



# **Togher to City**

## **Sustainable Transport Corridor Preferred Route**

3rd Round of Public Consultation November 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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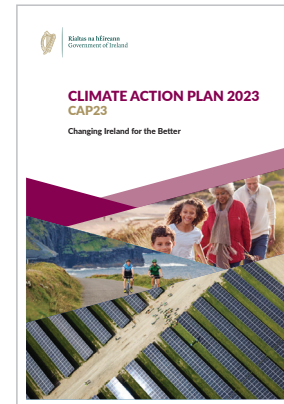
# 1. Introduction

## 1.1 What is BusConnects?

BusConnects is the National Transport Authority's (NTA) programme to greatly improve bus services in Cork and other cities. It is a key part of the Government's policies to improve public transport and address climate change. 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 and enhanced pedestrian facilities along key routes.













## 1.2 What is this public consultation for?

This is now the third round of non-statutory public consultation on the eleven proposed Sustainable Transport Corridors (STCs) since June 2022. The development of these STCs is a key part of the overall BusConnects Cork programme and will help future proof Cork's bus system and create safe cycling across the city and region as it continues to grow.

This consultation provides further opportunities for the public to review and submit feedback to the revised set of designs.



## The overall BusConnects Cork programme is made up of 9 elements

- 1** **Develop a network of new sustainable transport corridors**  
 **91km of new bus lane / bus priority**  
 making journeys faster and more reliable
  **98km of cycle facilities**  
 (one direction) delivering 49km of the cycle network.
- 2**  **Redesigning the bus network**
- 3**  **State-of-the-art ticketing system**
- 4**  **Cashless payment system**
- 5**  **Simpler fare structure**
- 6**  **New Park & Ride sites**  
 in key locations
- 7**  **Transitioning to a new Zero emissions bus fleet**
- 8**  **New bus livery**
- 9**  **New bus stops and shelters**  
 with better signage and information



### 1.3 A reminder of what the Sustainable Transport Corridor Project is about

The proposals are to invest in eleven Sustainable Transport Corridors (STCs) that will have continuous bus priority – generally, a continuous bus lane in each direction, but other arrangements maybe used in constricted locations. This will remove delays currently being experienced by the bus system and its users. Dedicated bus lanes, or other equivalent measures, will allow the buses to transport their many thousands of passengers with greater certainty about when buses will arrive and depart, making a better and more efficient service.

Along these corridors, we also intend to provide segregated cycle tracks in each direction, separated as far as is practically possible from general traffic. In areas where this may prove difficult to achieve, we intend to provide offline cycle tracks, where a cycle track will divert off the STC and onto a quieter road or purpose-built cycleway, before re-joining with the corridor.

It is important to remember that the STCs identified are the key bus corridors in the city. In addition to these corridors, there is a much wider redesigned bus services network

planned for Cork which will provide increased frequencies and new services. The new bus network will be implemented during 2024/2025 and full details can be found on [busconnects.ie](https://busconnects.ie).





## 1.4 Objectives of the Sustainable Transport Corridors



### Enhance the capacity and potential of the public transport system by

improving bus reliability and punctuality through the

provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;



### Enhance the potential for cycling by

providing safe infrastructure for cycling, segregated from general traffic wherever practicable;



### Support the delivery of an efficient, low carbon and climate resilient public transport service

which supports the

achievement of Ireland's emission reduction targets;



### Enable compact growth, regeneration opportunities and more effective use of land in Cork, for present and

future generations, through the

provision of safe and efficient sustainable transport networks;



### Improve accessibility to jobs, education and other social and economic opportunities

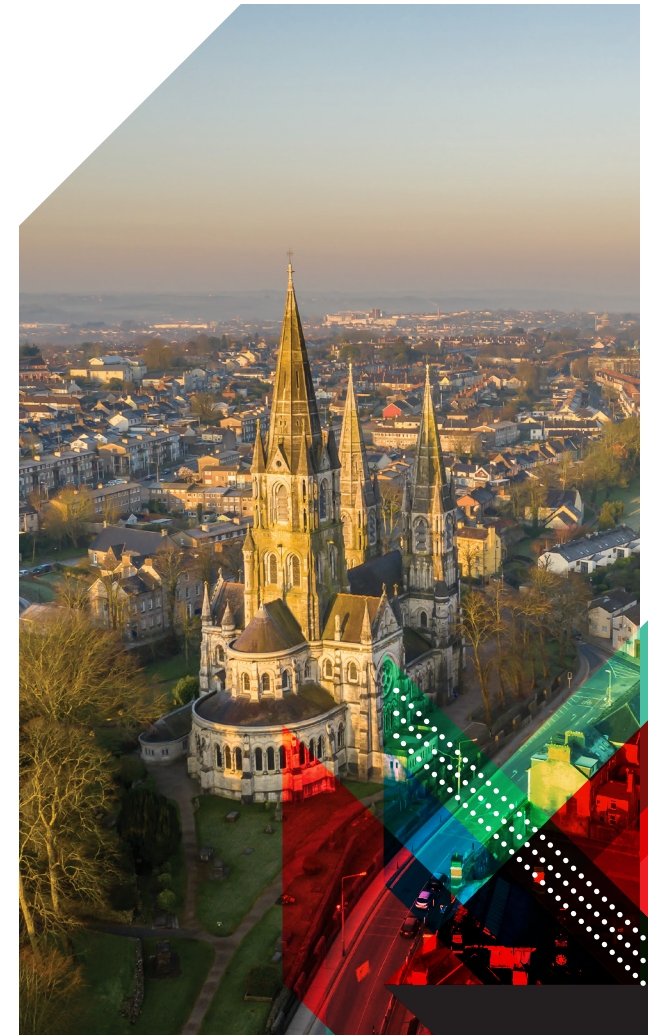
through the provision of

improved sustainable connectivity and integration with other public transport services; and



### Ensure that the public realm is carefully considered in the design and development of the transport infrastructure

and seek to enhance key urban focal points where appropriate and feasible.



## 1.5 What has happened so far?

Between June 2022 and October 2022 the National Transport Authority (NTA) carried out the first round of public consultation regarding proposals for the Emerging Preferred Route (EPR) of twelve Sustainable Transport Corridors (STCs) across Cork. During this first round of consultation we received approximately 3,000 submissions in total. These submissions were reviewed and considered as part of the design process for the Preferred Route Option (PRO) for each corridor. A second round of public consultation on the PRO of eleven STCs commenced in March 2023 and continued until 25th May 2023. Approximately 4,400 submissions were received as part of the second round of public consultation.

The submissions and feedback have been reviewed and a third round of non-statutory public consultation is taking place during Q4 2023. This will provide further opportunities for the public to review and submit feedback to the revised set of designs.

## 1.6 What is in this brochure?

This document is one of eleven brochures, each dedicated to a single Sustainable Transport Corridor (STC). The document provides a written description of the Preferred Route from start to finish with supporting maps. It includes all revisions made, if any, since the second round of public consultation. It also includes a

timeline for the progress of the programme and details of how you can engage with the public consultation. The brochures from the first and second round of consultation are available to view and download on our website [www.busconnects.ie](http://www.busconnects.ie). Definitions of the terminology used in the document are outlined in the next section.





