycle friendly design.

2.3 Key changes from the Published EPR

- On the north-western arm of the Kinsale Road Junction, i.e., the arm that currently serves Harvey Norman, Smyths, etc. it is proposed to amend the location and operation of the previously proposed bus gate. The Preferred Route Option proposes that the bus gate in the inbound direction would only be operational in the morning peak periods. Furthermore, it is now proposed to move the start of the outbound bus gate to just after the northern entrance to Kinsale Road Retail Centre. This proposal would remove the need for the previously proposed right turn lane and thereby reduce the quantum of landtake required in the area.
- The EPR proposed dedicated cycle facilities along Curragh Road as far as Evergreen Road. It is now proposed to direct cyclists from Curragh Road to Evergreen Road via a quiet street treatment on O’Connell Avenue. To reduce traffic volumes on O’Connell Avenue to an appropriate level, it is proposed to introduce a modal filter just north of Derrynane Road which would

remove through traffic while facilitating safer movement of cyclists and pedestrians. This proposal removes land take previously identified along Curragh Road north of O’Connell Avenue. The proposal also reduces the impact on parking along Evergreen Road.

- A compensatory car park is proposed on lands to be acquired to the rear of number

27 and 28 Evergreen Road to offset the impact of car parking lost on Evergreen Road.

- Bus stops, pedestrian crossings and footpaths previously proposed along the N27 at Boreenmanna Road no longer form part of the proposals. The slip lane from the N27 Southbound to Boreenmanna Road will also be retained in the revised proposals.

2.4 Key Facts

Approximate number of properties that may be impacted:	30
Approximate number of on-street parking spaces that may be removed:	76
Approximate number of roadside trees that may be removed:	70
Approximate route length:	4.9km
Approximate length of cycle route: <i>3.6 km segregated cycle track + 300m quiet route in each direction</i>	3.9km

3. How to take part in the public consultation

This brochure provides details of the proposed Preferred Route Option for this Sustainable Transport Corridor. These proposals are subject to a second round of public consultation and, depending on the public's feedback, subsequent design refinement before a formal statutory application will be made by the NTA to An Bord Pleanála for approval.

3.1 General queries

The project website www.busconnects.ie has a dedicated section for the Sustainable Transport Corridor element of the BusConnects Cork project. All previous emerging preferred route brochures are available on the website. Users can access the site to find out more about the project and download copies of the key documents.

General queries can be directed to:



Freephone
1800 303 653



or by email to
corkstc@busconnects.ie

3.2 How to engage

We are inviting submissions in relation to the Preferred Route Option for the Sustainable Transport Corridor set out in this document. The closing date for submissions is stated on the website.

Written submissions and observations may be made by:



Click on "Public Consultation" section of the Sustainable Transport Corridor page on our website:
<https://consult.nationaltransport.ie>



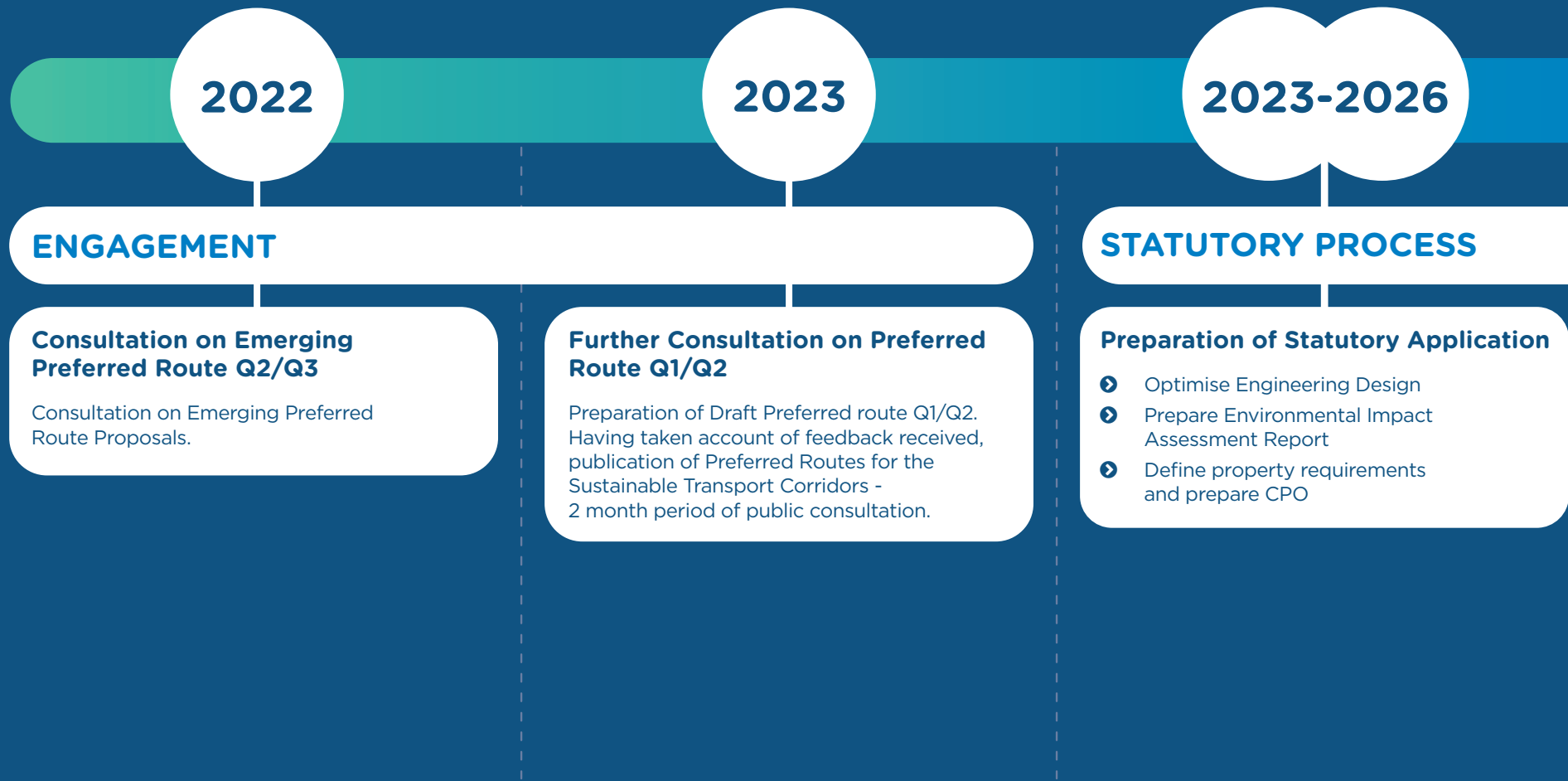
Post:
Sustainable Transport Corridor Project
NTA Cork Office, Suite 427, 1 Horgan's Quay
Waterfront Square, Cork
T23 PPT8

3.3 What happens next?

Following the second round of public consultation the NTA will finalise the Preferred Route Options for all eleven corridors. The scheme designs will be finalised in tandem with the undertaking of transport and environmental assessments. This is likely to culminate in the preparation of an Environmental Impact Assessment Report (EIAR) for the scheme, together with details of land to be acquired, which will be submitted to An Bord Pleanála during 2024-2025 for its consideration and determination. A formal statutory consultation process will be undertaken as part of that process.



3.4 Anticipated Project Timeline



2024-2025

An Bord Pleanála Applications

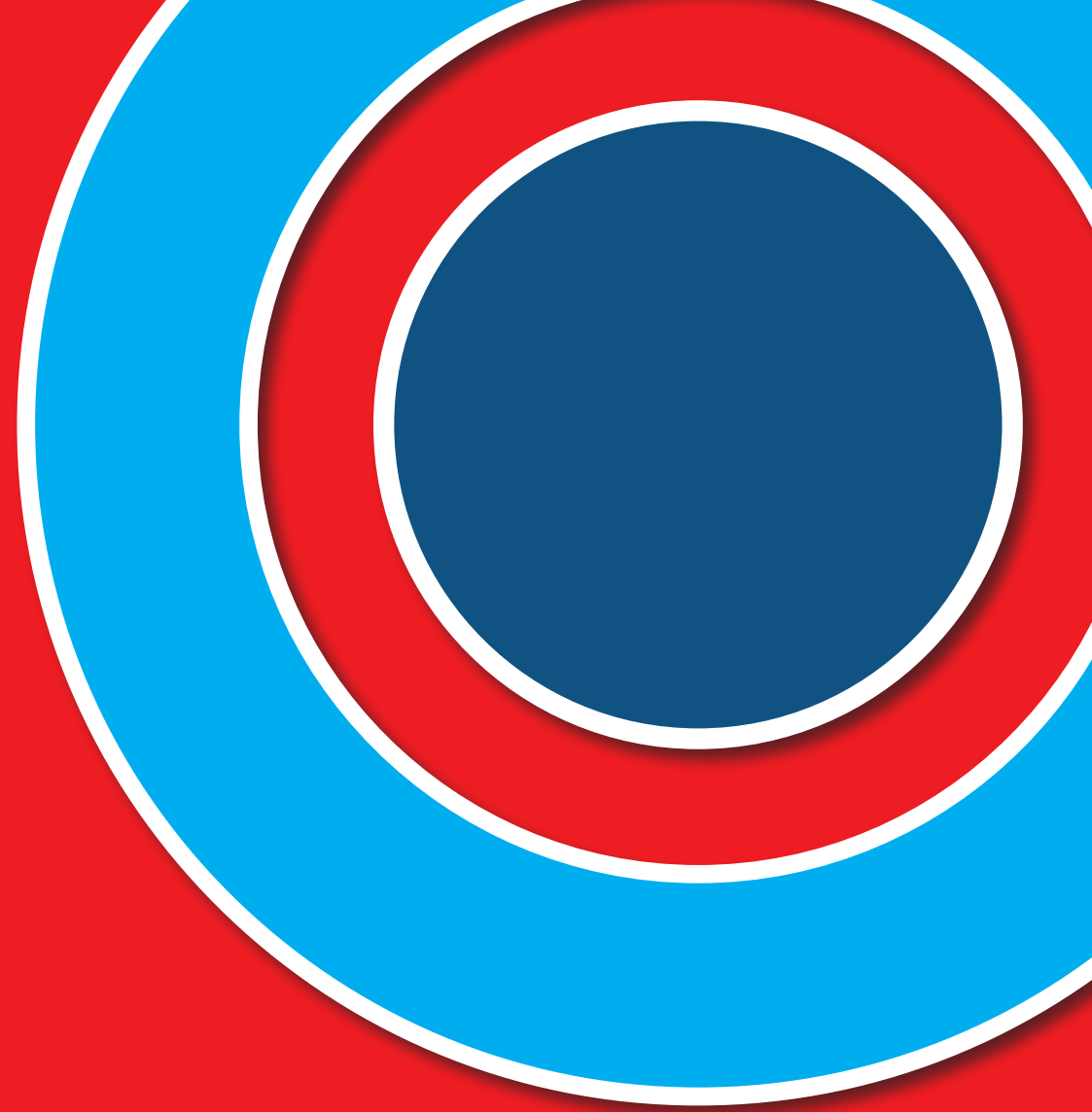
- Submission of Applications to An Bord Pleanála to approve the Proposed Scheme and to confirm the associated CPO
- Statutory Consultation in accordance with the legislative requirements
- An Bord Pleanála deliberations including an Oral Hearing where required
- An Bord Pleanála may:
 1. Approve the Proposed Scheme with or without modifications and subject to whatever environmental conditions it considers appropriate, or refuse to approve the Proposed Scheme; and
 2. confirm the CPO or any part thereof with or without conditions or modifications, or annul the CPO or any part thereof.

