



Appendix C
Deviations / Departures /
Relaxation from Standards

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

DIRECTION	LOCATION	DESIGN ELEMENT	STANDARD / REQUIRED	TYPE	DESIGN	JUSTIFICATION
Both Directions	A-1355 to A-1590 North Quays southern side	2-way Cycle track	NCM 1.5 3.25m / 2.25m min. + 0.5m buffer	Relaxation	3.0m	Maximise retention of existing trees and features.
Westbound	A-1255 to A-1355 North Quays southern side	Footpath	DMURS 4.3.1 2.0m / 1.8m min.	Relaxation	1.8m	Limited space between DCC Offices and Road. Provision of boardwalk will mitigate.
Both Directions	A-1235 to A-1355 North Quays southern side	2-way Cycle track	NCM 1.5 3.25m / 2.25m min. + 0.5m buffer	Departure	2.5m	Limited space between DCC Offices and Road. Not practicable to provide increased buffer. Provision of boardwalk will potentially allow closure of footpath and increased width of cycle track.
Both Directions	B-10250 to B-10305 South Quays northern side	2-way Cycle track	NCM 1.5 3.25m / 2.25m min. + 0.5m buffer	Relaxation	2.8m	Tie into existing on each side.
Both Directions	A-1150 to A-1235 North Quays southern side	2-way Cycle track	NCM 1.5 3.25m / 2.25m min. + 0.5m buffer	Relaxation	3.0m	Maximise retention of existing trees and features.
Both Directions	A-1050 to A-1150 North Quays southern side	2-way Cycle track	NCM 1.5 3.25m / 2.25m min. + 0.5m buffer	Relaxation	2.7m	Pinch-point past existing buildings.
Junction	A-925 Samuel Beckett Bridge northern end	Pedestrian crossing distance	BCPDGB: 5.6 19m maximum	Departure	21m	Existing crossing modified to separate pedestrian waiting area from the cycle tracks to avoid conflicts.
Both Directions	A-940 to A-1050 North Quays southern side	2-way Cycle track	NCM 1.5 3.25m / 2.25m min. + 0.5m buffer	Relaxation	3.0m	Maximise retention of existing trees and features and consistency with rest of section.
Both directions	B-10700 to B-10710 South Quays northern side / Beckett Bridge	2-way Cycle track	NCM 1.5 3.25m / 2.25m min. + 0.5m buffer	Departure	2.4m	Existing constraint dictated by bridge. Situation on eastern approach improved.

DIRECTION	LOCATION	DESIGN ELEMENT	STANDARD / REQUIRED	TYPE	DESIGN	JUSTIFICATION
Westbound	B-10690 to B-10760	Cycle track	NCM 1.5 2.0m / 1.5m min.	Relaxation	1.5m	Constrained by Beckett Bridge approach. Significant improvement to existing.
Junction	B-10700 Samuel Beckett Bridge southern end	Pedestrian crossing distance	BCPDGB: 5.6 19m maximum	Departure	20m	Existing crossing retained. No scope to reduce the length due to the curve in the alignment at the link to the bridge.
Both directions	B-10710 to B-10920 South Quays northern side	2-way Cycle track	NCM 1.5 3.25m / 2.25m min. + 0.5m buffer	Relaxation	3.0m	Maximise retention of existing features.
Both directions	F-50700 to B-50980 South Quays northern side	2-way Cycle track	NCM 1.5 3.25m / 2.25m min. + 0.5m buffer	Relaxation	3.0m	Constrained area – consistent width provided past all constraints and maintained throughout

DESIGN COMPLIANCE CERTIFICATE



Scheme Name: Ringsend to City Centre Core Bus Corridor Scheme

Scheme Location:

The Ringsend to City Centre Core Bus Corridor Scheme is routed along the R801 and R813 Roads from Custom House Quay to North Wall Quay on the northside of the River Liffey and from City Quay to Sir John Rogerson's Quay on the southside of the River Liffey. The scheme also includes the provision of a public transport bridge over the Dodder River at Sir John Rogerson's quay. A cycle track will continue from York Road, Pembroke Cottages through Ringsend Park terminating in Sean Moore Road via Bayview and Beach Road, all in the County of Dublin and within the Dublin City Council

I, Eoin Ó Catháin, 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 NGS G 02-2022 and the associated National Table.

A planning application for the Proposed Scheme was submitted to An Bord Pleanála in May 2023. Refer to <https://ringsendscheme.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 NGS G 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:

Eoin Ó Catháin

Dated: 06/04/2023

Qualification:

Bachelor of Engineering

Year: 2004

Title

Director

Organisation: Roughan & O'Donovan - TYP SA