Appendix C
Deviations / Departures /
Relaxations from Standards

DEVIATIONS FROM STANDARD (BCPDGB)

Departure Ref.	Design Discipline	Zone	Location: Road Name	Location: Chainage (Global)	Location: Alignment (Geometric)	Location: Chainage (Geometric)	Design Speed	Description of departure	Relevant Design Guideline/Standard	Standard Requirement
DEV-1012.001	Alignment - Vertical	2	Grange Road	Ch. A0+402 to Ch. A0+417	Z2-Main-Alignm_12-0001	Ch. 0+402 to Ch. 0+417	50km/h	Vertical Sag Curve, K = 5	DMURS, Table 4.3	K = 6.4
	Justification Proposed vertical geometry alignment is similar to the existing at this location. Works will involve the upgrade of the existing signalised junction to a protected junction for cyclists with bus priority. The sub-standard vertical alignment is required to tie-in to the new junction arrangement. Due to the close proximity of the signal-controlled junction, it is anticipated that vehicles will be travelling at a speed less than the speed limit while also negotiating the junction layout.									
DEV-1012.002	Junction Visibility	2	Grange Road entrance to St Mary's Avenue	Ch. A0+380	Z2-Main-Alignm_12-0001	Ch. 0+380	50km/h	X = 2.4m YLHS = 10m	DMURS Section 4.4.5, DMURS Table 4.2	X = 2.4m Y = 49m
	Justification An existing on-street parking layby is retained and is located within the visibility envelope of this junction for drivers exiting and looking to the left. This reduced the Y-distance visibility to 10m if parked cars are sited in the layby. This on street parking is existing and has been retained in the design. When the parking layby is not in use, the desirable minimum Y-distance visibility is achieved.									
DEV-1012.003	Junction Visibility	2	Rathfarnham Road entrance to Beechlawn Way	Ch. A1+1760	Z2-Main-Alignm_12-0001	Ch. 1+1760	30km/h	X =2.4m YRHS = 16m	DMURS Section 4.4.5, DMURS Table 4.2	X = 2.4m Y = 24m
	Justification An existing on-street parking layby is retained and is located within the visibility envelope of this junction for drivers exiting and looking to the right. This reduced the Y-distance visibility to 16m if parked cars are sited in the layby. This on street parking is existing and has been retained in the design. When the parking layby is not in use, the desirable minimum Y-distance visibility is achieved.									
DEV-1012.004	Junction Visibility	3	Terenure Road North entrance to Yewlands Terrace	Ch. H0+060	Z3-Main-Alignm_12-0005	Ch. 0+060	30km/h	X = 2.4m YLHS = 7.5m YRHS = 8m	DMURS Section 4.4.5, DMURS Table 4.2	X = 2.4m Y = 24m
	Justification An existing on-street parking layby is retained and is located within the visibility envelope of this junction for drivers exiting and looking to the right and left. This reduced the Y-distance visibility to 7.5m to the left and 8m to the right if parked cars are sited in the layby. This on street parking is existing and has been retained in the design. When the parking layby is not in use, the desirable minimum Y-distance visibility is achieved.									
DEV-1012.005	Junction Visibility	3	Terenure Road North entrance to Terenure Road car park	Ch. H0+060	Z3-Main-Alignm_12-0005	Ch. 0+060	30km/h	X = 2.4m YRHS = 10m	DMURS Section 4.4.5, DMURS Table 4.2	X = 2.4m Y = 24m
	Justification An existing taxi rank is retained and is located within the visibility envelope of this junction for drivers exiting and looking to the right. This reduced the Y-distance visibility to 10m if parked taxis are sited in the rank. This on taxi rank is existing and has been retained in the design. When the taxi tank is not in use, the desirable minimum Y-distance visibility is achieved.									