2025-2030

ACQUISITION & CONSTRUCTION



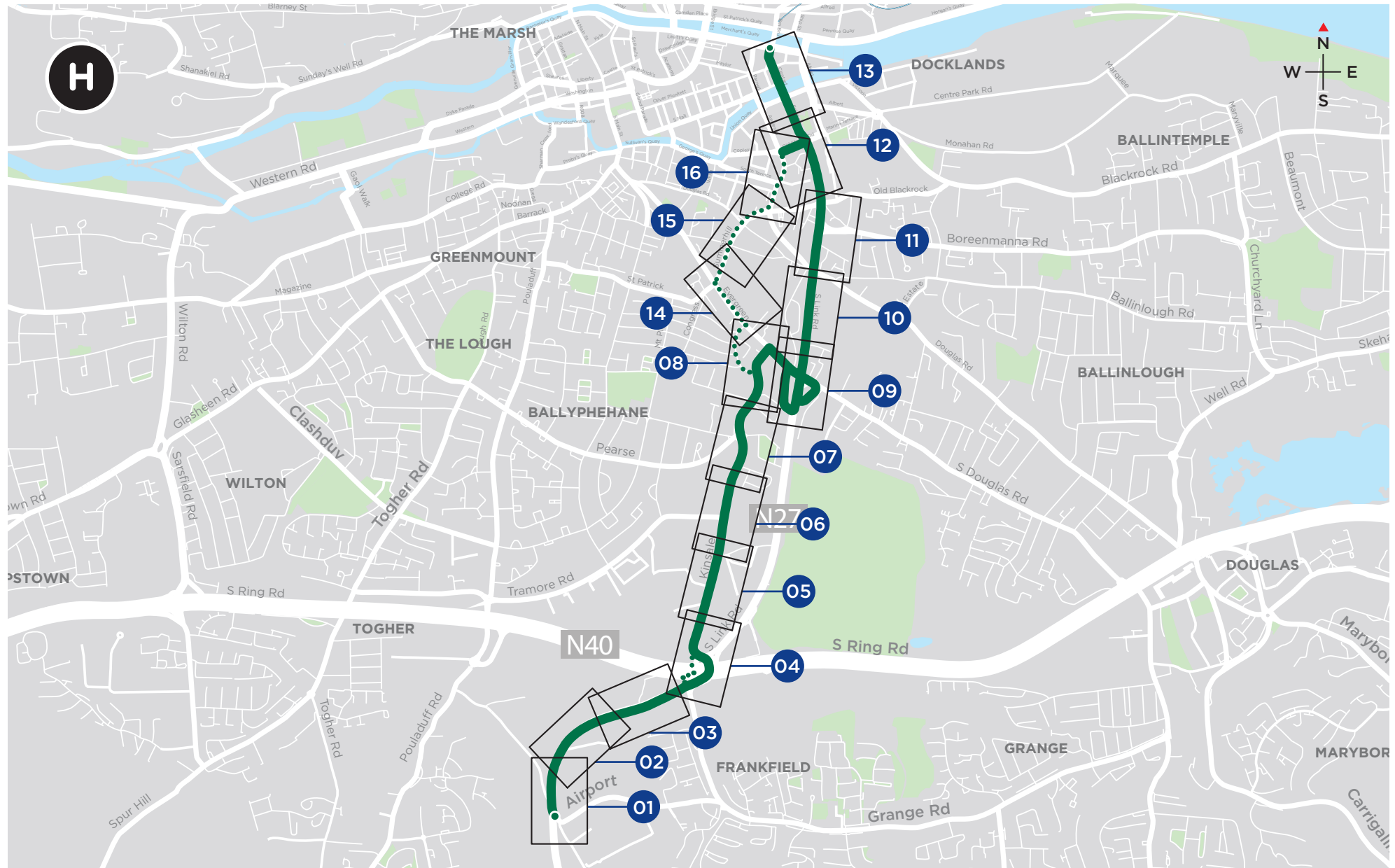
Construction Commences on a Phased Basis - Each corridor upgrade will take up to 2 years to complete