## 1.7 Understanding the terminology

### 1. Sustainable Transport Corridor (STC):

Part of the overall BusConnects Cork Programme is to create eleven Sustainable Transport Corridors (STCs). A STC is an existing road with bus priority so that buses can operate efficiently, reliably and punctually. This generally means full length dedicated bus lanes on both sides of the road from start to finish of each corridor or other measures to ensure that buses are not delayed in general traffic congestion. In constricted locations, other arrangements may be used. The bus lanes will be alongside segregated cycle lanes/tracks where feasible and general traffic lanes.

### 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 tracks there will be the option of quiet roads and shared cycling on reduced speed roads for cyclists.

### 3. Emerging Preferred Route (EPR):

The NTA published outline plans for each of the STCs in a non-statutory public consultation process in June 2022. The options were called Emerging Preferred Routes (EPR) to inform the public of the likely layout of the roadway with the necessary STC infrastructure in place. They included possible impacts on front gardens, and likely changes to how traffic will operate to facilitate bus priority.

### 4. Preferred Route Option (PRO):

Following consideration of the public submissions about the EPRs, the Sustainable Transport Corridor proposals were reviewed and

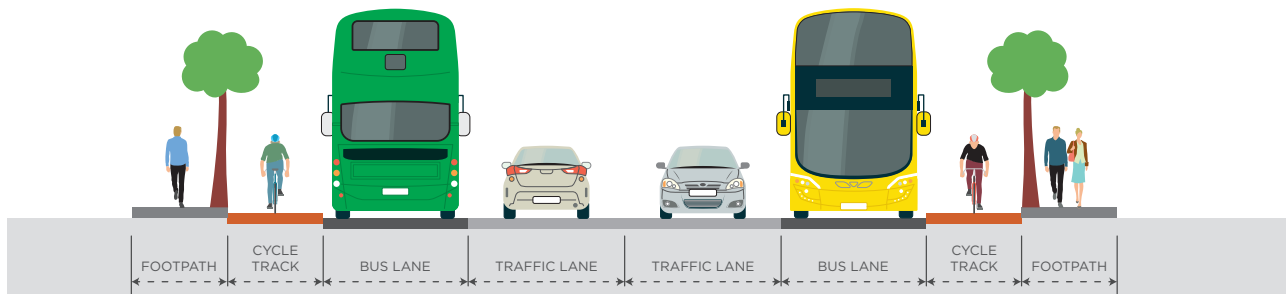
amended. In March 2023, they were presented as the Preferred Route Option (PRO) and were subject to a further round of non-statutory public consultation.

Following refinements and additional design development, the proposals are now being presented as the updated PROs and are subject to this additional round of public consultation.

They are not final proposals as they are subject to further consideration from this third round of public consultation and also subsequent examination in the context of environmental impact assessment and design development.

### 5. Bus Gate:

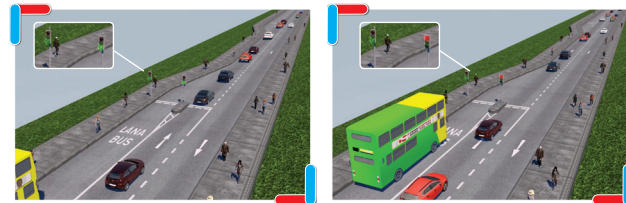
A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road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



## 6. Signal Controlled Priority (SCP):

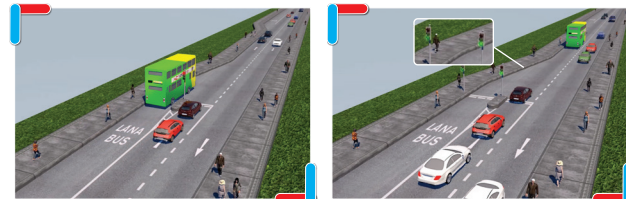
Signal Control Priority uses traffic signals to enable buses to get priority ahead of single lane road sections, but it is only effective for short distances. This typically arises where the bus lane cannot continue due to obstructions on the roadway. An example might be where a road has pinch-points where it narrows due to existing buildings or structures that cannot be demolished to widen the road to make space for a bus lane.

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



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.

the road space for a short distance until the bus lane recommences downstream. The general traffic will be stopped at the 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 STC roadway widths cannot facilitate cyclists without significant impact on bus priority, alternative cycle routes are explored for short distances away from the STC bus route. 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 the 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. The 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.





