



Appendix C
Deviations from Standards

| Location | Design Element | DMURS/NCM | Type | Design | Justification |
|-------------------|------------------------------------|---------------------|---------------------|--------|---|
| Section 1 | | | | | |
| Ch. A1970 | Cycle lane (inbound) | 2.0m NCM 1.5.2 | Deviation | 1.5m | Bus Gate signal controlled junction, left turn ban. Single file cycling minimum width provided. |
| Ch. A1970 | Cycle lane (outbound) | 2.0m NCM 1.5.2 | Deviation | 1.5m | Bus Gate signal controlled junction and ramped pedestrian crossing on Bancroft Park, reduced left turn radius, right turn ban. Single file cycling minimum width provided. |
| Ch. A1970 – A2080 | Cycle track (inbound and outbound) | 2.0m NCM 1.5.2 | Permitted Reduction | 1.5m | Existing off-road cycle track width utilised. Single file cycling minimum width provided. |
| A2200 – A2210 | Cycle track (inbound and outbound) | 2.0m NCM 1.5.2 | Permitted Reduction | 1.5m | Localised narrowing (10m) to avoid reconstruction of existing culvert headwalls. 1.5m single file cycling minimum width provided. |
| Ch. A2748 – A2766 | Road horizontal curvature | 82m DMURS Table 4.3 | Deviation | 65m | Below min. radius required to avoid impacting on proposed development corner of Greenhills road and Broomhill road Moderate speed zone (40-60km/h), adoption of Manual for Streets 2 (2010) criteria. |
| Ch. A3600 | Road horizontal curvature | 82m DMURS Table 4.3 | Deviation | 60m | Dedicated bus only route approach to bus gate junction. Moderate speed zone (40-60km/h), adoption of Manual for Streets 2 (2010) criteria. |
| Section 2 | | | | | |
| Ch. A3710 – 3780 | Carriageway width | 3.0m DMURS 4.4.1 | Permitted Reduction | 2.9m | Localised narrowing on existing bridge structure. |
| Ch. C20 - C893 | Cycle lane (inbound and outbound) | 2.0m NCM 1.5.2 | Deviation | 1.5m | Existing cycle lane width (single file cycling minimum width) considering existing carriageway width constraint. |
| Ch. A4670 – A4790 | Cycle track (inbound and outbound) | 2.0m NCM 1.5.2 | Deviation | 1.5m | Narrowing due to available road cross-section and to consider pedestrian footway widths. Single file cycling minimum width provided. |
| Ch. A4830 – A4890 | Cycle track (inbound) | 2.0m NCM 1.5.2 | Permitted Reduction | 1.5m | Narrowing due to available road cross-section and to consider pedestrian footway widths. Single file cycling minimum width provided. |
| Ch. A5600 - A5640 | Cycle track (inbound and outbound) | 2.0m NCM 1.5.2 | Permitted Reduction | 1.5m | Narrowing due to available road cross-section and to consider retaining wall construction adjacent to existing building. Single file cycling minimum width provided. |
| Section 3 | | | | | |

| Location | Design Element | DMURS/NCM | Type | Design | Justification |
|---------------------|------------------------------------|-------------------|---------------------|--------------|--|
| Ch. A7270 | Footway (inbound) | 1.8m DMURS 4.3.1 | Permitted Reduction | 1.7m | Local narrowing due to available road cross section. Shared bus stop landing zone arrangement used to minimise extent of narrow footway |
| Ch. A8815 – A8830 | Carriageway width | 3.0m DMURS 4.4.1 | Deviation | 2.7m to 2.9m | Limited road space available for short length (15m) right-turn lane. DMURS – standard lane width on Arterial and Link Streets should lie in the range of 2.75m to 3.5m. Within this range the preferred values are 3.0m and 3.25m. |
| Ch. A8850 – A8940 | Cycle lane (inbound and outbound) | 2.0m NCM 1.5.2 | Deviation | 1.5m | Narrowing due to available road cross-section. Single file cycling minimum width provided. |
| Section 4 | | | | | |
| Ch. A9270 – A9410 | Cycle track (inbound) | 2.0m NCM 1.5.2 | Permitted Reduction | 1.5m | Narrowing due to available road cross-section maintaining existing median planting and Grand Canal bridge width. Single file cycling minimum width provided. |
| Ch. A9400 – A9520 | Cycle lane (inbound and outbound) | 2.0m NCM 1.5.2 | Deviation | 1.5m | Design to accommodate proposed Dolphin's Barn Public Realm Improvement Scheme. |
| Ch. A9650 – A9720 | Cycle track (inbound) | 2.0m NCM 1.5.2 | Permitted Reduction | 1.5m | Narrowing due to available road cross-section. Single file cycling minimum width provided. |
| Ch. A9650 – A9720 | Parking bay buffer (inbound) | 0.75m DMURS 4.3.5 | Deviation | 0.55m | Narrowing due to available road cross-section to provide minimum single file cycling width. |
| Ch. A9900 – A10850 | Parking bay buffer (inbound) | 0.75m DMURS 4.3.5 | Deviation | 0.50m | Narrowing to maintain existing parking bay kerb and to provide minimum single file cycling width. |
| Ch. A9870 – A10850 | Cycle track (outbound) | 2.0m NCM 1.5.2 | Deviation | 1.5m | Narrowing to maintain existing road kerb where possible. Single file cycling minimum width provided. |
| Ch. A10070 – A10100 | Parking bay buffer (inbound) | 0.75m DMURS 4.3.5 | Deviation | 0.50m | Narrowing to maintain existing parking bay kerb and to provide minimum single file cycling width. |
| Ch. A10850 – A10930 | Cycle track (inbound) | 2.0m NCM 1.5.2 | Deviation | 1.5m | Narrowing due to available road cross-section. Single file cycling minimum width provided. |
| Ch. A11320 | Cycle track (inbound and outbound) | 2.0m NCM 1.5.2 | Deviation | 1.25m | Cycle track locally narrowed to accommodate existing heritage light poles. |
| Ch. A11355 | Cycle track (inbound and outbound) | 2.0m NCM 1.5.2 | Deviation | 1.25m | Cycle track locally narrowed to accommodate existing heritage light poles. |
| Ch A11320 - A11360 | Footway (inbound) | 1.8m DMURS 4.3.1 | Deviation | 1.5m - 1.6m | Available road cross-section maintaining landscaped central island and providing new bus lane. |