4. Appendices

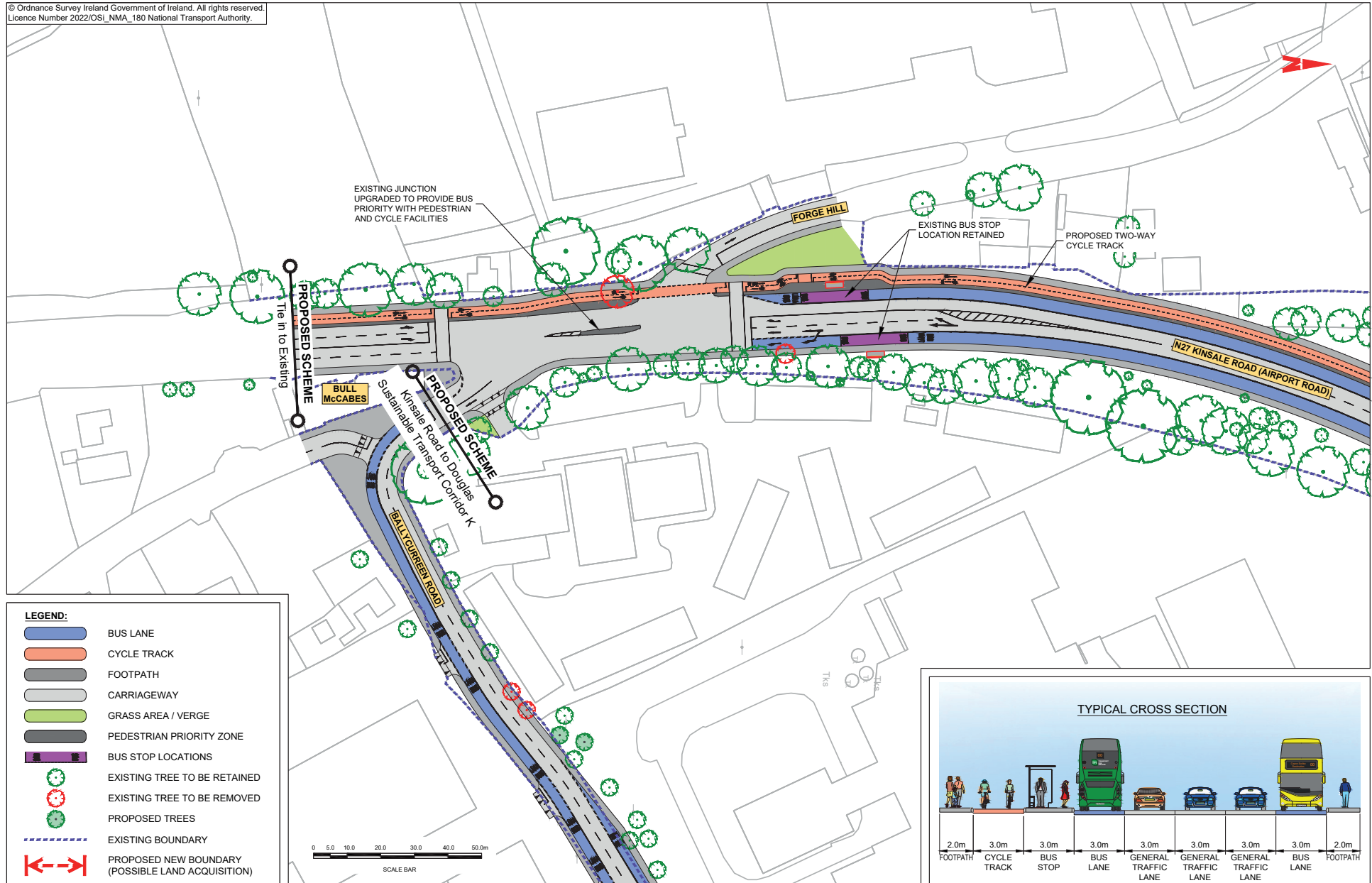
4.1 Index maps

4.2 Route maps

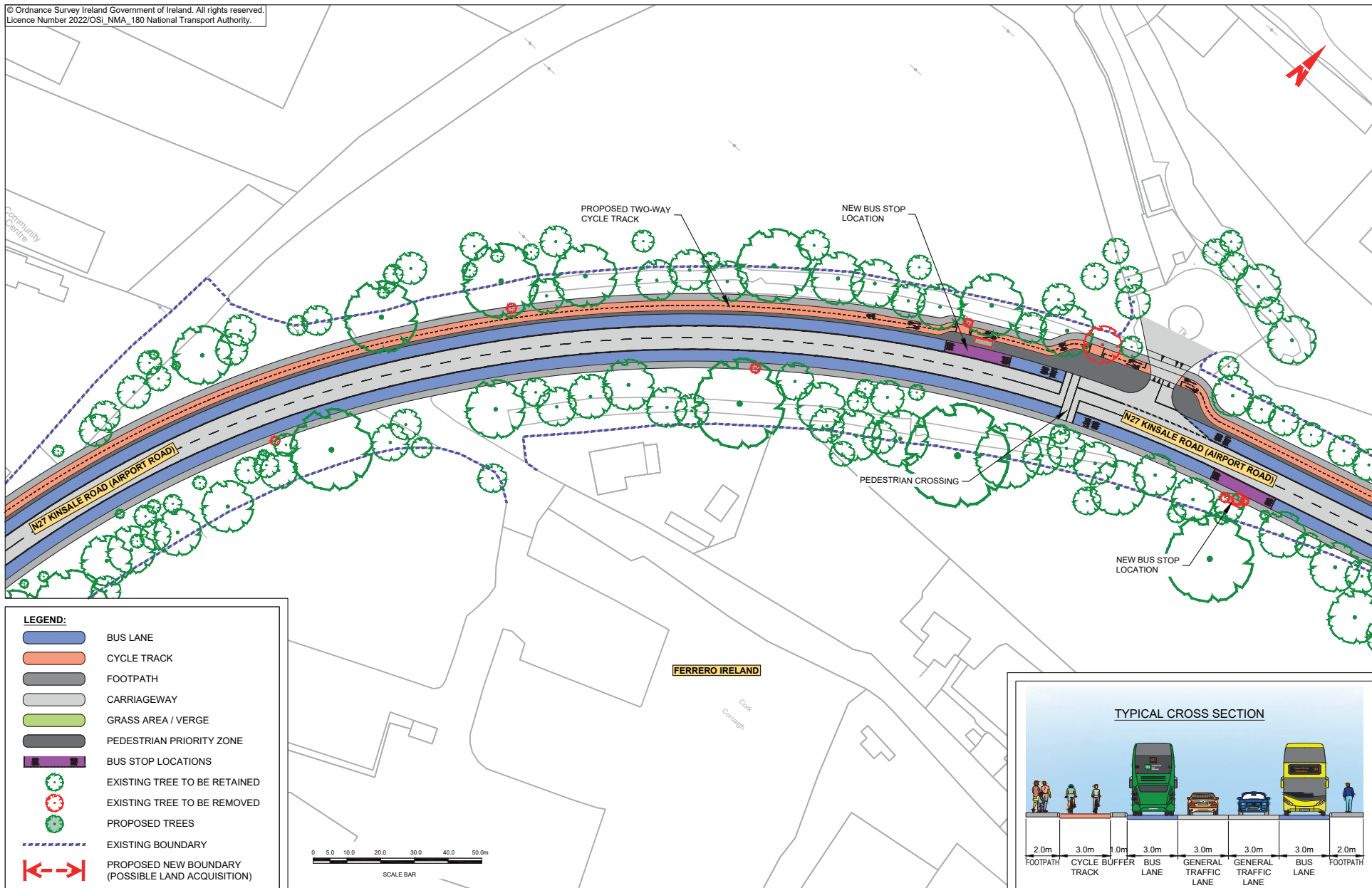


NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

