

The background is a vibrant red color. It features several abstract geometric shapes: a large white circle with a blue border in the upper right; a smaller white circle with a blue border in the lower left; a large teal shape in the bottom right corner; and various other shapes in blue, green, and white scattered throughout the corners and edges.

**Appendix C**  
Deviations / Departures /  
Relaxations from Standards

## Preliminary Design Report – Appendix C: Deviations from Design Standards

**Kimmage to City Centre Core Bus Corridor Scheme**  
**Appendix C – Deviations from Design Standards**

| DIRECTION  | LOCATION  | DESIGN ELEMENT | STANDARD / REQUIRED                        | TYPE       | DESIGN       | JUSTIFICATION   |
|------------|---|----------------|--|------------|--------------|---|
| Both       | A-530 to A-2,260<br>Kimmage Road Lower north of Ravensdale Park   | Cycle lane     | NCM 1.5<br>BCPDGB: 5.3<br>2.0m / 1.5m min. | Departure  | 1.2m         | Retention of existing advisory cycle lanes within quiet street between bus gates.   |
| Both       | A-530 to A-2,260<br>Kimmage Road Lower north of Ravensdale Park   | Traffic lane   | DMURS 4.4.1<br>3.0m min for <60 km/h.      | Departure  | 2.2m to 2.8m | Retention of existing road layout within quiet street between bus gates. Narrow Traffic lane beside advisory cycle lane has greater combined effective width. |
| Southbound | A-1,490 to A-1,930<br>Kimmage Road Lower north of Ravensdale Park | Footpath       | DMURS 4.3.1<br>2.0m / 1.8m min..           | Departure  | 1.2 to 1.5m  | Retention of existing footpath within quiet street between bus gates.   |
| Both       | A-2,000 to A-2,280<br>Kimmage Road Lower north of Ravensdale Park | Footpath       | DMURS 4.3.1<br>2.0m / 1.8m min.            | Departure  | 1.2 to 1.5m  | Retention of existing footpath within quiet street between bus gates.   |
| Both       | A-2,280 to A-2,320<br>Harold's Cross Road                         | Cycle track    | NCM 1.5<br>BCPDGB: 5.3<br>2.0m / 1.5m min. | Relaxation | 1.5m         | Constrained section between buildings over short length of 40m.   |
| Both       | A-2,350 to A-2,370<br>Harold's Cross Road                         | Cycle track    | NCM 1.5<br>BCPDGB: 5.3<br>2.0m / 1.5m min. | Departure  | 1.2m         | Very constrained section between buildings over short length of 20m, with minor encroachment into property on western side.                                   |
| Both       | A-2,400 to A-2,580<br>Harold's Cross Road                         | Cycle track    | NCM 1.5<br>BCPDGB: 5.3<br>2.0m / 1.5m min. | Relaxation | 1.5m         | Constrained section with encroachment into properties on eastern side. Not 2m wide to be more consistent with rest of this section,                           |
| Both       | A-2,580 to A-2,630<br>Harold's Cross Road                         | Cycle track    | NCM 1.5<br>BCPDGB: 5.3<br>2.0m / 1.5m min. | Departure  | 1.2m         | Very constrained section between buildings over short length of 50m.  |
| Both       | A-2,580 to A-2,630<br>Harold's Cross Road                         | Footpath       | DMURS 4.3.1<br>2.0m / 1.8m min.            | Relaxation | 1.8m         | Very constrained section between buildings over short length of 50m.  |

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| DIRECTION  | LOCATION   | DESIGN ELEMENT | STANDARD / REQUIRED                        | TYPE       | DESIGN | JUSTIFICATION   |
|------------|--|----------------|--|------------|--------|---|
| Northbound | A-2,710 to A-2,960<br>Clanbrassil Street Upper                             | Cycle track    | NCM 1.5<br>BCPDGB: 5.3<br>2.0m / 1.5m min. | Relaxation | 1.5m   | Constrained section between properties.                                       |
| Southbound | A-2,710 to A-2,860<br>A-2,910 to A-2,960<br>Clanbrassil Street Upper       | Cycle track    | NCM 1.5<br>BCPDGB: 5.3<br>2.0m / 1.5m min. | Relaxation | 1.5m   | Constrained section between properties.                                       |
| Southbound | A-2,860 to A-2,910<br>Clanbrassil Street Upper                             | Cycle track    | NCM 1.5<br>BCPDGB: 5.3<br>2.0m / 1.5m min. | Departure  | 1.2m   | To retain 3 mature street trees at the edge of the footpath.                  |
| Northbound | A-3,060 to A-3,150<br>Clanbrassil Street Lower                             | Cycle track    | NCM 1.5<br>BCPDGB: 5.3<br>2.0m / 1.5m min. | Relaxation | 1.9m   | Constrained section between properties.                                       |
| Southbound | A-3,060 to A-3,180<br>Clanbrassil Street Lower                             | Cycle track    | NCM 1.5<br>BCPDGB: 5.3<br>2.0m / 1.5m min. | Relaxation | 1.9m   | Constrained section between properties.                                       |
| Southbound | A-3,700 to A-3,740<br>New Street South                                     | Cycle track    | NCM 1.5<br>BCPDGB: 5.3<br>2.0m / 1.5m min. | Relaxation | 1.5m   | To maintain existing footpath widths at major junction with many pedestrians. |
| Both       | B-10,010 to B-10,400<br>Harold's Cross Road east of<br>Harold's Cross Park | Cycle track    | NCM 1.5<br>BCPDGB: 5.3<br>2.0m / 1.5m min. | Relaxation | 1.5m   | Constrained section between properties.                                       |
| All        | Kenilworth junction, Harold's<br>Cross Road                                | Cycle track    | NCM 1.5<br>BCPDGB: 5.3<br>2.0m / 1.5m min. | Departure  | 1.25m  | To fit in constrained road width.   |

## **DESIGN COMPLIANCE CERTIFICATE**



### **Scheme Name: Kimmage to City Centre Core Bus Corridor Scheme**

#### **Scheme Location:**

The Kimmage to City Centre Core Bus Corridor Scheme is routed along the R817 Kimmage Road Lower and the R137 Harold's Cross Road, Clanbrassil Street Upper and Lower and New Street South, with other elements between Sundrive Road and Mount Argus View, at the junction of Harold's Cross Road with Kenilworth Park, at the junction of Ravensdale Park and Poddle Park, and at the junction of Derravaragh Road and Corrib Road, all in the County of Dublin and within the Dublin City Council (DCC) administrative area.

I, Seamus Mac Gearailt, certify that reasonable professional skill, care and diligence has been taken by Roughan & O'Donovan - TYP SA 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 Bord Pleanála in April 2023. Refer to <https://kimmagescheme.ie> for a full suite of planning documentation submitted.

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

| Item   |
|--|
| Refer to Section 2.2 of the Preliminary Design Report which outlines the design standards and guidelines utilised and complied with. |

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.

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

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.

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

Signed: Seamus Mac Gearailt \_  
Qualification: Bachelor of Engineering  
Title Technical Director

Year: 1986  
Organisation: Roughan & O'Donovan - TYP SA

Dated: 06/04/2023