

The background is a vibrant red color. It features several abstract geometric shapes: a large teal semi-circle in the top-left corner, a blue semi-circle in the top-right corner containing a white circle, a dark blue horizontal bar in the top-right corner, a teal semi-circle in the bottom-right corner, and a blue semi-circle in the bottom-left corner containing a white circle. There are also smaller white circles and shapes in the bottom-left and bottom-right corners.

Appendix C
Deviations / Departures /
Relaxation from Standards

Location	Design Element	DMURS/ NCM	Type	Design	Justification
Section 1					
Ch. A0000 – A0020	Cycle track (outbound)	2.0m	Deviation	1.5m	Approximately 20m of narrowed cycle track due to transition to tie in with existing facilities.
Ch. A0260 – A0285	Footway (inbound)	2.0m	Deviation	1.8m	Approximately 25m of existing footpath retained.
Ch. A0625 – A0695	Footway (inbound)	2.0m	Deviation	1.8m	Approximately 70m of existing footpath retained.
Ch. A0625 – A0680	Footway (outbound)	2.0m	Deviation	1.8m	Approximately 55m of existing footpath retained.
Ch. A1580 – A1650	Cycle track (inbound)	2.0m	Deviation	1.5m	Approximately 70m of narrowed cycle track. Providing a standard width would require additional land take, further impacting the adjacent private property (Blackrock Clinic).
Ch. A1700 – A1925	Cycle track (both directions)	2.0m	Deviation	1.5m	Approximately 225m of narrowed cycle track on both sides of the Rock Road. Providing a standard width would require additional land take, further impacting the adjacent private property (Blackrock College) which would have a significant impact on the property and existing trees therein.
Section 2					
Ch. A3460 – A3760	Cycle track (both directions)	2.0m	Deviation	1.5m	Approximately 300m of narrowed cycle track on both sides of Merrion Road. Providing a standard width would require the demolition of adjacent private properties, would result in the loss of a further number of trees, and would require additional land take, further impacting a number of adjacent private properties. In some cases, this would result in existing driveways becoming unusable. A standard cross-section would also result in a significant impact to the operation of the existing GNI AGI, the potential relocation of an existing ESB sub-station, and a recently constructed building in St. Vincent's University Hospital.
Section 3					
Ch. A4245	Footway (inbound)	2.0m	Permitted Reduction	1.75m	Localised pinch point (over < 2.0m in length) due to existing pillar in boundary wall of adjacent property.

Location	Design Element	DMURS/ NCM	Type	Design	Justification
Ch. A4300 – A4850	Cycle track (both directions)	2.0m	Deviation	1.5m	Approximately 550m of narrowed cycle tracks on both sides of Merrion Road. It is noted that the carriageway cross-section is also reduced to only three lanes in this section. Providing a standard width would require a deviation on the adjacent footway width and would result in the loss of a further number of trees and would require additional land take to a number of properties where land take is not currently proposed. This narrowed width enables the retention of the existing kerb line along much of this section and as such provides more opportunities for the retention of existing trees at the footway edge.
Ch. A4980	Cycle track (outbound)	2.0m	Deviation	1.2m	It is proposed to reduce the cycle track width locally in this location in order to retain an existing semi-mature tree (tag #6202). This would locally reduce cycle tracks to a minimum width of 1.2m over the short length of the pinch point.
Ch. A4980	Footway (outbound)	2.0m	Permitted Reduction	1.4m	As above, it is proposed to reduce the footpath width locally in this location in order to retain an existing semi-mature tree (tag #6202). This would locally reduce footpaths to a minimum width of 1.4m over the short length of the pinch point.
Ch. A5125	Cycle track (outbound)	2.0m	Deviation	1.2m	It is proposed to reduce the cycle track width locally in this location in order to retain an existing large mature tree. (tag #6198). This would locally reduce cycle tracks to a minimum width of 1.2m over the short length of the pinch point.
Ch. A5125	Footway (outbound)	2.0m	Permitted Reduction	1.4m	As above, it is proposed to reduce the footpath width locally in this location in order to retain an existing large mature tree. This would locally reduce footpaths to a minimum width of 1.4m over the short length of the pinch point.

Location	Design Element	DMURS/ NCM	Type	Design	Justification
Ch. A5075 – A5125	Cycle track (inbound)	2.0m	Deviation	1.5m	Approximately 50m of narrowed cycle tracks inbound on Merrion Road. Providing a standard width would require a deviation on the adjacent footway width and would result in the loss of a further number of trees and would require additional land take to an adjacent private property.
Section 4					
Ch. A5930 – A6090	Cycle track (both directions)	2.0m	Deviation	1.5m	Approximately 160m of narrowed cycle tracks on both sides of Pembroke Road. Providing a standard width would require a deviation on the adjacent footway width and would result in the loss of a further number of trees. This narrowed width enables the retention of the existing kerb line along much of this section and as such provides more opportunities for the retention of existing trees at the footway edge.
Ch. A7070 – A7100	Cycle track (inbound)	2.0m	Deviation	1.5m	Approximately 30m of narrowed cycle track alongside adjacent parking bays. Providing a standard width would require a relaxation on the adjacent footway width at this location and would result in an impact to existing coal holes along this section, or would result in an impact to the existing central median which is proposed to be retained along with the existing trees and high value heritage lighting poles therein.
Ch. A7125 – A7190	Cycle track (outbound)	2.0m	Deviation	1.5m	Approximately 65m of narrowed cycle track alongside adjacent parking bays. Providing a standard width would require a relaxation on the adjacent footway width at this location or would result in an impact to the existing central median which is proposed to be retained along with the existing trees and high value heritage lighting poles therein.

Location	Design Element	DMURS/ NCM	Type	Design	Justification
Section 5					
Ch. B-040 – A+570	Cycle track (two-way)	3.25m	Deviation	3.0m	Approximately 610m of narrowed two-way cycle track on the east side of Nutley Lane. Providing a standard width would result in the loss of a further number of trees and would require additional land take to adjacent private properties with more significant impacts. This narrowed width enables the retention of the existing kerb line on the west side of the road and as such provides more opportunities for the retention of existing trees at the footway edge.