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DEV-1012.006	Junction Visibility	3	Terenure Road North entrance to Eaton Hall	Ch. H0+325	Z3-Main-Alignm_12-0005	Ch. 0+325	30km/h	X = 2.4m YRHS = 10m	DMURS Section 4.4.5, DMURS Table 4.2	X = 2.4m Y = 24m
	Justification An existing on-street parking layby is retained and is located within the visibility envelope of this junction for drivers exiting and looking to the right. This reduced the Y-distance visibility to 10m if parked cars are sited in the layby. This on street parking is existing and has been retained in the design. When the parking layby is not in use, the desirable minimum Y-distance visibility is achieved.									
DEV-1012.007	Junction Visibility	3	Terenure Road North entrance to Westphampton Place	Ch. H0+470	Z3-Main-Alignm_12-0005	Ch. 0+470	50km/h	X = 2.4m YRHS = 17m	DMURS Section 4.4.5, DMURS Table 4.2	X = 2.4m Y = 49m
	Justification Existing dwellings are located directly adjacent to the junction and within the visibility envelope for drivers existing and looking to the right, this reduced the Y-distance visibility to 17m. The layout of the junction has been retained as existing in the design.									
DEV-1012.008	Junction Visibility	3	Terenure Road North entrance to McMorrough Road	Ch. H0+470	Z3-Main-Alignm_12-0005	Ch. 0+470	50km/h	X = 2.4m YRHS = 28m	DMURS Section 4.4.5, DMURS Table 4.2	X = 2.4m Y = 49m
	Justification Existing dwellings are located directly adjacent to the junction and within the visibility envelope for drivers existing and looking to the right, this reduced the Y-distance visibility to 28m. The layout of the junction has been retained as existing in the design.									
DEV-1012.009	Junction Visibility	3	Terenure Road North entrance to Ashdale Road	Ch. H0+550	Z3-Main-Alignm_12-0005	Ch. 0+550	50km/h	X = 2.4m YRHS = 18m	DMURS Section 4.4.5, DMURS Table 4.2	X = 2.4m Y = 49m
	Justification An existing on-street parking layby is retained and is located within the visibility envelope of this junction for drivers exiting and looking to the right. This reduced the Y-distance visibility to 18m if parked cars are sited in the layby. This on street parking is existing and has been retained in the design. When the parking layby is not in use, the desirable minimum Y-distance visibility is achieved.									
DEV-1012.010	Junction Visibility	3	Terenure Road North entrance to Kenilworth Manor	Ch. H0+910	Z3-Main-Alignm_12-0005	Ch. 0+910	50km/h	X = 2.4m YRHS = 40m	DMURS Section 4.4.5, DMURS Table 4.2	X = 2.4m Y = 49m
	Justification Existing wall is located directly adjacent to the junction and within the visibility envelope for drivers existing and looking right. This reduced the Y-distance visibility to 40m. The layout of the junction has been retained as existing in the design.									

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DEV-1012.011	Junction Visibility	4	Rathmines Road Lower entrance to Williams Park	Ch. A4+140	Z4-Main-Alignm_12-0003	Ch. 4+140	30km/h	X = 2.4m YRHS = 16m	DMURS Section 4.4.5, DMURS Table 4.2	X = 2.4m Y = 24m
	Justification Works will involve the removal of the inbound bus lane and provision of segregated cycling facilities including the conversion of the existing bus stop south of the junction to a bus stop island. As a result, the location of the bus shelter will be closer to the road and within the visibility envelope for drivers exiting this junction and looking to the right, reducing the Y-distance visibility to 16m.									
DEV-1012.012	Junction Visibility	4	Rathmines Road Lower entrance to Williams Park	Ch. A4+140	Z4-Main-Alignm_12-0003	Ch. 4+140	30km/h	X = 2.4m YRHS = 16m	DMURS Section 4.4.5, DMURS Table 4.2	X = 2.4m Y = 24m
	Justification An existing on-street loading bay is retained and is located within the visibility envelope of this junction for drivers exiting and looking to the right. This reduced the Y-distance visibility to 16m if loading bay is occupied. This loading bay is existing and has been retained in the design. When the loading bay is not in use, the desirable minimum Y-distance visibility is achieved.									