DESIGN COMPLIANCE CERTIFICATE

Scheme Name: Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme

Scheme Location: The Proposed Scheme is comprised of two main alignments in terms of the route it follows, namely from Tallaght to the City Centre and from Clondalkin to Drimnagh.

The Tallaght to City Centre section commences at the junction of Old Blessington Road/ Cookstown Way and is routed along Belgard Square West, Belgard Square North, Belgard Square East, Old Blessington Road to the junction of the R819 Greenhills Road and Bancroft Park. From here the Proposed Scheme is routed along the R819 Greenhills Road to Walkinstown Roundabout and includes three new sections of road at Birchview Avenue/Treepark Road, Calmount Avenue and Calmount Road. From Walkinstown Roundabout the CBC is routed along the R819 Walkinstown Road to the junction with the R110 Long Mile Road / Drimnagh Road. From here the Proposed Scheme is routed along the R110 to the junction of Dean Street and Patrick Street via Drimnagh Road, Crumlin Road, Dolphins Barn, Cork Street, St Luke’s Avenue and Dean St. From here the Proposed Scheme is routed along the R137 via Patrick Street to the junction at Winetavern Street and Christchurch Place where the Proposed Scheme terminates within the City Centre. The Proposed Scheme includes an offline cycle facility between Walkinstown Roundabout and Parnell Road (Grand Canal) which provides a more direct route towards the city via Bunting Road, Kildare Road and Clogher Road.

The Clondalkin to Drimnagh section commences at the junction of the R134 New Nangor Road and Woodford Walk and is routed along the R134 New Nangor Road, the R810 Naas Road, the R112 Walkinstown Avenue and the R110 Long Mile Road to the junction of the R819 Walkinstown Road and Drimnagh Road where meets the route of the Tallaght to City Centre Section.

All in the County of Dublin and within the Dublin City Council (DCC) and South Dublin County Council (SDCC) administrative areas.

I, Alan Duggan, CERTIFY that reasonable professional skill, care and diligence has been taken by us with a view to Securing that the above works have been designed and completed in conformity with the requirements of Department of Transport Circular NGSG 02-2022 and the associated National Table.

A planning application for the Proposed Scheme was submitted to An Board Pleanála in May 2023. Refer to <https://tallaghtclondalkinscheme.ie/> for a full suite of planning documentation submitted.

The following key and relevant design standards and guidelines were utilised and complied with:

| No | Item |
|----|---|
| | Section 2.2 of the Preliminary Design Report (linked below) which outlines the design standards and guidelines utilised and complied with. https://tallaghtclondalkinscheme.ie/ |
| | |

I confirm that works which are not in compliance with the appropriate standard or national table have had Relaxations or Departures applied in accordance with the requirements of circular NGSG 02-2022 and are hereby attached to this Certificate.


DESIGN COMPLIANCE CERTIFICATE

Where relevant please list below (and attach), Departures and Derogations:-
(include date and references)

Refer to Appendix C of the Preliminary Design Report which lists the Departures and Derogations from standards (linked below). This Schedule of Departures and Derogations is also Appended to this Compliance Certificate.

<https://tallaghtclondalkinscheme.ie/>

This certificate shall be retained on file for inspection or submission to the TII, NTA or DOT as required.

Signed:  Alan Duggan _____ Dated: 13/04/2023 _____

Title: Project Manager _____

Organisation: AECOM _____

Qualification: B.Eng. (Hons) in Engineering, The Open University UK Year: 2020 _____

Qualification: AEng MIEI _____ Year: 2010 _____