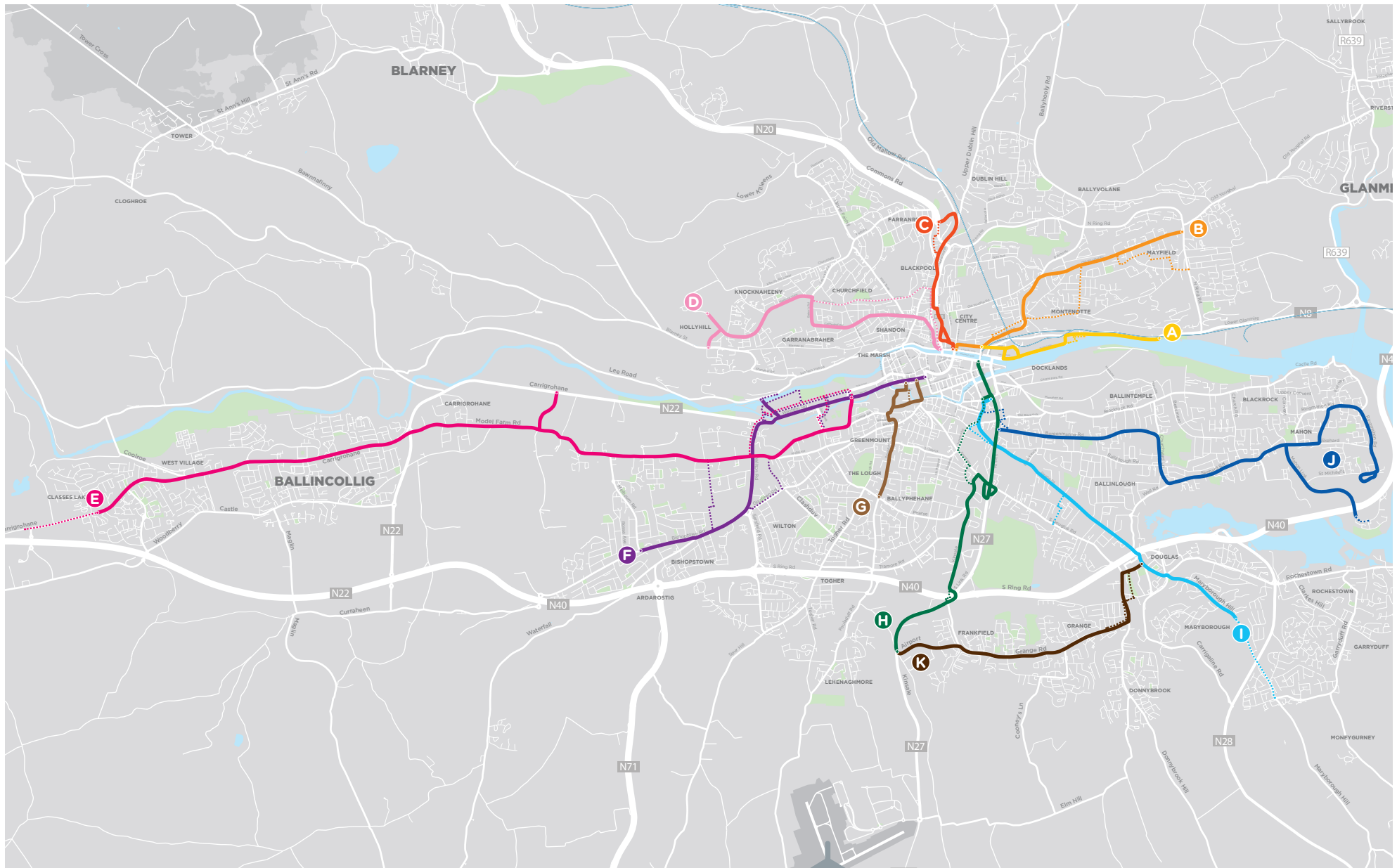




## 1.8 11 Sustainable Transport Corridor Preferred Routes

- 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. What has been happening over the last number of months?

Considerable design work has been continuing since the last round of consultation. This work includes the following:

### 2.1 Technical Design

Designs have progressed with further refinements being made to elements of each corridor such as junctions, alignments, bus stops, cycling and walking facilities, and urban realm features. Engagement with stakeholders is continuing including engagement with individual householders potentially impacted. The developing design has been, and continues to be, informed by stakeholder engagement and further detailed surveys.

### 2.2 Statutory Consent Application

As part of the intended Statutory Consent Application for each Sustainable Transport

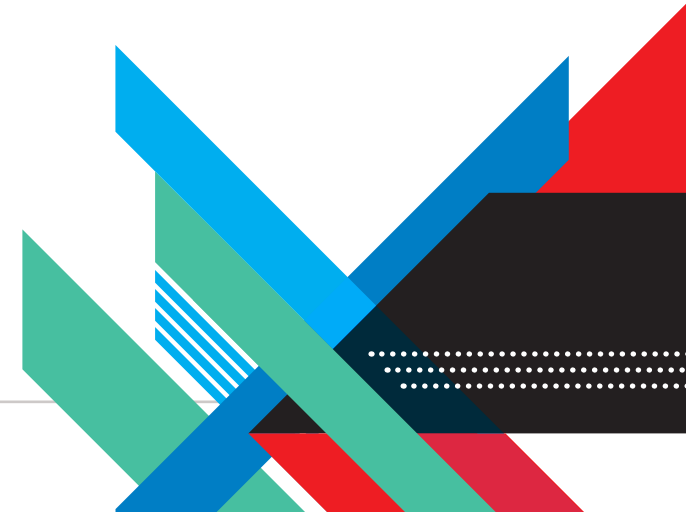
Corridor (STC), the NTA will be preparing an Environmental Impact Assessment Screening Report, Appropriate Assessment (AA) Screening Report, Environmental Impact Assessment Report (EIAR), and where required, a Natura Impact Statement (NIS) in accordance with current Irish and European legislation, guidelines, and best practice. These screenings and assessments are being undertaken by environmental specialists that have recently been appointed to work on the project on behalf of the NTA. The EIAR and AA documentation will form a significant part of the formal statutory application to An Bord Pleanála and will be available upon submission to the Board, as part of the statutory public consultation.

### 2.3 Traffic Surveys

A comprehensive set of traffic surveys has been undertaken across the City, providing up to date information on traffic volumes and other road user information. This information, supplemented by a variety of other information sources, will be used to further refine and calibrate the computer simulation transport model that has been developed for the Cork metropolitan region.

Forecasts from the transport model will be used by the design team in developing the various elements of the corridors and in the assessment of the impacts that will be reported in the EIAR documentation.

In advance of the full suite of transport models that will be prepared to support the EIAR for each STC (as described above), preliminary traffic modelling has been undertaken in order to provide high-level insight into the potential traffic impacts of the STC proposals. This model provides an indication of the scale of changes in traffic flow along streets across the city. The development and outputs of this model are described in the Preliminary Transport Modelling Report published as part of this third round of public consultation. The Preliminary Modelling Report can be viewed and downloaded from the BusConnects website – [www.busconnects.ie](http://www.busconnects.ie)



## 2.4 Urban Realm

In tandem with the technical design work on finalising the road alignment in the urban areas along the sustainable transport corridors, design has also progressed for refining the Urban Realm design proposals. These designs are being developed in consultation with the local authority to ensure tie-in to existing schemes and initiatives.

The Urban Realm improvement opportunities are spread out along the corridors and will reflect the specific location and local context. In the design of the urban spaces we will be using appropriate materials and urban furniture that comply with standards for use, durability and maintenance as well as being sustainable.



## 2.5 Timeline





**2024-2026****2026-2030****ACQUISITION & CONSTRUCTION****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.



**Construction Commences on a Phased Basis – Each corridor upgrade may take up to 2 years to complete**

## 3. How to take part in the public consultation

This brochure provides details of the proposed Preferred Route Option (PRO) for this Sustainable Transport Corridor (STC). These proposals are subject to a third round of non-statutory public consultation, plus subsequent design refinement and environmental impact assessment, 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](http://www.busconnects.ie) has a dedicated section for the Sustainable Transport Corridor element of the BusConnects Cork project. All previous Emerging Preferred Route (EPR) brochures and the brochures from the second round of consultation 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 Options set out in this document. The closing date for submissions is stated on the website.

**Written submissions and observations may be made**



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 third round of public consultation, the NTA will finalise the Preferred Route Options for all eleven corridors. The scheme designs will be further developed and statutory consent applications to An Bord Pleanála will be prepared, inclusive of transport and environmental impact assessments. For the purpose of the statutory consent process, a number of corridors may be combined into one application. This development work will culminate in the preparation of Environmental Impact Assessment Reports (EIAR) for the schemes together with details of land to be acquired. These applications will be submitted to An Bord Pleanála in 2024/2025 for its consideration and determination. A formal statutory consultation process will be undertaken as part of that process.



## 4. Preferred Route Description

### 4.1 Overview

The Togher to City Sustainable Transport Corridor (STC G) commences on Pouladuff Road, just north of the junction with Pearse Road. It is proposed that buses and cyclists will proceed along Pouladuff Road before continuing through to Noonan Road and on to Gregg Road. From Gregg Road, STC G routes along Gillabbey Street and on to Bishop Street.

Inbound buses (towards the city) will continue on Sharman Crawford Street, Wandersford Quay, over Clarke's Bridge and then turn right onto Washington Street and from here will continue to the junction with Grand Parade using the proposed bus infrastructure in Sustainable Transport Corridor F (Bishopstown to City).

Outbound buses from Grand Parade will route west on Washington Street using the proposed infrastructure in Sustainable Transport Corridor F (Bishopstown to City) before turning left

to South Main Street to merge with general traffic and then turn right on to Proby's Quay, continuing west before then turning left on to Bishop Street.