DEV-1012.013	Junction Visibility	4	Richmond Street South entrance to Gordon Place	Ch. A4+730	Z4-Main-Alignm_12-0003	Ch. 4+730	30km/h	X = 2.4m YRHS = 10m	DMURS Section 4.4.5, DMURS Table 4.2	X = 2.4m Y = 24m
	Justification An existing on-street loading bay is retained and is located within the visibility envelope of this junction for drivers exiting and looking to the right. This reduced the Y-distance visibility to 10m if the loading bay is occupied. This loading bay is existing and has been retained in the design. When the loading bay is not in use, the desirable minimum Y-distance visibility is achieved.									
DEV-1012.014	Junction Visibility	4	South Great George's Street entrance to Fade Street	Ch. A6+070	Z4-Main-Alignm_12-0004	Ch. 6+070	30km/h	X = 2.4m YRHS = 7.5m	DMURS Section 4.4.5, DMURS Table 4.2	X = 2.4m Y = 24m
	Justification An existing on-street loading bay is retained and is located within the visibility envelope of this junction for drivers exiting and looking to the right. This reduced the Y-distance visibility to 7.5m if the loading bay is occupied. This loading bay is existing and has been retained in the design. When the loading bay is not in use, the desirable minimum Y-distance visibility is achieved.									
DEV-1012.015	SSD	4	La Touche Bridge	Ch. A4+640	Z4-Main-Alignm_12-0003	Ch. 4+640	30km/h	SSD = 65m	DMURS, table 4.2	SSD = 70m
	Justification Due to the existing vertical alignment of the bridge									
DEV-1012.016	SSD	4	La Touche Bridge	Ch. A4+650	Z4-Main-Alignm_12-0003	Ch. 4+650	30km/h	SSD = 55m	DMURS, table 4.2	SSD = 70m
	Justification Due to the existing vertical alignment of the bridge									

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DEV-1012.17	SSD	4	La Touche Bridge	Ch. A4+660	Z4-Main-Alignm_12-0003	Ch. 4+660	30km/h	SSD = 45m	DMURS, table 4.2	SSD = 70m
	Justification Due to the existing vertical alignment of the bridge									
DEV-1012.018	SSD	4	La Touche Bridge	Ch. A4+670	Z4-Main-Alignm_12-0003	Ch. 4+670	30km/h	SSD = 36m	DMURS, table 4.2	SSD = 70m
	Justification Due to the existing vertical alignment of the bridge									
DEV-1012.019	SSD	4	La Touche Bridge	Ch. A4+680	Z4-Main-Alignm_12-0003	Ch. 4+680	30km/h	SSD = 30m	DMURS, table 4.2	SSD = 70m
	Justification Due to the existing vertical alignment of the bridge									
DEV-1012.020	Cross-section	1	R137 Templeogue Road	Ch. J+1375 to Ch. J1+410	Z1-Main-Alignm_10-0001	Ch. 1+375 to Ch. 1+410	50km/h	Footpath width = 1.7m	BCPDGB – Section 5.8	Footpath width = 2.0m
	Justification Footpath width in the eastbound / inbound direction is locally reduced over approximately 35m to mitigate impact on existing property.									
DEV-1012.021	Cross-section	1	R137 Templeogue Road	Ch. J2+000 to Ch. J2+180	Z1-Main-Alignm_10-0002	Ch. 2+000 to Ch. 2+180	50km/h	Cycle track width = 1.5-1.9m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Cycle track width in both directions is reduced over a distance of approximately 180m to mitigate any impact on existing trees in this area.									
DEV-1012.022	Cross-section	1	R137 Templeogue Road	Ch. J2+160 to Ch. J2+460	Z1-Main-Alignm_10-0002	Ch. 2+160 to Ch. 2+460	50km/h	Footpath width = 1.65-1.8m	BCPDGB – Section 5.8	Footpath width = 2.0m
	Justification Footpath width in both directions is reduced over a distance of approximately 300m to mitigate impacts on existing trees and properties in this area.									