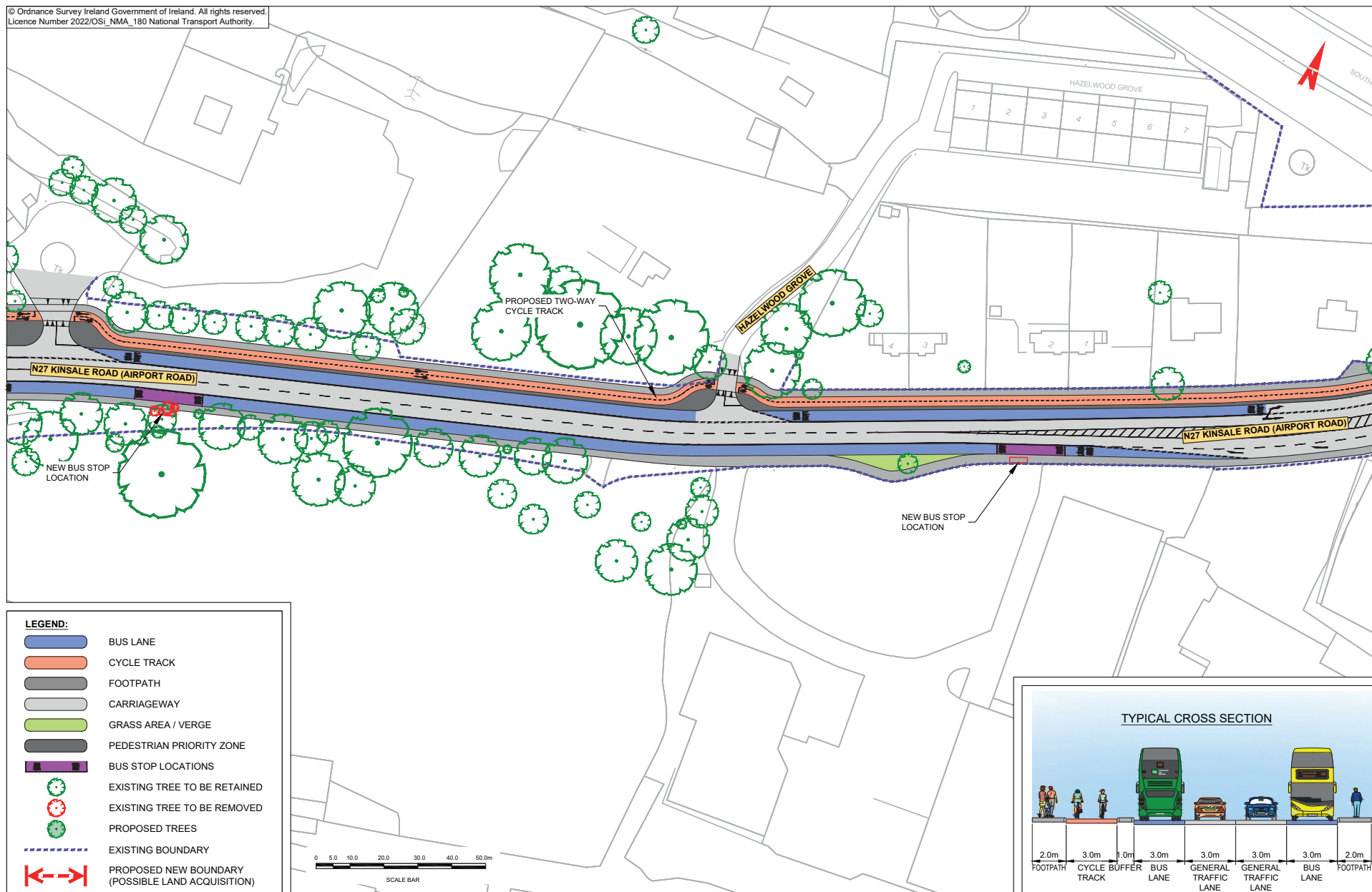
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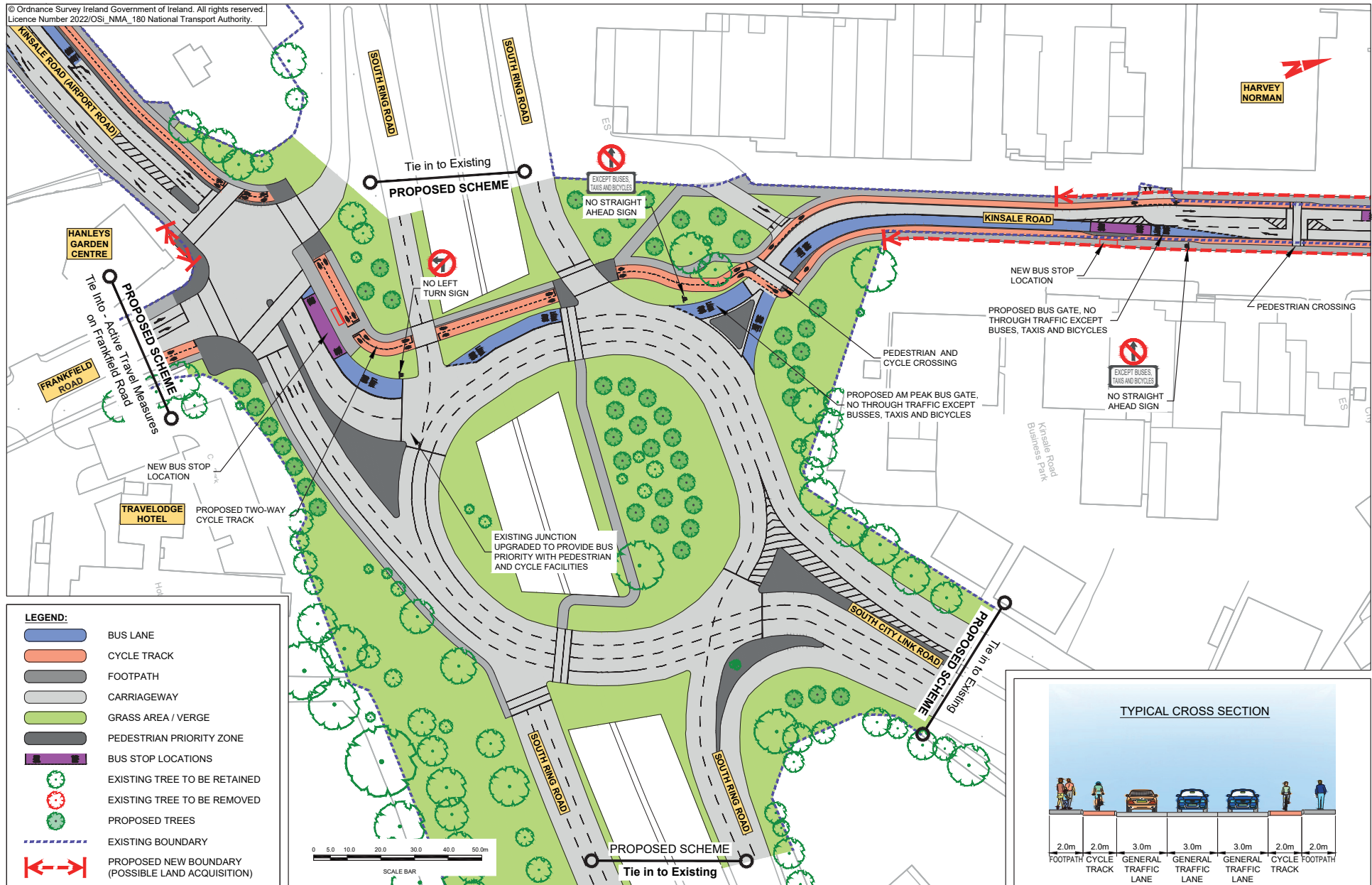