Inbound cyclists may follow the bus routing, or may avail of a separate route along Bishop Street and Proby's Quay before diverting through Crosses Green, over Clarke's Bridge and on to Hanover Place before turning onto Washington Street and continuing to the junction with Grand Parade using the proposed cycle infrastructure in Sustainable Transport Corridor F (Bishopstown to City).

Outbound cyclists will route along Washington Street using the proposed cycle infrastructure in Sustainable Transport Corridor F (Bishopstown to City) to the junction with Hanover Place, before heading south over Clarke's Bridge and routing via a shared environment with inbound cyclists and pedestrians and local access traffic through Crosses Green, connecting with Proby's Quay and heading west along Proby's Quay to the junction with Bishop Street.

Dedicated cycle tracks are provided along a portion of STC G. However, along Pouladuff

Road from Pearse Road through to Gregg Road, due to prevailing space constraints it is not possible to provide segregated cycle facilities. Cyclists will ultimately tie into future cycle route schemes to be developed for Pearse Road and Lough Road as part of the Cork Cycle Network.

Priority for buses is provided for along a portion of the corridor using dedicated bus lanes in one or both directions, while changes in traffic management have been proposed on Pouladuff Road, Bishop Street and at Hanover Place to manage 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 Preferred Route Option in the second Public Consultation in March 2023.

## 4.2 Pearse Road to Bishop Street

The corridor commences on Pouladuff Road, just north of the junction with Pearse Road.

It is proposed to achieve inbound bus priority along Pouladuff Road by introducing a bus gate in the inbound direction that would only be operational in the morning peak periods (i.e., only buses, taxis and cyclists permitted to pass through).

Due to prevailing space constraints, it is not possible to provide for cycle facilities on Pouladuff Road. Cyclists will continue through to Noonan Road, sharing with general traffic.

Dedicated cycle tracks are then proposed in both directions along Gregg Road and Gillabbey Street to the junction with Bishop Street. Along Bishop Street to the junction with Sharman Crawford Street cyclists will share with buses in a traffic-calmed environment.

New off-street parking is proposed at a number of locations along the Pouladuff Road corridor to mitigate the loss of on-street parking.

An outbound bus lane will be provided on Noonan Road between the junction with Bandon Road and the junction with Gregg Road. This is a change from the second public consultation, which proposed the removal of parking to facilitate an inbound bus lane. Following further review, it is considered that this section of inbound bus lane can be omitted in the context of the other bus priority measures being proposed along the route. On Gregg Road itself up to the junction with Gillabbey Street, an inbound bus lane is proposed. In the outbound direction, buses will share with general traffic. To facilitate the introduction of bus priority measures, Gregg Road and Noonan Road (to the junction with the Bandon Road/Pouladuff Road) will become one-way for general traffic (inbound on Noonan Road and outbound on Gregg Road).

Along Bishop Street it is proposed that a bus gate would be implemented on the section of the street to the north of the entrance to The Bishop's Palace. This would facilitate local access on Bishop Street but would provide the necessary traffic environment to ensure bus journey time reliability.

New and improved bus stops will be provided along the entire section of the corridor with bus stops being relocated to better serve users.

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.

## Proposed Enhancements to Urban Spaces and the Pedestrian/Cycle Environment

Location	Proposed Enhancements
Pouladuff Road, between Pouladuff Place and Woodhall	New footpath provided on western side of the road where there is currently none
Pouladuff Road, just south of Gould Street	New footpath provided on western side of the road where there is currently none
Green Street junctions with Roselawn and Barrack Street	Improvements to the existing signalised junctions
Noonan Road, at the junction with Gregg Road	New signalised junction with pedestrian and cycle friendly design
Gillabbey Street, at the junctions with Gregg Road and Bishop Street	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design

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

- Lands in the verge at Pouladuff Place to facilitate off-street parking.
- Lands in the green at Ardross Estate to facilitate off-street parking and a new bus shelter.



### 4.3 Bishop Street to City (Grand Parade)

Inbound cyclists may follow the bus routing on Sharman Crawford Street, or may avail of a separate route along Bishop Street and Proby's Quay before diverting through Crosses Green, over Clarke's Bridge and on to Hanover Place. Inbound cyclists route along Bishop Street towards Proby's Quay using the existing contra-flow cycle track and then turn onto Crosses Green, sharing with local traffic to the junction with Convent Place. North of Convent Place, Crosses Green is proposed to be closed to through traffic, with inbound and outbound cyclists and pedestrians sharing the space adjacent to the Meitheal Mara building and onward to Wandesford Quay, complementing the proposed public realm enhancement plans proposed by Cork City Council (as part of the Beamish and Crawford Quarter Infrastructure Public Realm Project). Inbound cyclists will then travel over Clarke's Bridge (inbound cyclists will share with inbound traffic over the bridge) and continue through Hanover Place on an inbound cycle track. The bus gate previously proposed on Clarke's Bridge has been reviewed and is

no longer proposed. Buses will turn right from Hanover Place onto Washington Street. From the junction of Hanover Place/Washington Street inbound cyclists will then avail of the cycle facilities proposed for Washington Street forming part of Sustainable Transport Corridor F – Bishopstown to City.

Outbound cyclists will also avail of the cycle facilities on Washington Street proposed under Sustainable Transport Corridor F – Bishopstown to City, before routing on to Hanover Place to an outbound cycle track and on to a new contra-flow cycle facility across Clarke's Bridge. The outbound cycle route again merges with the shared space for cyclists and pedestrians proposed for Crosses Green, complementary to the Beamish and Crawford Quarter Infrastructure Public Realm Project, which includes new bridge crossings over the River Lee. Inbound and outbound cyclists will share with local access traffic and pedestrians along Crosses Green in a traffic-calmed environment to the junction with Proby's Quay, which will be upgraded to a signalised junction. The outbound cycle route then travels from Crosses Green along Proby's Quay/Bishop Street towards the

junction with Sharman Crawford Street using a dedicated outbound cycle track proposed on this section of the route.

Inbound buses will be routed along Sharman Crawford Street, sharing with general traffic and inbound cyclists. From the junction of Washington Street/Clarke's Bridge the proposed route joins Sustainable Transport Corridor F – Bishopstown to City and avails of the bus lanes proposed for Washington Street to access the city.

Outbound buses from Washington Street will route via South Main Street (shared with general traffic) and on to Proby's Quay and Bishop Street, with a short bus lane proposed along Bishop Street approaching the junction with Sharman Crawford Street.

A proposed bus gate on Bishop Street will prohibit general through-traffic flow from Bishop Street to Sharman Crawford Street in the inbound direction and will also prohibit the left-turning movement in the outbound direction on Bishop Street towards Gillabbey Street. This will provide enhanced journey time reliability for buses using this portion of the corridor and

enable the provision of the proposed outbound bus lane on Bishop Street approaching the junction with Sharman Crawford Street.

New and improved bus stops will be provided along the entire section of the corridor with bus stops being relocated to better serve users.

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.