DEV-1012.023	Cross-section	1	R137 Templeogue Road	Ch. J2+160 to Ch. J2+460	Z1-Main-Alignm_10-0002	Ch. 2+160 to Ch. 2+460	50km/h	Cycle track width = 1.5m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Cycle track width in both directions is reduced over a distance of approximately 300m to mitigate any impact on existing trees and properties in this area.									
DEV-1012.024	Cross-section	1	R137 Templeogue Road	Ch. J2+500 to Ch. J2+760	Z1-Main-Alignm_10-0002	Ch. 2+500 to Ch. 2+760	50km/h	Footpath width = 1.75-1.8m	BCPDGB – Section 5.8	Footpath width = 2.0m
	Justification Footpath width in the eastbound / inbound direction is reduced over a distance of approximately 260m to mitigate any impact on Terenure College. Existing footway width maintained.									

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DEV-1012.025	Cross-section	1	R137 Templeogue Road	Ch. J2+500 to Ch. J2+790	Z1-Main-Alignm_10-0002	Ch. 2+500 to Ch. 2+790	30km/h	Two-way Cycle track width = 2.5m	BCPDGB – Section 5.3	Two-way Cycle track width = 3.25m
	Justification Cycle track width in both directions is reduced over a distance of approximately 290m to mitigate any impact on existing mature trees. Existing width of shared pedestrian and cycle facility maintained.									
DEV-1012.026	Cross-section	1	R137 Templeogue Road	Ch. J2+500 to Ch. J2+790	Z1-Main-Alignm_10-0002	Ch. 2+500 to Ch. 2+790	50km/h	Footpath width = 1.5m	BCPDGB – Section 5.8	Footpath width = 2.0m
	Justification Footpath width in the westbound / outbound direction is reduced over a distance of approximately 290m to mitigate any impact on existing mature trees. Existing width of shared pedestrian and cycle facility maintained.									
DEV-1012.027	Cross-section	1	R137 Templeogue Road	Ch. J3+520 to Ch. J3+640	Z1-Main-Alignm_10-0002	Ch. 3+520 to Ch. 3+640	30km/h	Footpath width = 1.5-1.8m	BCPDGB – Section 5.8	Footpath width = 2.0m
	Justification Footpath width in the westbound / outbound direction is reduced over a distance of approximately 120m to mitigate any impact on existing properties. Existing footway width maintained.									
DEV-1012.028	Cross-section	2	Grange Road	Ch. A0+045 to Ch. A0+080	Z2-Main-Alignm_12-0001	Ch. 0+045 to Ch. 0+080	50km/h	Cycle track width = 1.8m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Cycle Track width in both directions is reduced over a distance of approximately 35m to avoid any impact on existing properties and to minimize impact on the adjacent car park.									
DEV-1012.029	Cross-section	2	Grange Road	Ch. A0+140	Z2-Main-Alignm_12-0001	Ch. 0+140	50km/h	Footpath width = 1.9m	BCPDGB – Section 5.8	Footpath width = 2.0m
	Justification Footpath width in the westbound / inbound direction is locally reduced to avoid any impact of existing properties									
DEV-1012.030	Cross-section	2	Rathfarnham Road	Ch. A0+540 to Ch. A0+560	Z2-Main-Alignm_12-0001	Ch. 0+540 to Ch. 0+560	50km/h	Footpath width = 1.75-1.85m	BCPDGB – Section 5.8	Footpath width = 2.0m
	Justification Footpath width in the northbound/ inbound direction is reduced over a distance of approximately 20m due to the proximity of built form to the carriageway.									
DEV-1012.031	Cross-section	2	Rathfarnham Road	Ch. A0+860 to Ch. A0+950	Z2-Main-Alignm_12-0001	Ch. 0+860 to Ch. 0+950	30km/h	Footpath width = 1.8m	BCPDGB – Section 5.8	Footpath width = 2.0m
	Justification Footpath width in the northbound / inbound direction is reduced over a distance of approximately 90m due to minimise impacts on existing properties.									