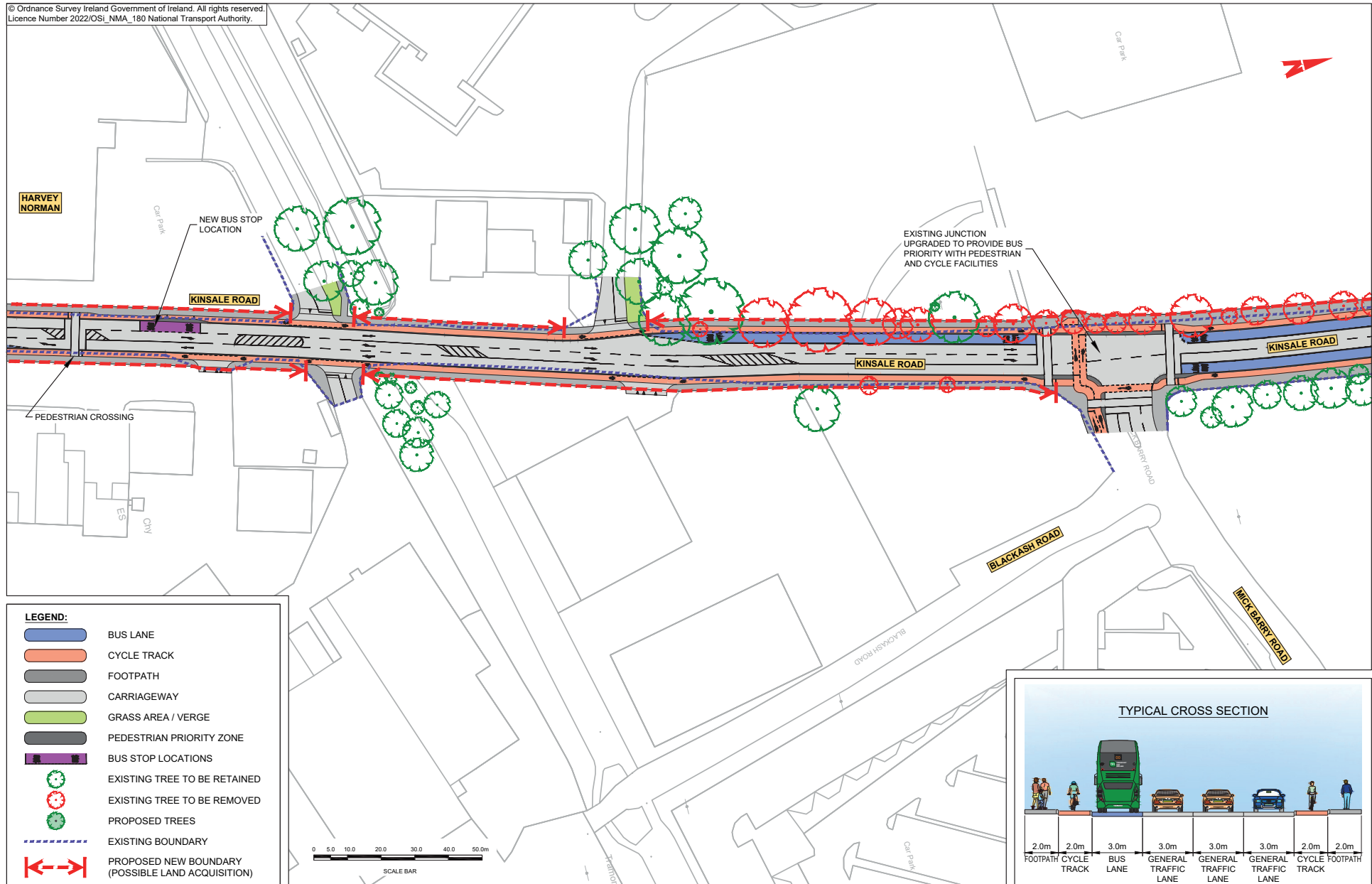
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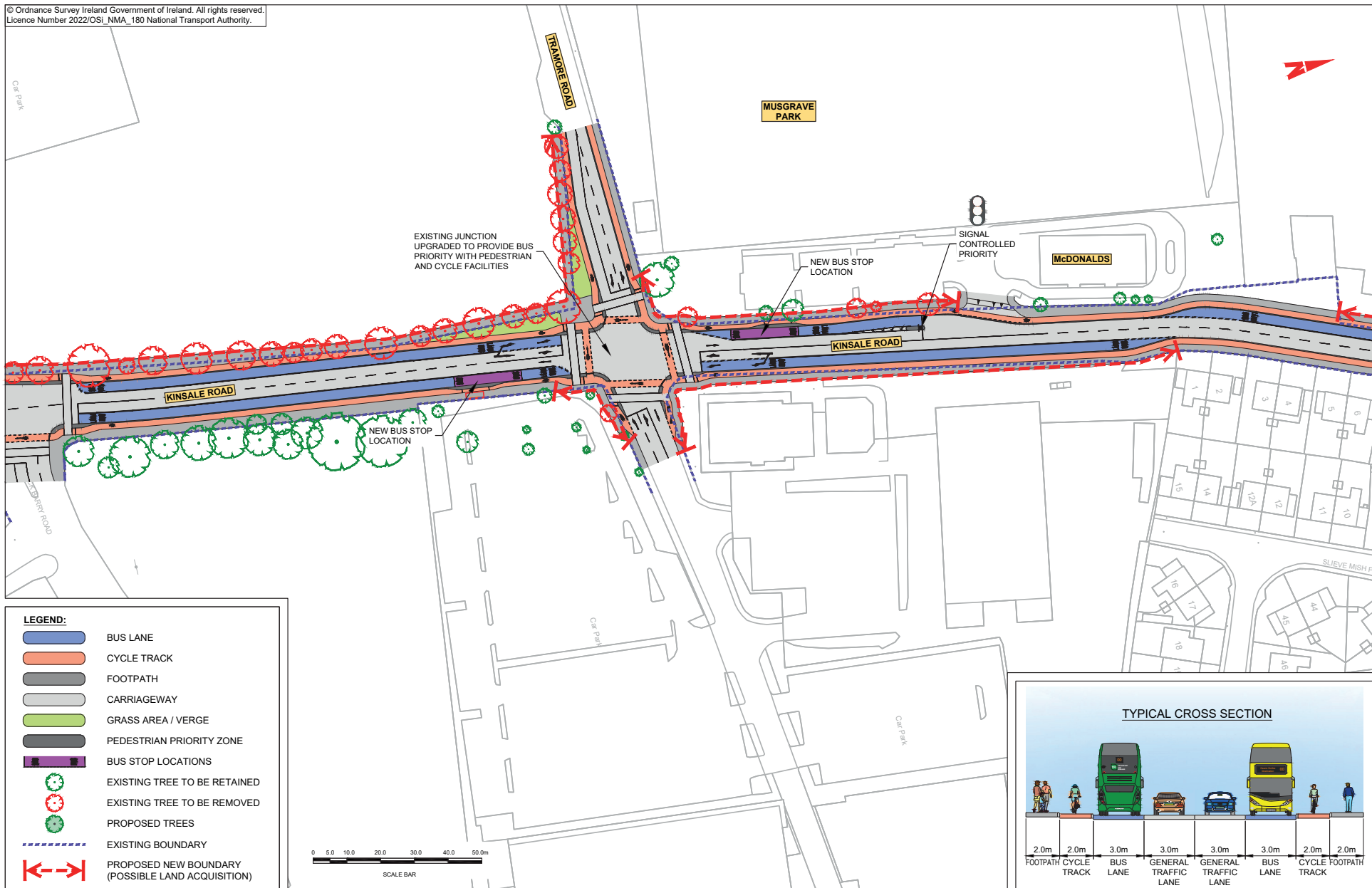
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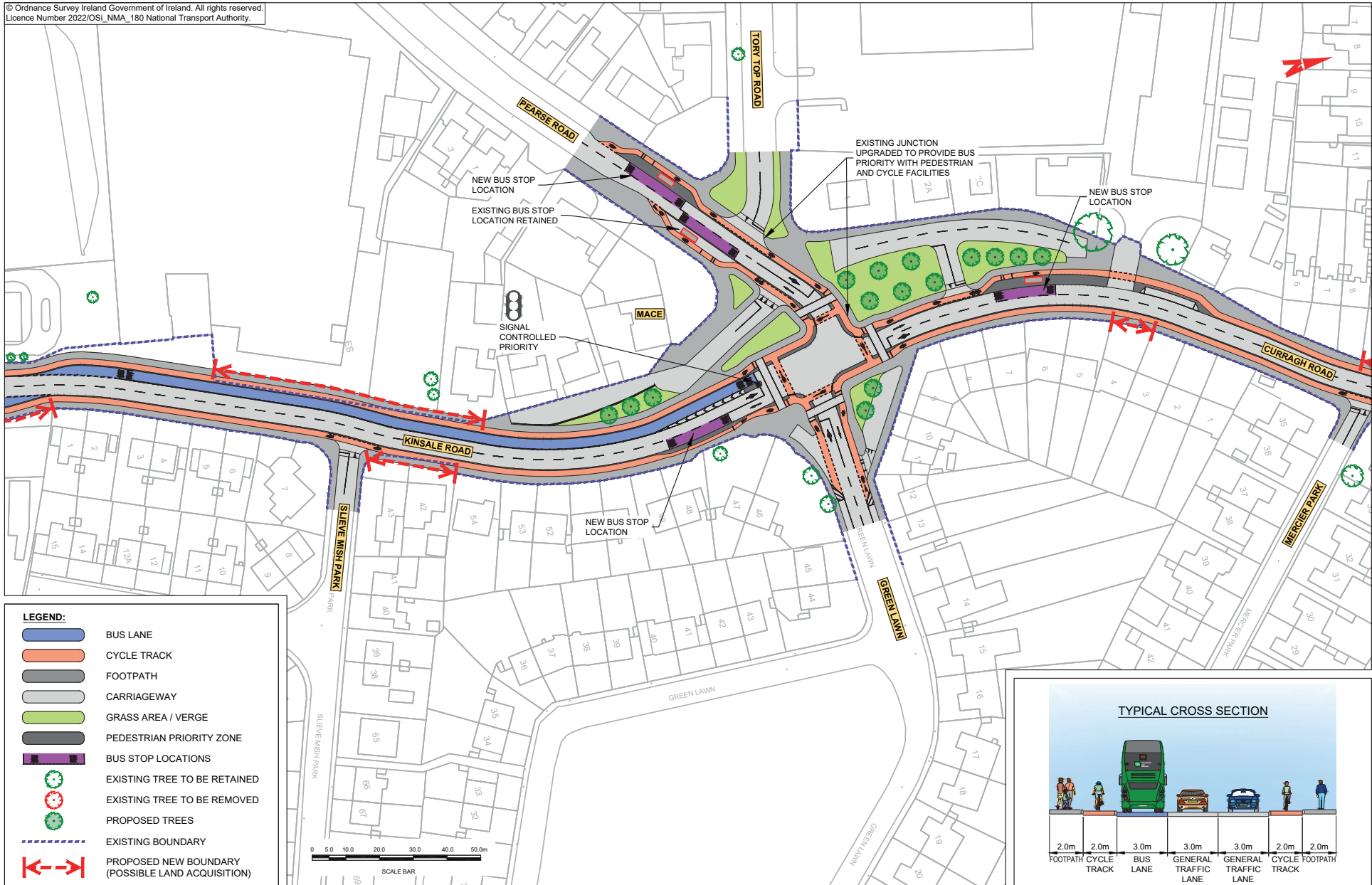