### Proposed Enhancements to Urban Spaces and the Pedestrian/Cycle Environment

Location	Proposed Enhancements
Sharman Crawford Street, at junction with Bishop Street	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design
Sharman Crawford Street, at junction with Wandesford Quay	New signalised junction with pedestrian friendly design
Crosses Green	Closure of the street to through-traffic to improve the pedestrian environment and facilitate a safe cycling environment
Proby's Quay, at junction with Crosses Green	New signalised junction with pedestrian and cycle friendly design
Hanover Place/Clarke's Bridge	Provision of a contra-flow cycle lane linking Washington Street to Crosses Green

The need for some land take previously proposed at the second public consultation has been removed.

## 4.4 Key Changes from Preferred Route published in March 2023

- The land take previously proposed at the Lough Community Centre has been omitted by moving the proposed bus stop to the green area at Ardross.
- The removal of parking on Noonan Road is no longer proposed. The inbound bus lane previously proposed has been omitted.
- The section of inbound bus lane previously proposed on Sharman Crawford Street is no longer proposed. This has removed the need for land take on the side of Sharman Crawford Street.
- The bus gate previously proposed on Clarke's Bridge is no longer proposed. This has removed the need for land take on the side of Wandersford Road.

## 4.5 Key Facts

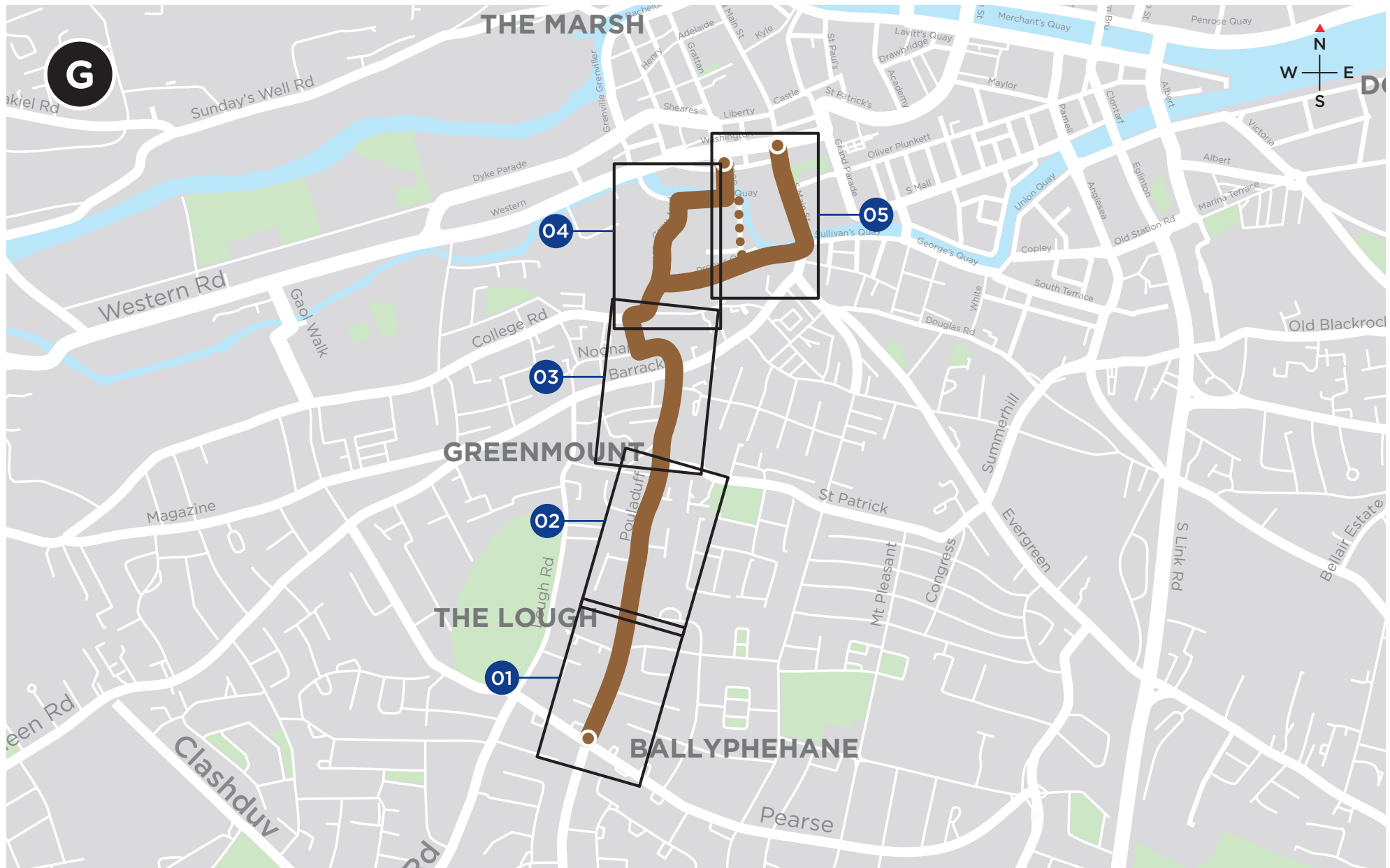
Approximate number of properties that may be impacted:	<b>2</b>
Approximate number of on-street parking spaces that may be removed:	<b>102</b>
Approximate number of roadside trees that may be removed:	<b>0</b>
Approximate route length:	<b>1.7km</b>
Approximate cycle route length: Inbound Outbound	<b>1.7km</b> <b>0.8km</b> <b>0.9km</b>