DEV-1012.032	Cross-section	2	Rathfarnham Road	Ch. A0+775 to Ch. A1+500	Z2-Main-Alignm_12-0001	Ch. 0+775 to Ch. 1+500	30km/h	Cycle track width = 1.5m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Cycle Track width in the southbound / outbound direction is reduced over a distance of approximately 725m to minimise impacts on existing properties.									

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DEV-1012.033	Cross-section	2	Rathfarnham Road	Ch. A1+100 to Ch. A1+500	Z2-Main-Alignm_12-0001	Ch. 1+100 to Ch. 1+500	30km/h	Cycle track width = 1.5m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Cycle Track width in the northbound / inbound direction is reduced over a distance of approximately 400m to minimise impacts on existing properties.									
DEV-1012.034	Cross-section	2	Rathfarnham Road	Ch. A1+400 to Ch. A1+460	Z2-Main-Alignm_12-0001	Ch. 1+400 to Ch. 1+460	30km/h	Footpath width = 1.8-1.9m	BCPDGB – Section 5.8	Footpath width = 2m
	Justification Footpath width in the southbound / outbound direction is reduced over a distance of approximately 60m due to minimise impacts on existing properties.									
DEV-1012.035	Cross-section	2	Rathfarnham Road	Ch. A1+570 to Ch. A1+725	Z2-Main-Alignm_12-0001	Ch. 1+570 to Ch. 1+725	30km/h	Cycle track width = 1.5m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Cycle Track width in the northbound / inbound direction is reduced over a distance of approximately 155m to minimise impacts on existing properties.									
DEV-1012.036	Cross-section	2	Rathfarnham Road	Ch. A1+570 to Ch. A1+800	Z2-Main-Alignm_12-0001	Ch.A1+570 to Ch. 1+800	30km/h	Cycle track width = 1.5m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Cycle Track width in the southbound / outbound direction is reduced over a distance of approximately 230m to minimise impacts on existing properties.									
DEV-1012.037	Cross-section	3	Rathgar Road	Ch. A2+550 to Ch. A3+600	Z3-Main-Alignm_12-0002	Ch. 2+550 to Ch. 3+600	30km/h	Cycle track width = 1.5m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Approximately 1050m of cycle track in the northbound / inbound direction is narrowed due to the presence of on-street parallel parking. Providing a standard width would require the removal of on-street parking facilities at this location.									
DEV-1012.038	Cross-section	3	Rathgar Road	Ch. A2+650 to Ch. A3+950	Z3-Main-Alignm_12-0002	Ch. 2+650 to Ch. 3+950	30km/h	Cycle track width = 1.3-1.5m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Approximately 1300m of cycle track in the southbound / outbound direction is narrowed due to the provision of bus lane in both directions and the constraint nature of this section of Rathgar Road. Providing a standard width would require land acquisition of adjacent properties.									
DEV-1012.039	Cross-section	3	Rathgar Road	Ch. A2+700 to Ch. A2+775	Z3-Main-Alignm_12-0002	Ch. 2+700 to Ch. 2+775	30km/h	Footpath width = 1.8-1.9m	BCPDGB – Section 5.8	Footpath width = 2m
	Justification It is proposed to reduce approximately 75m of footpath width in the southbound / outbound direction at this location to provide a bus lane and cycle tracks in both directions and reduce impact on adjacent properties. This would reduce the footpath width to a minimum of 1.8m.									

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DEV-1012.040	Cross-section	3	Rathgar Road	Ch. A2+700 to Ch. A2+725	Z3-Main-Alignm_12-0002	Ch. 2+700 to Ch. 2+725	30km/h	Footpath width = 1.8-1.9m	BCPDGB – Section 5.8	Footpath width = 2m
	Justification It is proposed to reduce approximately 25m of footpath width in the northbound / inbound direction at this location to provide a bus lane and cycle tracks in both directions and reduce impact on adjacent properties. This would reduce the footpath width to a minimum of 1.8m.									