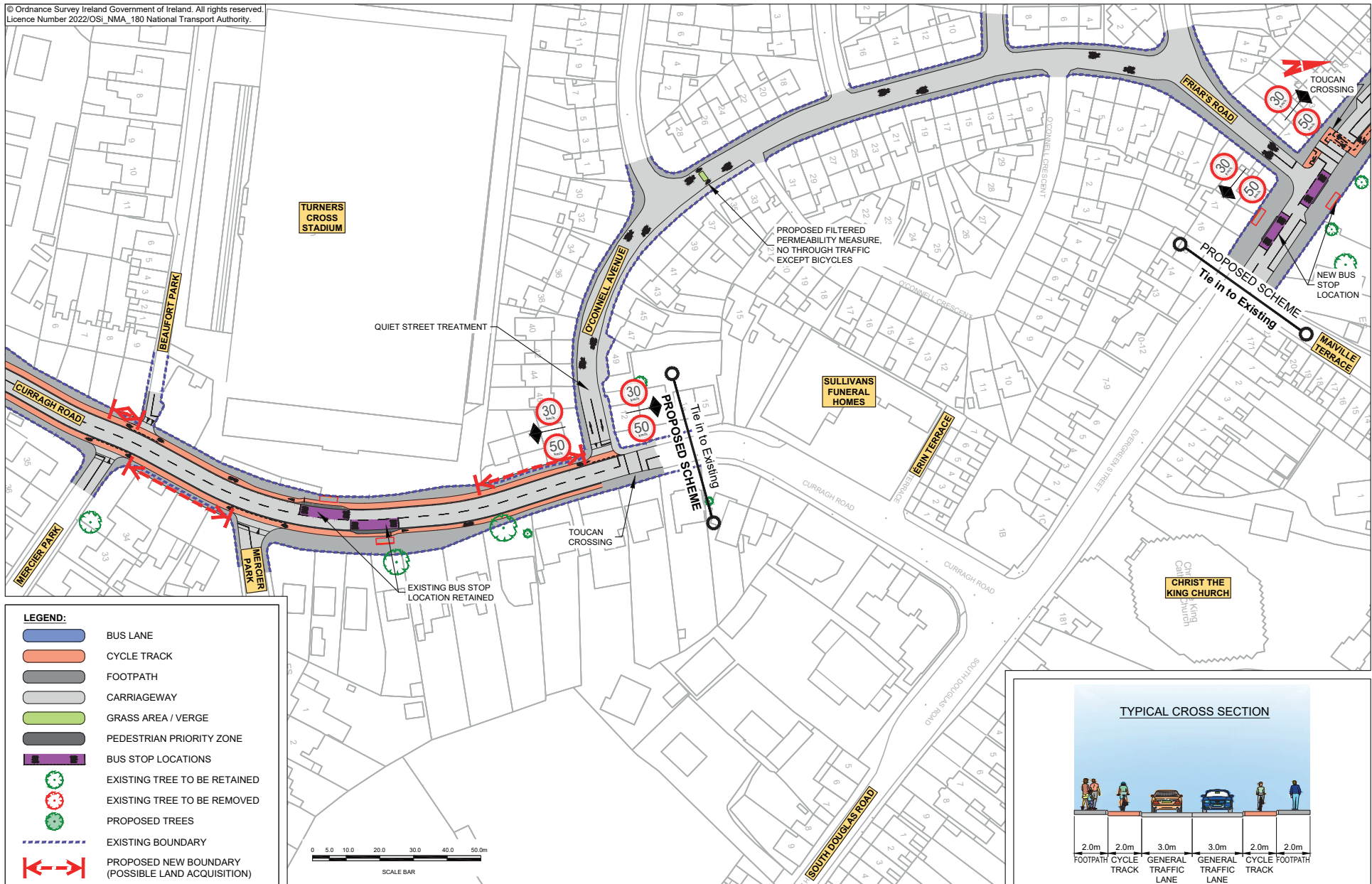


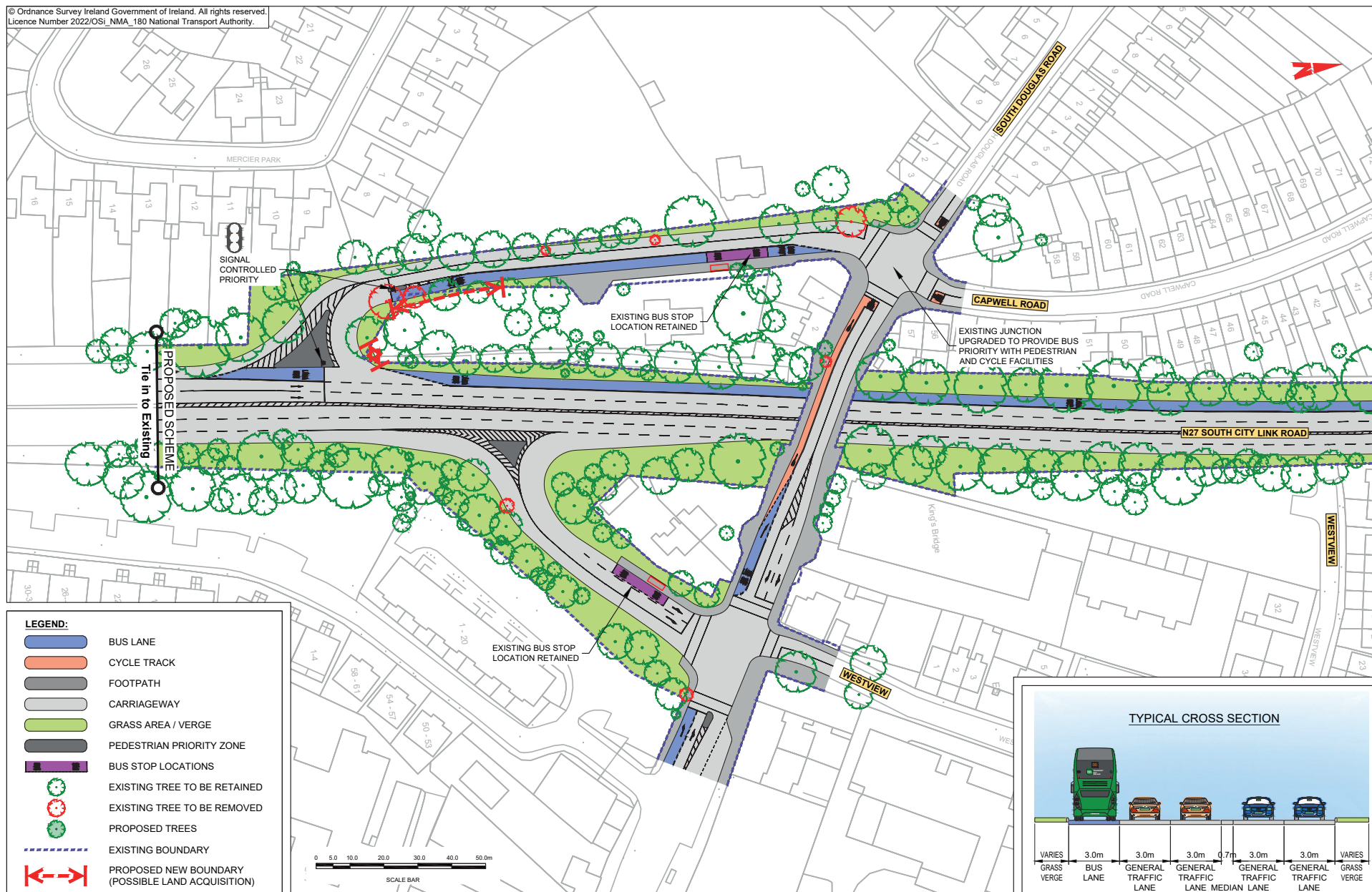
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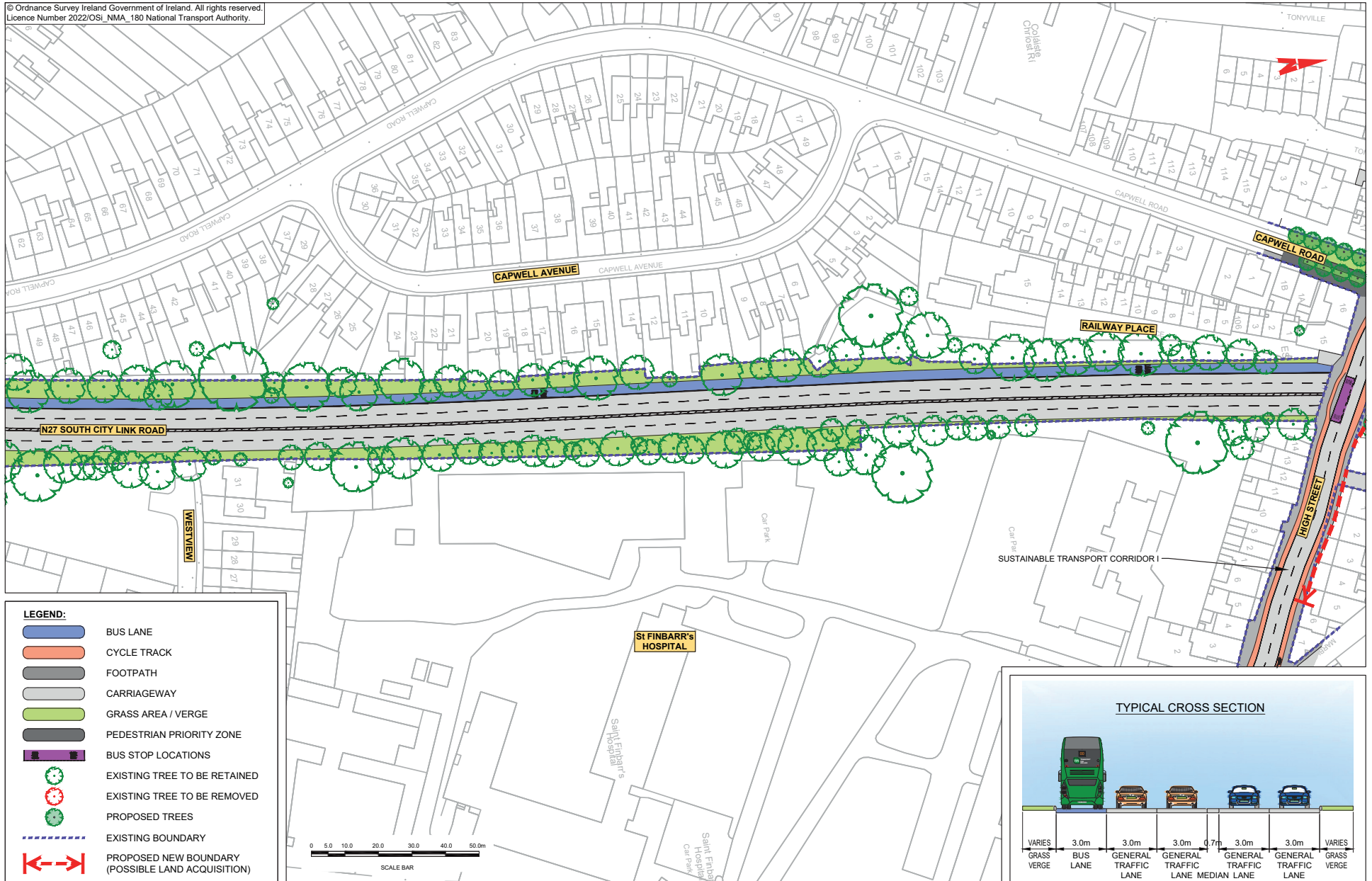
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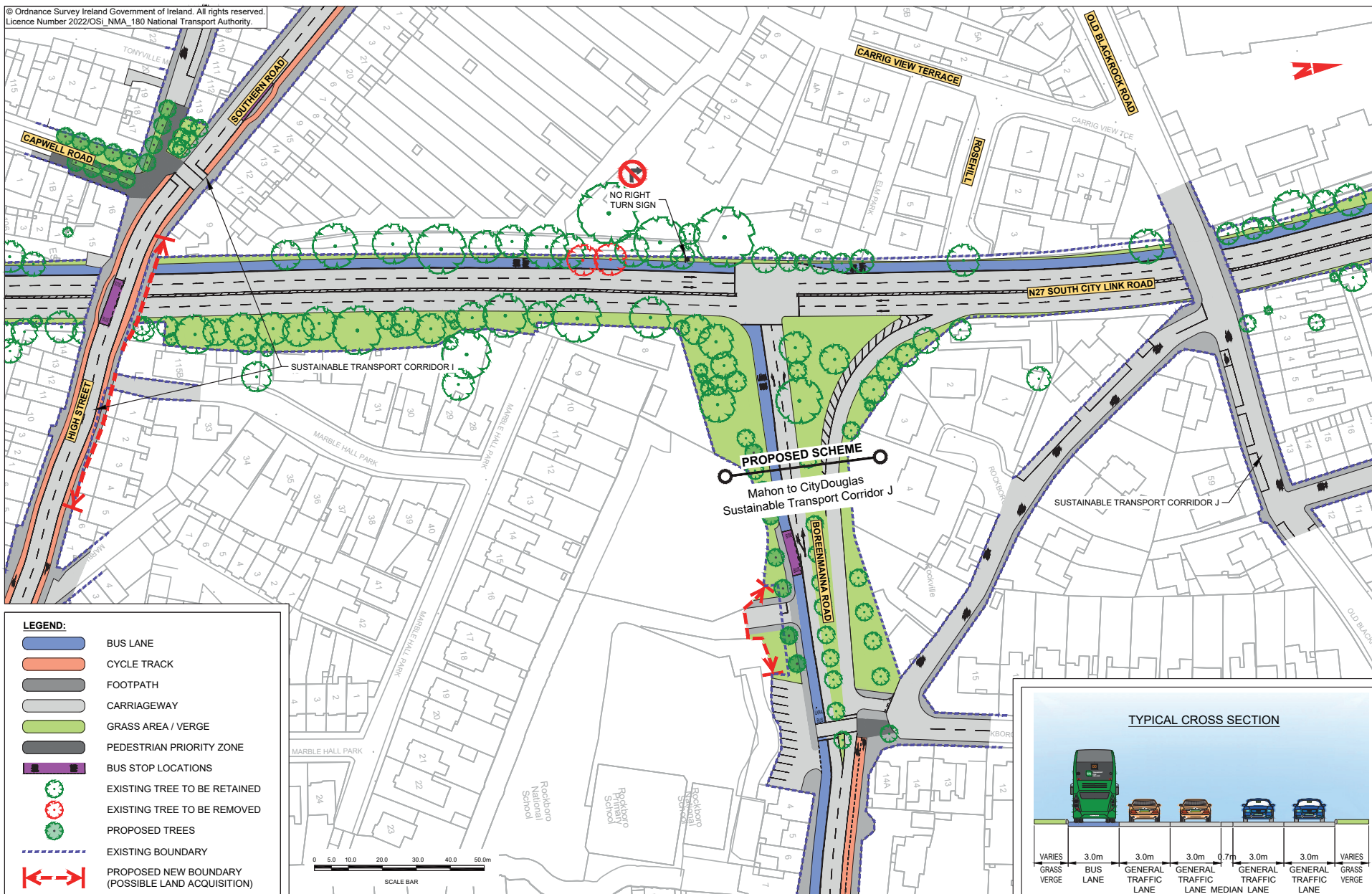