## 5. Appendices

- 5.1 Index maps
- 5.2 Route maps

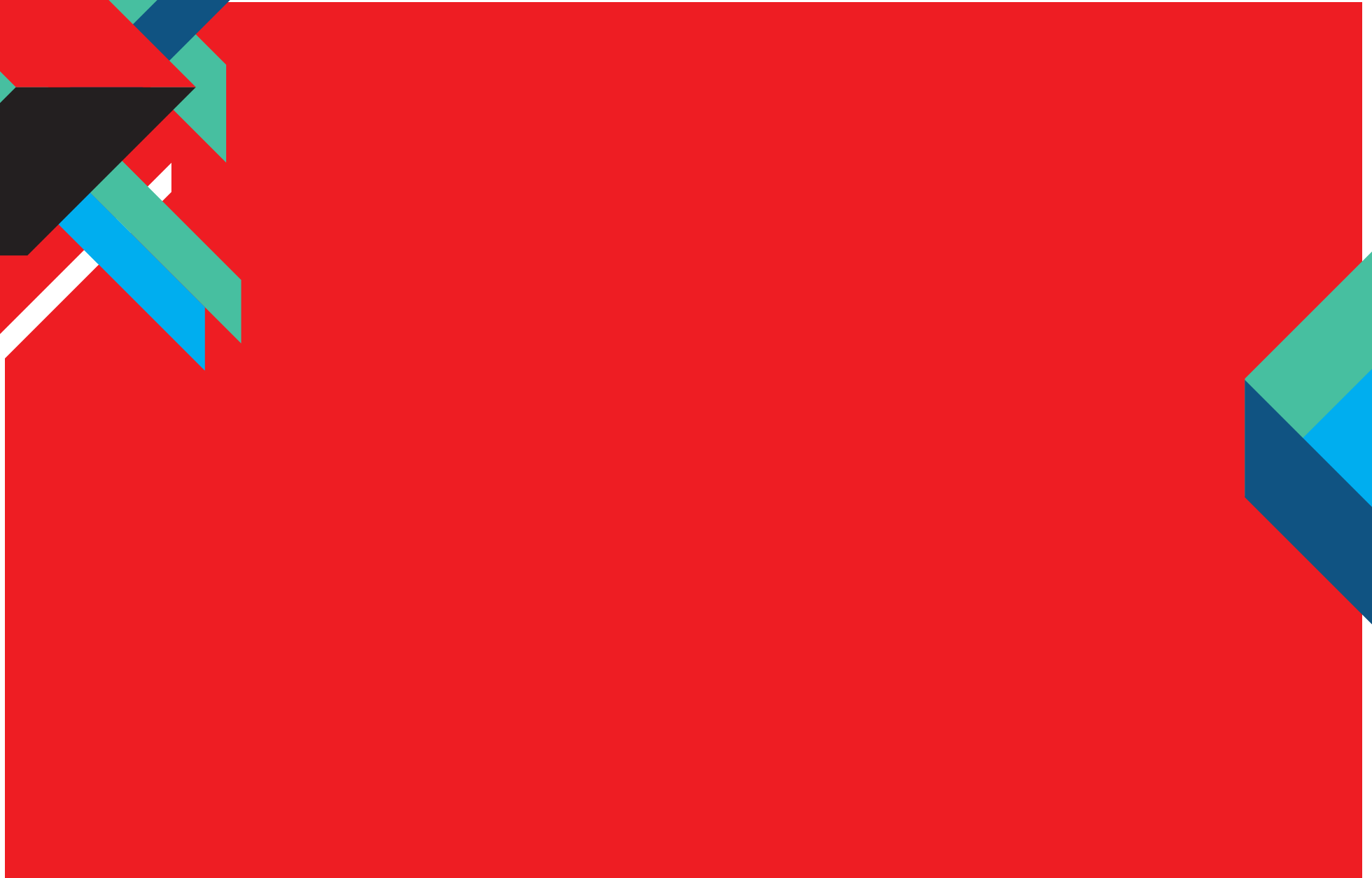


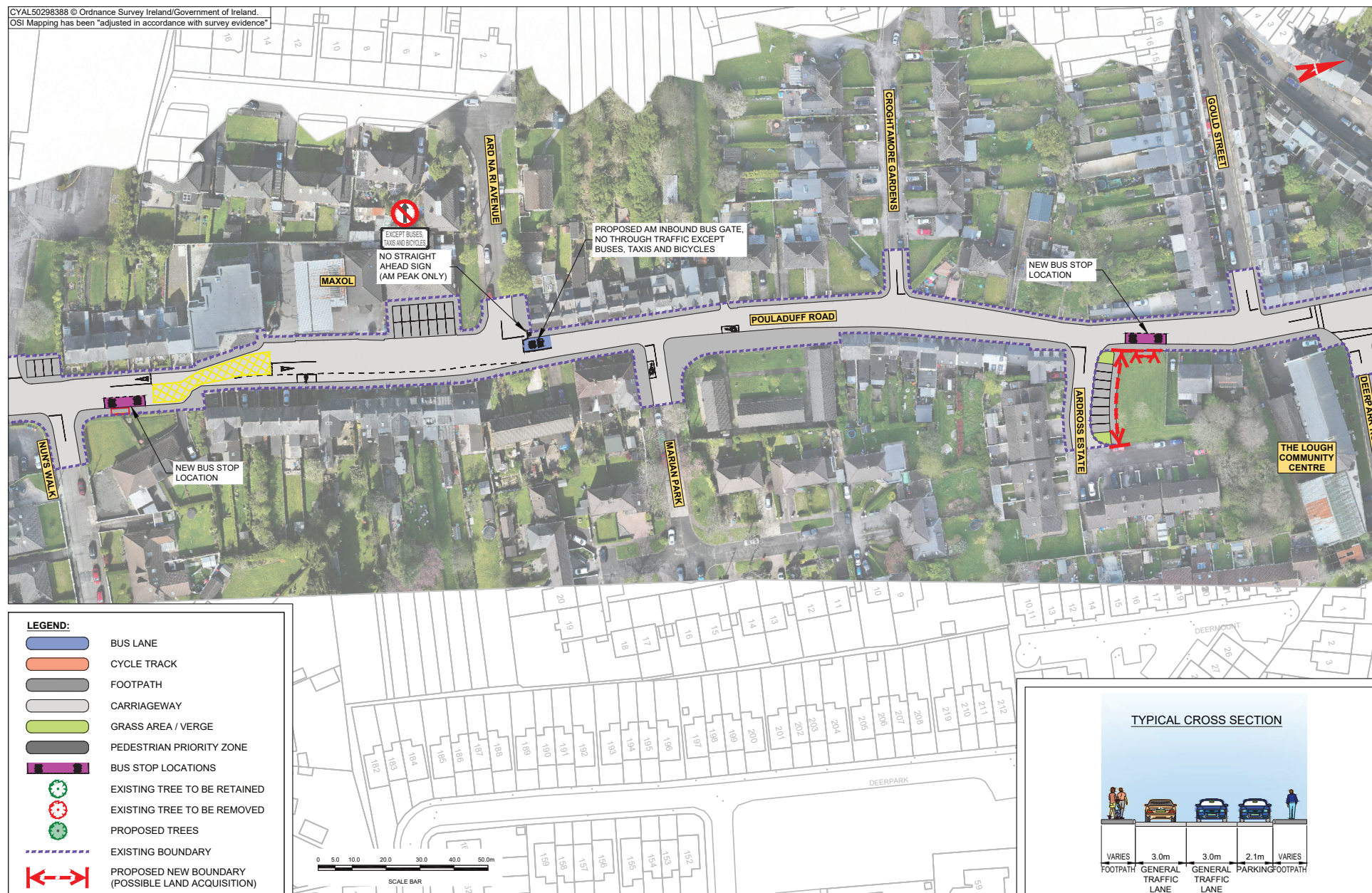