DEV-1012.041	Cross-section	3	Rathgar Road	Ch. A2+840 to Ch. A2+860	Z3-Main-Alignm_12-0002	Ch. 2+840 to Ch. 2+860	30km/h	Footpath width = 1.8-1.9m	BCPDGB – Section 5.8	Footpath width = 2m
	Justification It is proposed to reduce approximately 20m of footpath width in the southbound / outbound direction at this location to provide a bus lane and cycle tracks in both directions and reduce impact on adjacent properties. This would reduce the footpath width to a minimum of 1.8m.									
DEV-1012.042	Cross-section	3	Rathgar Road	Ch. A2+940 to Ch. A3+125	Z3-Main-Alignm_12-0002	Ch. 2+940 to Ch. 3+125	30km/h	Footpath width = 1.5-1.95m	BCPDGB – Section 5.8	Footpath width = 2m
	Justification It is proposed to reduce approximately 185m of footpath width in the southbound / outbound direction at this location to provide a bus lane and cycle tracks in both directions and reduce impact on adjacent properties. This would reduce the footpath width to a minimum of 1.5m.									
DEV-1012.043	Cross-section	3	Rathgar Road	Ch. A3+520 to Ch. A3+625	Z3-Main-Alignm_12-0002	Ch. 3+520 to Ch. 3+625	30km/h	Footpath width = 1.5-1.95m	BCPDGB – Section 5.8	Footpath width = 2m
	Justification It is proposed to reduce approximately 130m of footpath width in the southbound / outbound direction at this location to provide a bus lane and cycle tracks in both directions and reduce impact on adjacent properties. This would reduce the footpath width to a minimum of 1.5m.									
DEV-1012.044	Cross-section	3	Rathgar Road	Ch. A2+560 to Ch. A2+575	Z3-Main-Alignm_12-0002	Ch. 2+560 to Ch. 2+575	30km/h	Footpath width = 1.8-1.95m	BCPDGB – Section 5.8	Footpath width = 2m
	Justification Approximately 15m of footpath width in the northbound / inbound direction is retained as existing.									
DEV-1012.045	Cross-section	3	Rathgar Road	Ch. A3+350 to Ch. A3+625	Z3-Main-Alignm_12-0002	Ch. 3+350 to Ch. 3+625	30km/h	Footpath width = 1.8-1.95m	BCPDGB – Section 5.8	Footpath width = 2m
	Justification It is proposed to reduce approximately 275m of footpath width in the northbound / inbound direction to provide a bus lane and cycle track in both directions. Narrowing of the footpath results in minimising impact on adjacent properties.									
DEV-1012.046	Cross-section	3	Terenure Road North	Ch. H0+030 to Ch. H0+060	Z3-Main-Alignm_12-0005	Ch. 0+030 to Ch. 0+060	30km/h	Cycle track width = 1.3m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Approximately 30m of cycle track width in the southbound / outbound direction is narrowed. Providing a standard width would require narrowing the existing footpath at this location.									

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DEV-1012.047	Cross-section	3	Terenure Road North	Ch. H0+060 to Ch. H0+100	Z3-Main-Alignm_12-0005	Ch. 0+060 to Ch. 0+100	30km/h	Cycle track width = 1.75m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Approximately 40m of cycle track in the southbound / outbound direction is narrowed due to the constraint nature of this section. Providing a standard width would require reducing the width of the existing footpath. This section is in a busy town centre environment, reducing the footpath width would have significant impact on pedestrian comfort.									
DEV-1012.048	Cross-section	3	Terenure Road North	Ch. H0+030 to Ch. H0+120	Z3-Main-Alignm_12-0005	Ch. 0+030 to Ch. 0+120	30km/h	Cycle track width = 1.5m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Approximately 90m of cycle track width in the northbound / inbound direction is narrowed due to the provision of on-street parking and a loading bay. Providing a standard width would require the removal of on-street parking and loading bay and, reducing the footpath width to below minimum desirable.									