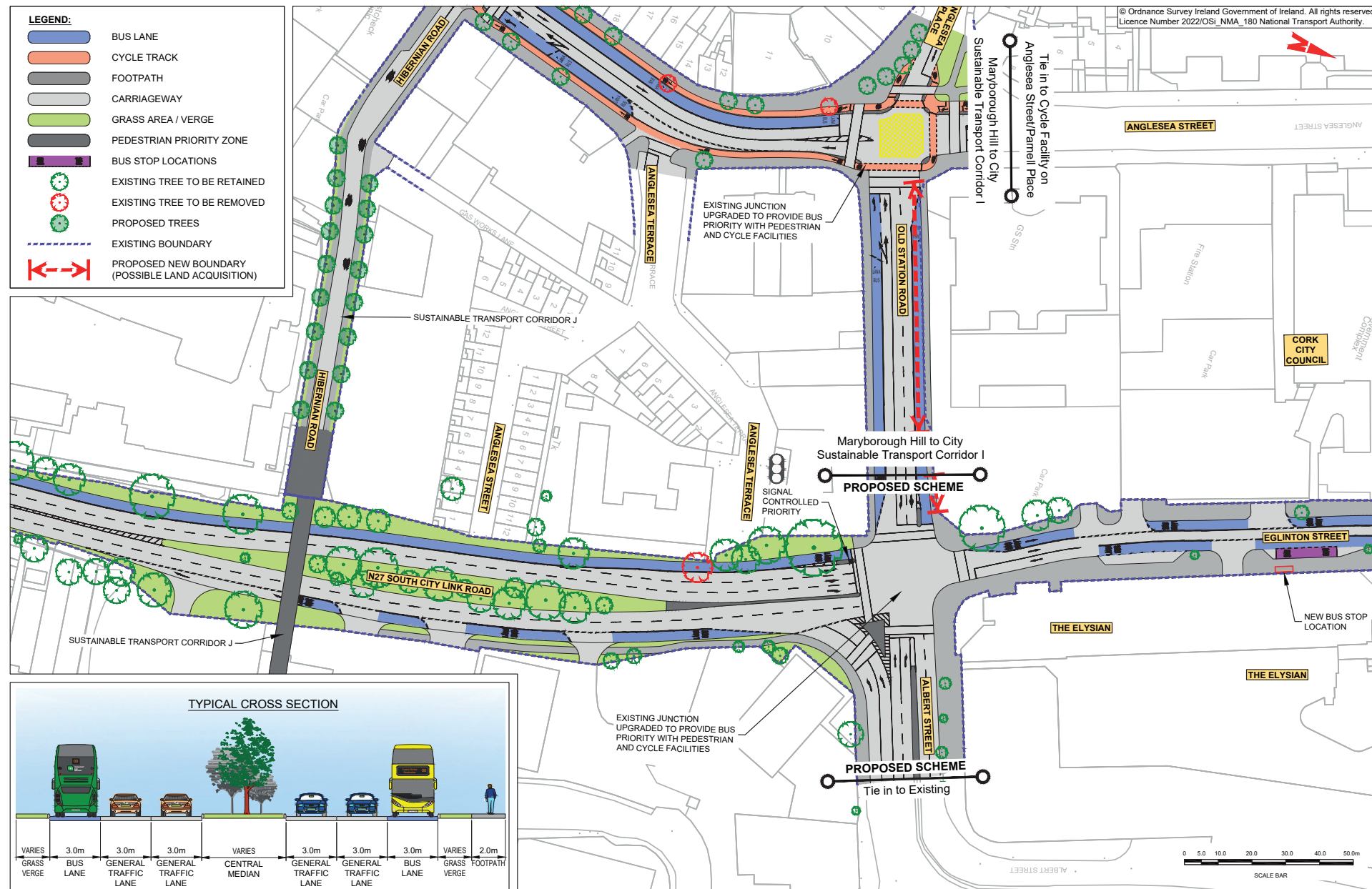




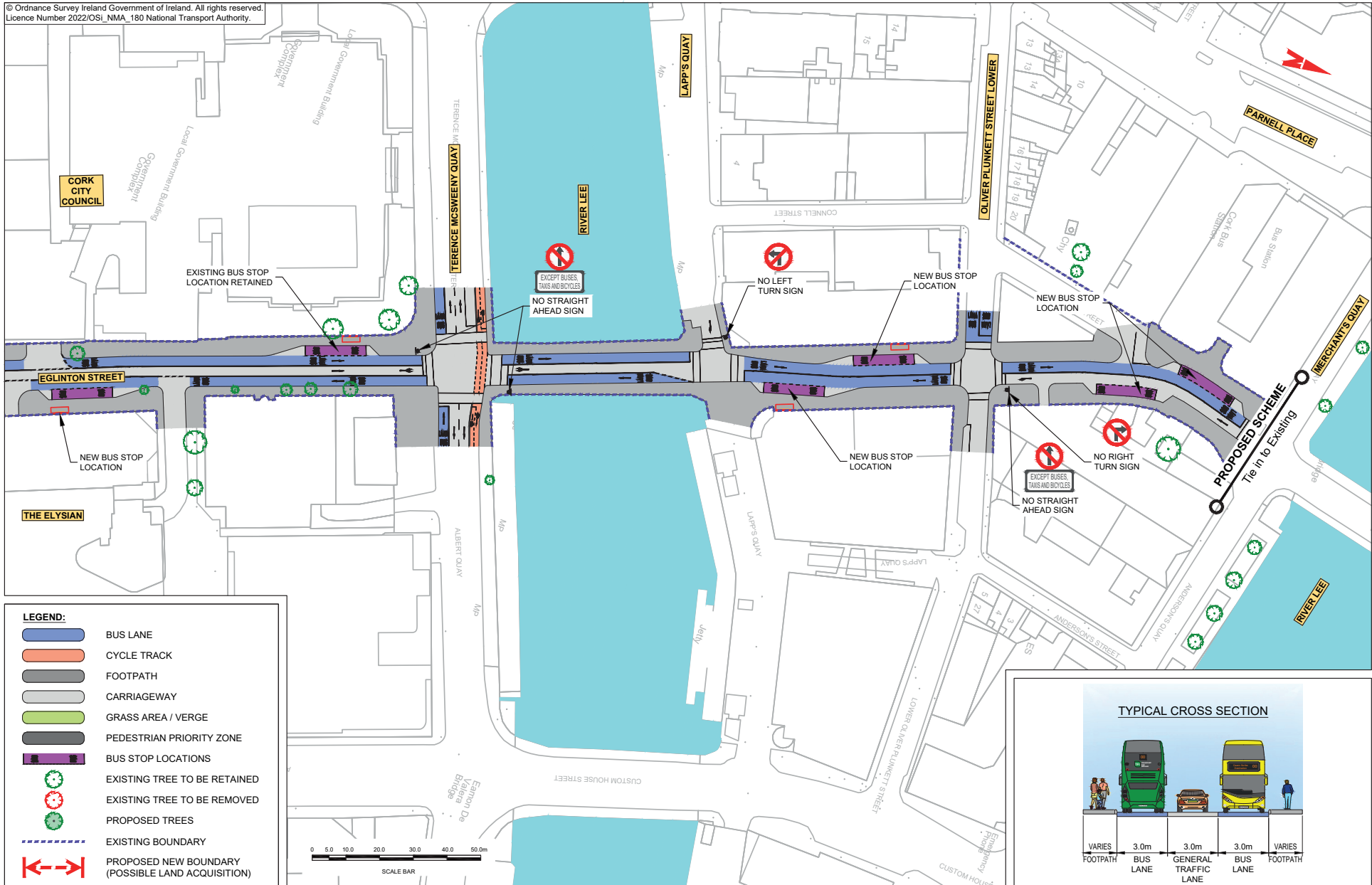
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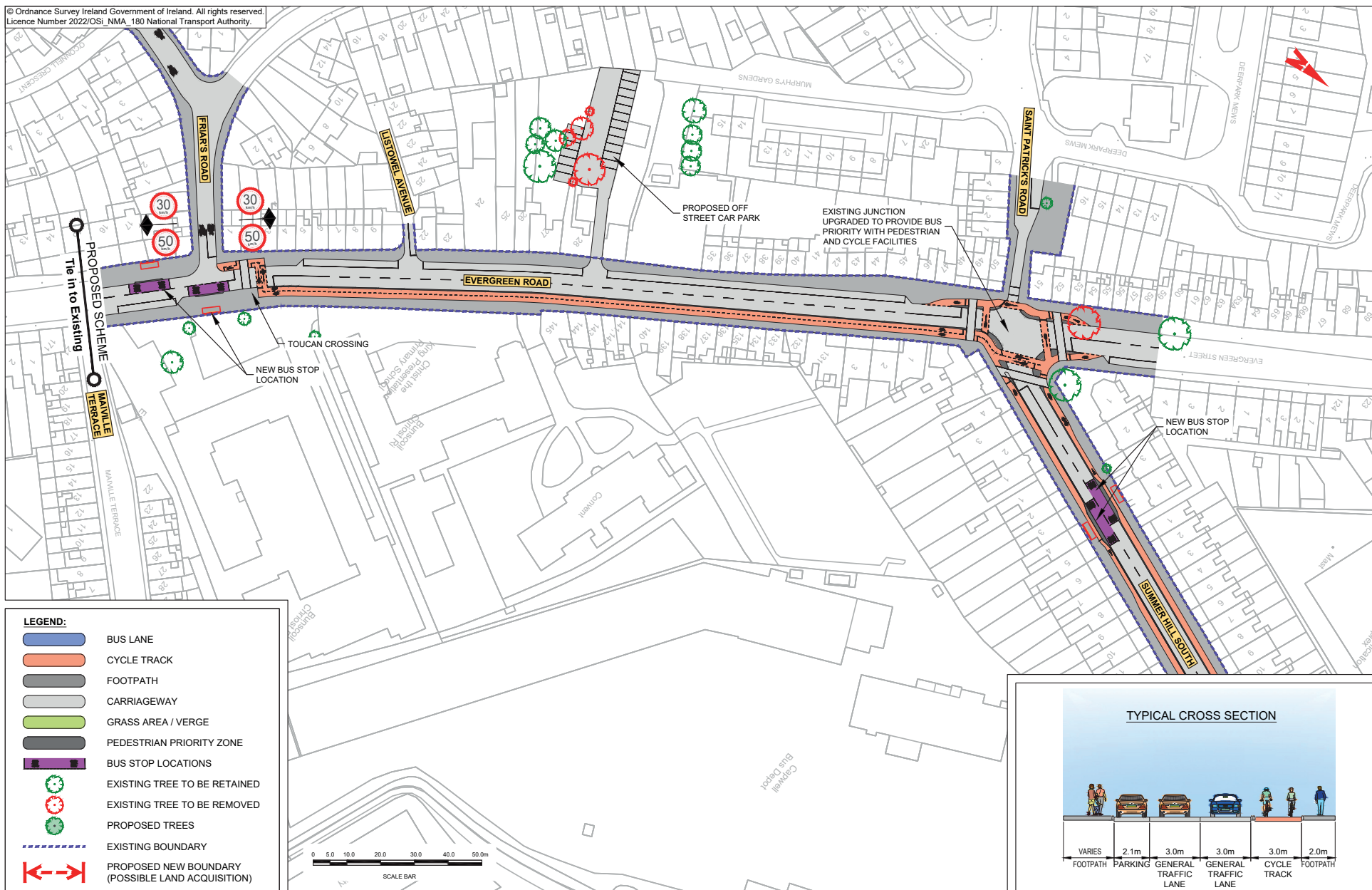