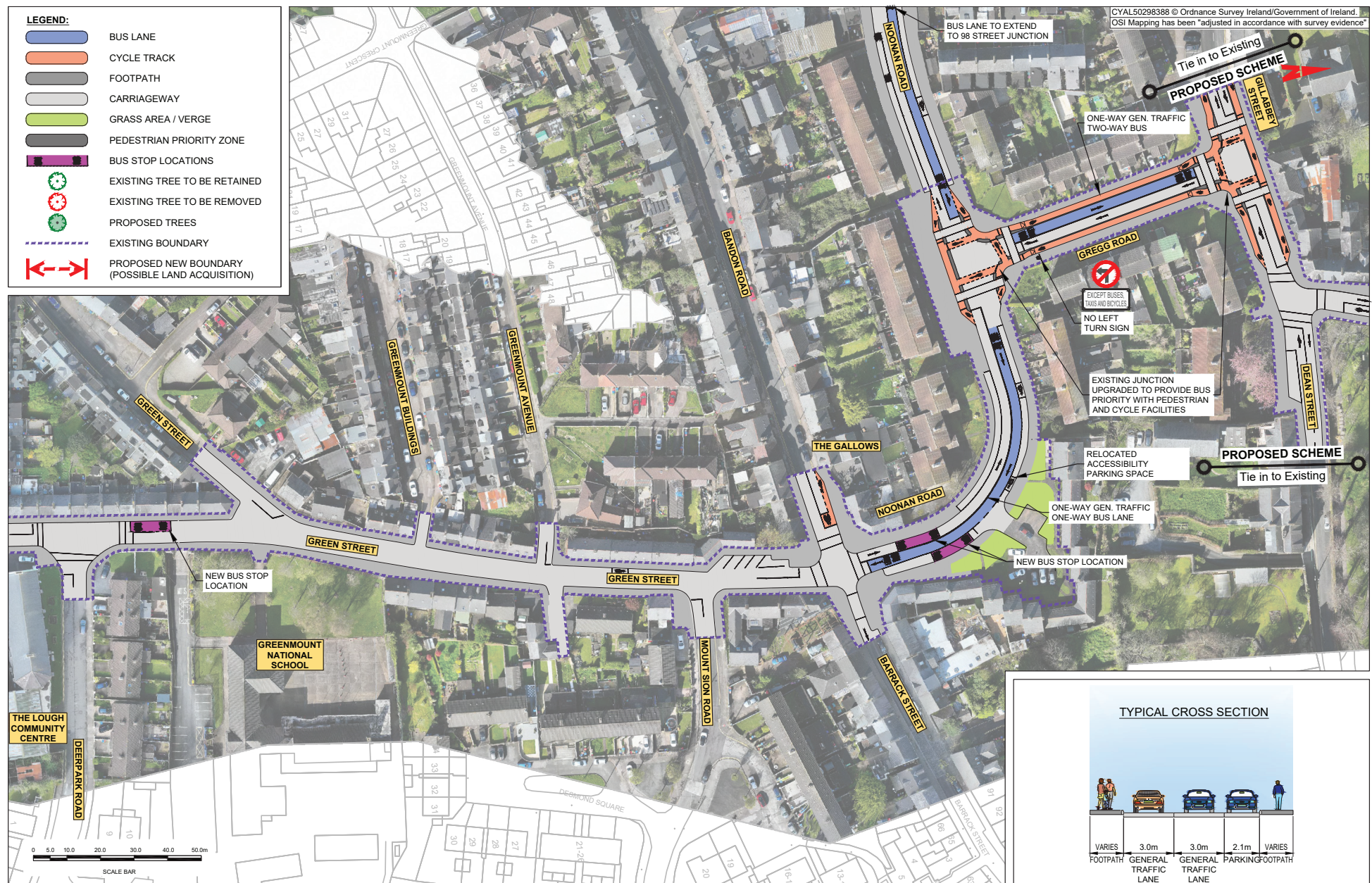








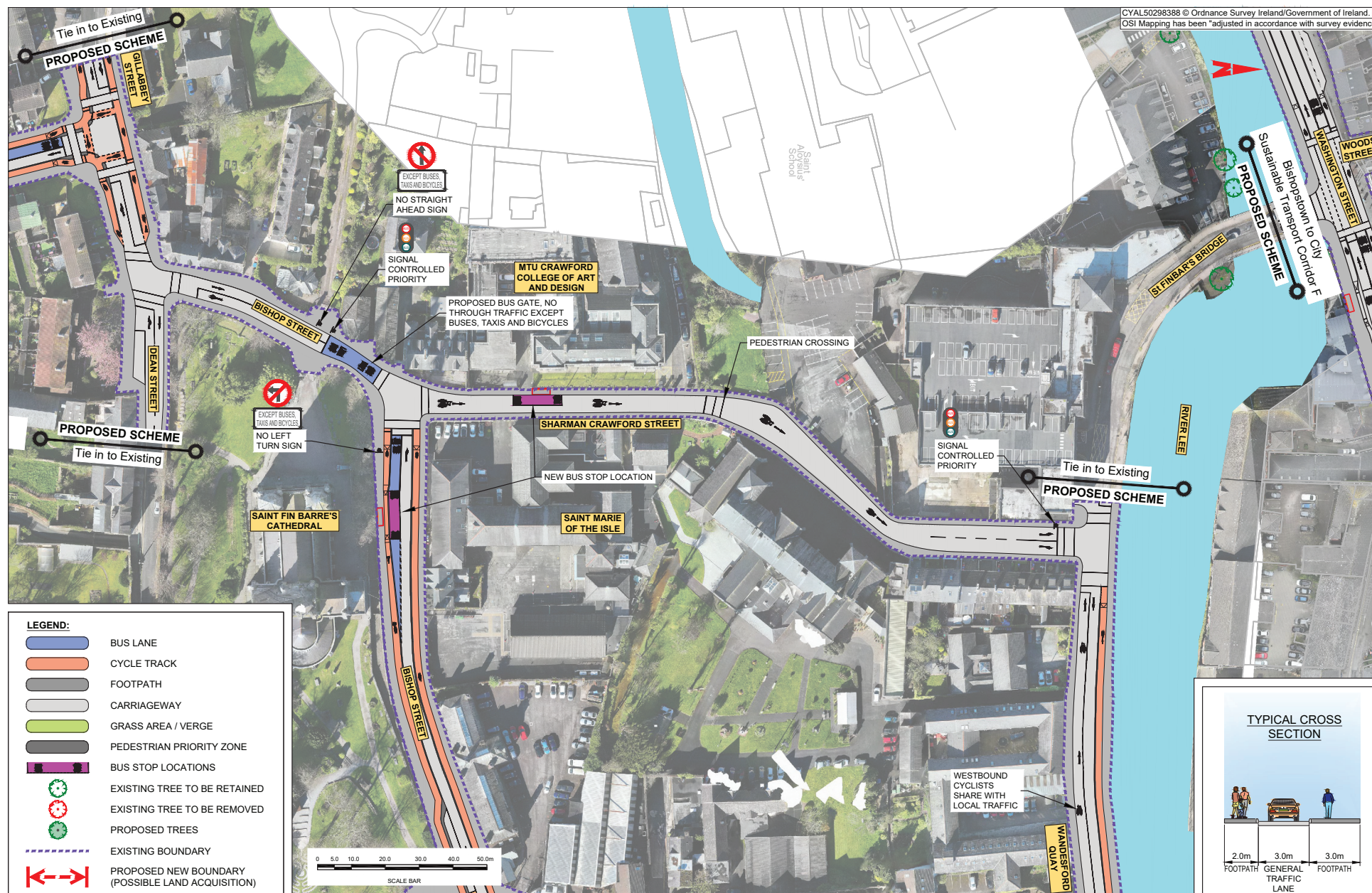








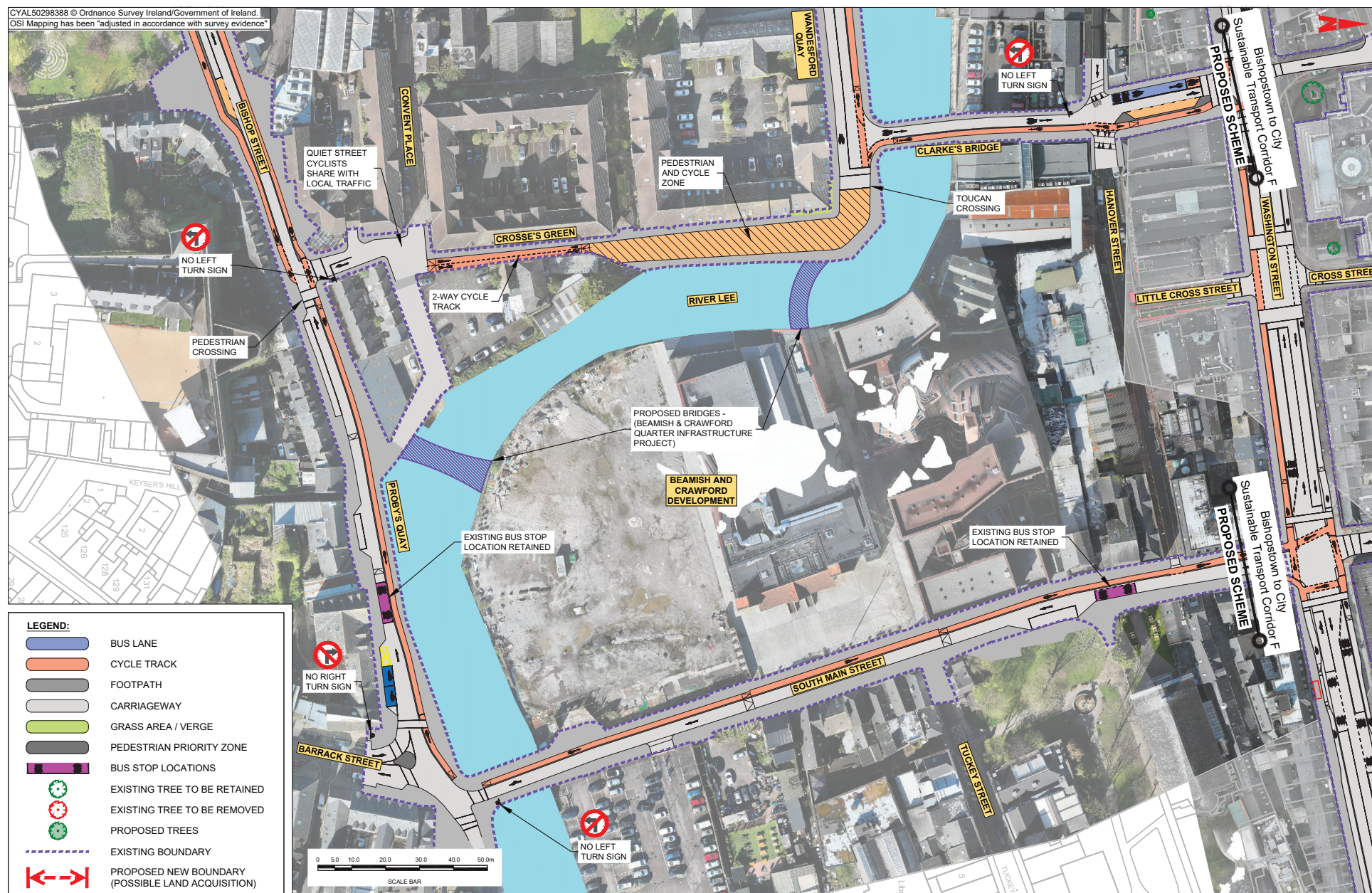