DEV-1012.049	Cross-section	3	Terenure Road North	Ch. H0+340 to Ch. H0+575	Z3-Main-Alignm_12-0005	Ch. 0+340 to Ch. 0+575		Cycle track width = 1.5m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Approximately 235m of cycle track width in the southbound / outbound direction is narrowed due to the constraint nature of this section. Providing standard width at this section would require reducing the width of the already narrow footpath or land acquisition of adjacent properties.									
DEV-1012.050	Cross-section	3	Terenure Road North	Ch. H0+340 to Ch. H0+370	Z3-Main-Alignm_12-0005	Ch. 0+340 to Ch. 0+370	30 km/h	Cycle track width = 1.6m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Approximately 30m of cycle track width in the northbound / inbound direction is narrowed due to the constraint nature of this section. Providing standard width at this section would require reducing the width of the already narrow footpath or land acquisition of adjacent properties.									
DEV-1012.051	Cross-section	3	Terenure Road North	Ch. H0+325 to Ch. H0+375	Z3-Main-Alignm_12-0005	Ch. 0+325 to Ch. 0+375	30km/h	Footpath width = 1.4-1.9m	BCPDGB – Section 5.8	Footpath width = 2m
	Justification Approximately 50m of existing footpath width in the southbound / outbound direction is retained as existing.									
DEV-1012.052	Cross-section	3	Terenure Road North	Ch. H0+450 to Ch. H0+480	Z3-Main-Alignm_12-0005	Ch. 0+450 to Ch. 0+480	50km/h	Footpath width = 1.6-1.95m	BCPDGB – Section 5.8	Footpath width = 2m
	Justification It is proposed to locally reduce the footpath width in the northbound / inbound direction at this location to provide a 1.5m cycle track in both directions and minimise impact on adjacent properties.									
DEV-1012.053	Cross-section	3	Terenure Road North	Ch. H0+450 to Ch. H0+500	Z3-Main-Alignm_12-0005	Ch. 0+450 to Ch. 0+500	50km/h	Cycle track width = 1.5m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Approximately 50m of cycle track width in the northbound / inbound direction is reduced due to the constraint nature of this section. Providing standard width at this section would require reducing the width of the already narrow footpath or land acquisition of adjacent properties.									

DEVIATIONS FROM STANDARD (BCPDGB)

Departure Ref.	Design Discipline	Zone	Location: Road Name	Location: Chainage (Global)	Location: Alignment (Geometric)	Location: Chainage (Geometric)	Design Speed	Description of departure	Relevant Design Guideline/Standard	Standard Requirement
DEV-1012.054	Cross-section	3	Harold's Cross Road	Ch. H0+920	Z3-Main-Alignm_12-0005	Ch. 0+920	50km/h	Footpath width = 1.9m	BCPDGB – Section 5.8	Footpath width = 2m
	Justification Localised pinch point (under 2.0m in length) in the northbound / inbound direction is reduced due to the existing layout of the junction.									
DEV-1012.055	Cross-section	3	Harold's Cross Road	Ch. H1+140	Z3-Main-Alignm_12-0005	Ch. 1+140	50km/h	Footpath width = 1.5m	BCPDGB – Section 5.8	Footpath width = 2m
	Justification Footpath width in the northbound / inbound direction is retained as existing.									
DEV-1012.056	Cross-section	3	Harold's Cross Road	Ch. H1+200 to Ch. H1+220	Z3-Main-Alignm_12-0005	Ch. 1+200 to Ch. 1+220	50km/h	Footpath width = 1.4-1.8m	BCPDGB – Section 5.8	Footpath width = 2m
	Justification Footpath width in the northbound / inbound direction is retained as existing.									
DEV-1012.057	Cross-section	3	Harold's Cross Road	Ch. H1+360 to Ch. H1+400	Z3-Main-Alignm_12-0005	Ch. 1+360 to Ch. 1+400	50km/h	Cycle track width = 1.5m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Approximately 40m cycle track width in the northbound / inbound direction is reduced due to the constraint nature of this section. Providing standard width at this section would require reducing the width of the already narrow footpath or land acquisition of adjacent properties.									