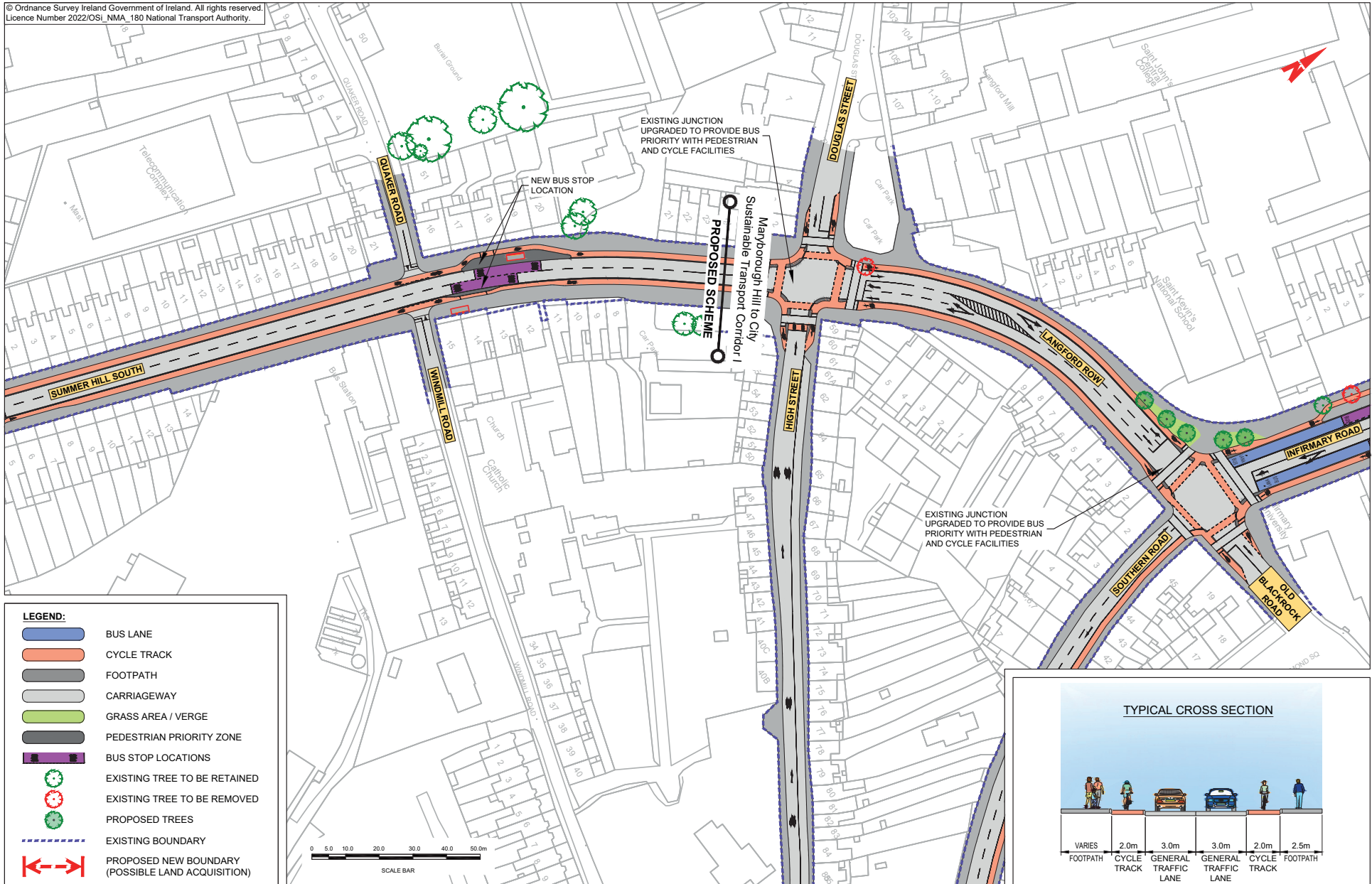


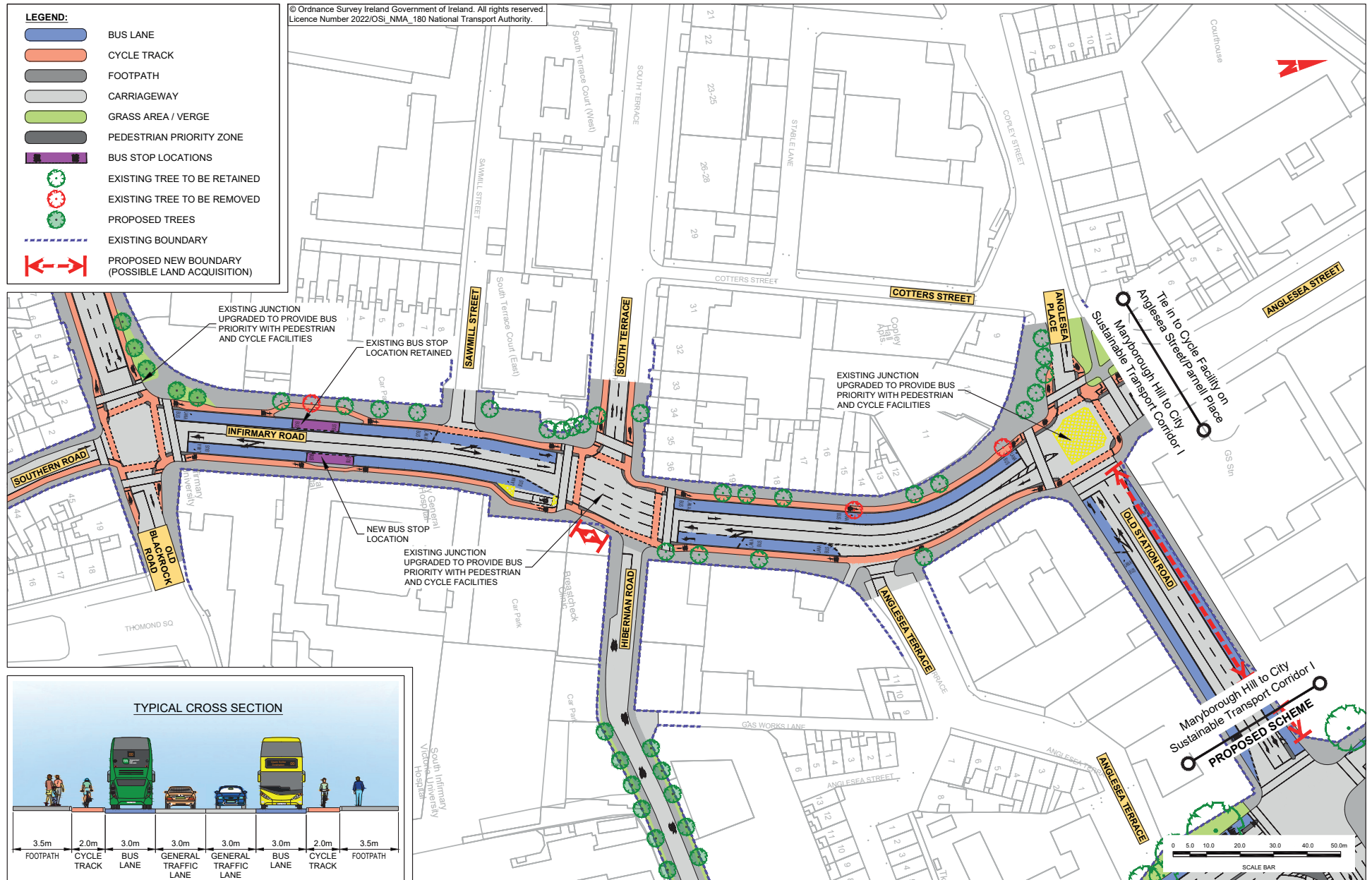
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