

Subject: RE: Adamstown Boulevard - NTA - Atkins - QI
Date: Friday 23 August 2024 at 12:16:56 Irish Standard Time
From: Margo Grogan
To: Tomislav Bozinovic, Byron, Sean, Foley, Peter, Simon Plunkett
CC: Pauline McGrady, Niall McKiernan, John Barry
Attachments: image001.png, image002.png, image003.png, XXXXXXX-ATK-XX-XX-DR-CE-902001.pdf

All,

Further to our meeting on the 12th August please find attached the revised drawing which detail the requirements discussed on the call.

We will submit this for planning compliance.

Margo

From: Tomislav Bozinovic <Tomislav.Bozinovic@nationaltransport.ie>
Sent: Monday, August 12, 2024 12:37 PM
To: Margo Grogan <MGrogan@quintain.ie>; Byron, Sean <Sean.Byron@atkinsrealis.com>; Foley, Peter <Peter.Foley@atkinsglobal.com>; Simon Plunkett <splunkett@quintain.ie>
Cc: Pauline McGrady <Pauline.McGrady@nationaltransport.ie>; Niall McKiernan <Niall.McKiernan@nationaltransport.ie>; John Barry <John.Barry@nationaltransport.ie>
Subject: Adamstown Boulevard - NTA - Atkins - QI

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Hi all,

As promised please find attached the **Bus Stop Guidance** where a minimum of 9m from the obstacle is called out (in the sample below adjacent parking) that would allow the bus to pull out from the stop/stand.

This means the distance from the pole (the pole would be 2.5 meters from the beginning of the cage for a typical bus bay) to the next bus cage. So, the minimum distance between spaces should be **6.5 meters**, but in practice, we usually go with a **minimum of 5 meters**.

6.7. In Line Bus Stop Cage - Adjacent Parking

If there is parking permitted in the vicinity of the bus stop, the cages must be long enough to allow the bus to enter and exit functionally, and to pull up parallel and within 200mm of the kerb.

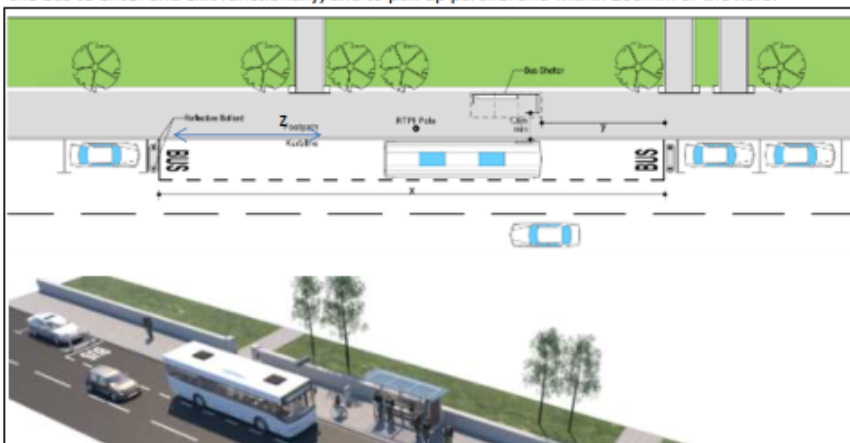




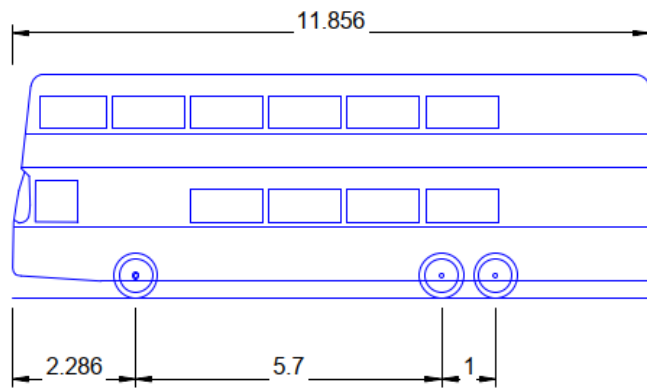
Figure 23 Typical In-Line Bus Stop with adjacent parking

Table 6 Minimum dimension of a Bus Cage for an 'In Line' Bus Stop with Adjacent Parking

Bus Type	X = length of Bus Cage	Z = Entry taper	Y = distance of bus pole to end of bus cage to allow exit taper
Dublin Bus 10.7m double decker	37m	11m	9m
Midi Bus 10.2m	39m	14m	11m
Single Deck City Bus 11.5m	40m	12m	10.5m
Single Deck Regional Commuter Buses 13.5m	50m	15m	14m
Double Decker Regional Bus 14.14m	50m	18m	11.5m

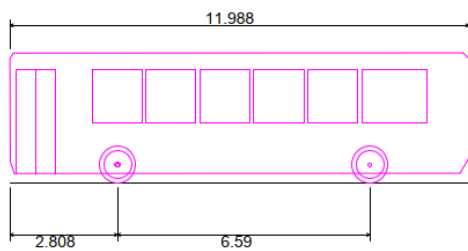
Our Designer would use an Electric bus (please find the atx file attached) that would have a bigger turning radius than the one you used as you can see below:

VEHICLE PROFILE:



TRIDENT II - 12.00M 3-AXLE
 OVERALL LENGTH 11.856m
 OVERALL WIDTH 2.496m
 OVERALL BODY HEIGHT 4.140m
 MIN BODY GROUND CLEARANCE 0.311m
 TRACK WIDTH 2.363m
 LOCK-TO-LOCK TIME 4.00s
 CURB TO CURB TURNING RADIUS 9.500m

AUTOTRACK VEHICLE



Single Deck Electric 11.99m - Enviro 200EV
 Overall Length 11.988m
 Overall Width 2.495m
 Overall Body Height 3.400m
 Min Body Ground Clearance 0.250m
 Track Width 2.495m
 Lock to lock time 5.00s

Wall to Wall Turning Radius

12.500m

Also, we would appreciate it if you could include a drawing (if possible PDF and AutoCAD) showing the whole stretch of road extending back east from the two received as far as the station and up to the road junction east of the station. This will help us understand how the bus stops at the station will interact operationally with the new facility.

Please let me know if you have any questions or want to discuss something.

Kind Regards,

Tomislav.

-----Original Appointment-----

From: Margo Grogan <MGrogan@quintain.ie>

Sent: Friday, August 9, 2024 1:05 PM

To: Margo Grogan; Pauline McGrady; Byron, Sean; Foley, Peter; Simon Plunkett; Niall McKiernan; John Barry; Tomislav Bozinovic

Subject: Adamstown Boulevard - NTA - Atkins - QI

When: 12 August 2024 11:30-12:00 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.

Where: Microsoft Teams Meeting

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