DEV-1012.058	Cross-section	3	Harold's Cross Road	Ch. H1+325 to Ch. H1+400	Z3-Main-Alignm_12-0005	Ch. 1+325 to Ch. 1+400	50km/h	Cycle track width = 1.5m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification It is proposed to locally reduce the footpath width in the southbound / outbound direction at this location due to the constraint nature at this location and to provide new 1.5m cycle tracks in both directions.									
DEV-1012.059	Cross-section	3	Harold's Cross Road	Ch. H1+400 to Ch. H1+420	Z3-Main-Alignm_12-0005	Ch. 1+400 to Ch. 1+420	50km/h	Footpath width = 1.7-1.8m	BCPDGB – Section 5.8	Footpath width = 2m
	Justification It is proposed to locally reduce the footpath width in the southbound / outbound direction due to the constraint nature at this location and to provide a 1.5m cycle track in both directions.									
DEV-1012.060	Cross-section	4	Rathmines Road Lower	Ch. A3+775 to Ch. A3+860	Z4-Main-Alignm_12-0003	Ch. 3+775 to Ch. 3+860	30km/h	Cycle track width = 1.5m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Approximately 85m of narrowed cycle track on both sides of Rathgar Road and Rathmines Road. The narrowed width enables the provision of a bus lane in the inbound bus lane and retention of sufficiently wide footpaths to facilitate the busy town centre.									
DEV-1012.061	Cross-section	4	Rathmines Road Lower	Ch. A3+800	Z4-Main-Alignm_12-0003	Ch. 3+800	30km/h	Footpath width = 1.5m	BCPDGB – Section 5.8	Footpath width = 2m
	Justification Localised pinch point (Less than 2.0m) in the northbound direction due to the constraint nature of Wynnefield Road Junction. A minimum width of 1.5m is achieved at this location.									

DEVIATIONS FROM STANDARD (BCPDGB)

Departure Ref.	Design Discipline	Zone	Location: Road Name	Location: Chainage (Global)	Location: Alignment (Geometric)	Location: Chainage (Geometric)	Design Speed	Description of departure	Relevant Design Guideline/Standard	Standard Requirement
DEV-1012.062	Cross-section	4	Richmond Street South	Ch. A4+850 to Ch. A4+880	Z4-Main-Alignm_12-0003	Ch. 4+850 to Ch. 4+880	30km/h	Cycle track width = 1.5m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification Approximately 160m of narrowed cycle track on both sides at this section of Richmond Street South due to the constraint nature of this section. It should be noted that the narrowed width enables the retention of existing kerb line along much of this section.									
DEV-1012.063	Cross-section	4	Richmond Street South	Ch. A4+750 to Ch. A4+960	Z4-Main-Alignm_12-0003	Ch. 4+750 to Ch. 4+960	30km/h	Footpath width = 1.7-1.9m	BCPDGB – Section 5.8	Footpath width = 2m
	Justification It is proposed to reduce approximately 180m of footpath width in the northbound / inbound direction due to the constraint nature of this section and to provide a bus lane in both directions along the majority of this section.									
DEV-1012.064	Cross-section	4	Camden Street Lower / Wexford Street	Ch. A5+100 to Ch. A5+650	Z4-Main-Alignm_12-0003 & 004	Ch. 5+100 to Ch. 5+650	30km/h	Cycle track width = 1.5-1.9m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification It is proposed to provide approximately 550m of narrowed cycle track in both directions at this section to provide a bus lane in both directions. This section consists of a busy town centre environment, reducing the footpath width at this location would have significant impact on pedestrian comfort.									
DEV-1012.065	Cross-section	4	South Great George's Street	Ch. A6+130 to Ch. A6+220	Z4-Main-Alignm_12-0004	Ch. 6+130 to Ch. 6+220	30km/h	Cycle track width = 1.5m	BCPDGB – Section 5.3	Cycle track width = 2.0m
	Justification It is proposed to provide 90m of narrowed cycle track width in the southbound / outbound direction due to the constraint nature of this section. It should be noted that the narrowing enables the retention of existing kerb line along majority of this section and existing footpath width.									