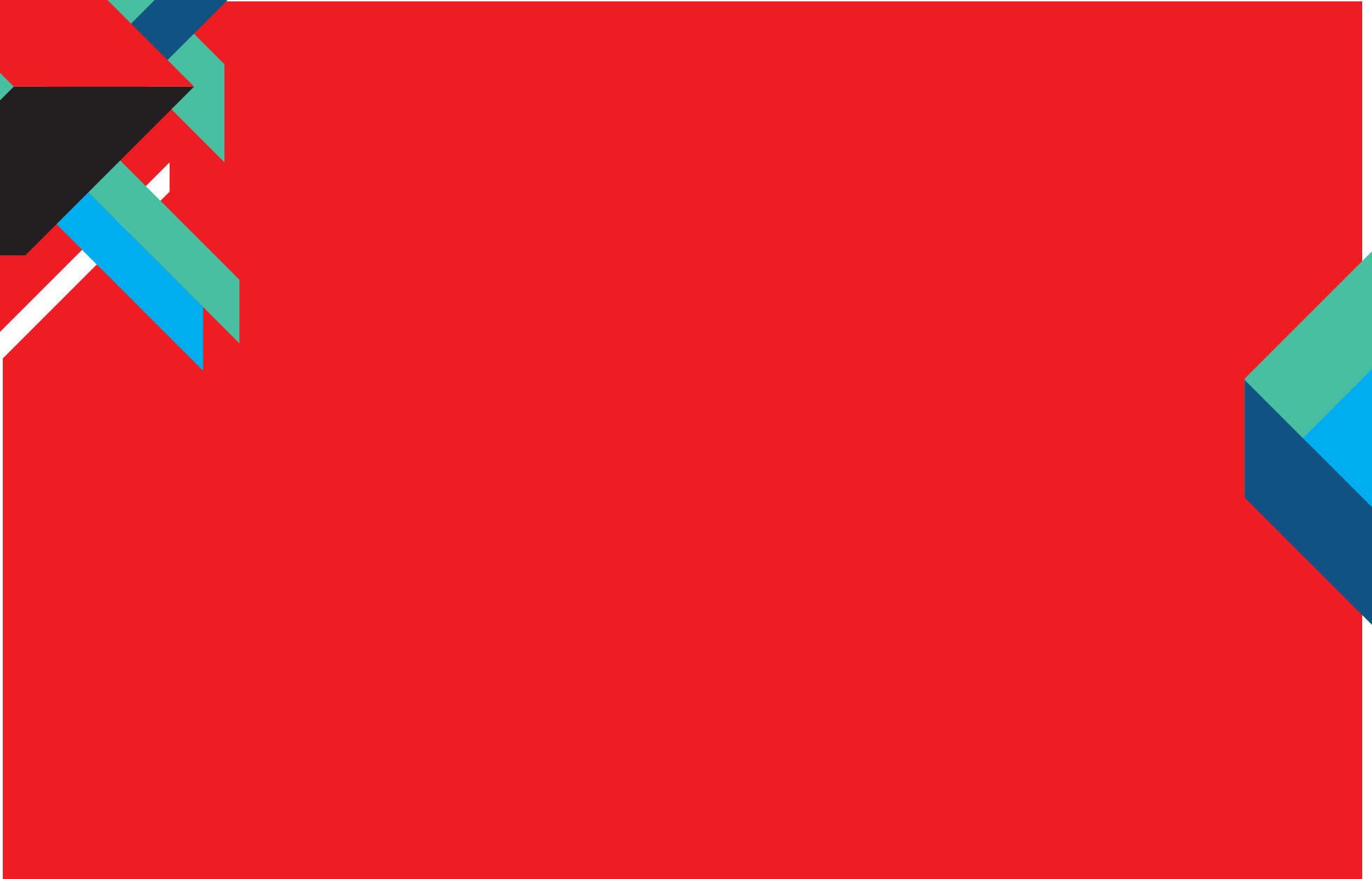
















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