



EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
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Use Type: Public roads /
footpaths

Auditor: K Craig

Date of Audit: 01/04/2008

Capita Ref: 001

Name: Bray Town Outskirts

Address: County Wicklow

Section 1: Town Outskirts GENERAL ACCESS AND CIRCULATION

REF:	1.1	QUESTION:	Are general circulatory routes clearly marked out?	Y/N:	No
326059	216497	At the time of survey, it was noted that it would appear that some preparatory ground work has been carried out on the north side of Southern Cross Road, opposite the "Colliers Development". However, no further work has subsequently been undertaken and has resulted in the footpath surface being uneven and blocked by the development spoil. This will result in a barrier to wheelchair users and a hazard to those with impaired vision, or those with an ambulant disability. As such, all spoil should be relocated outwith the line of the footpath and the surface should be made good, to allow a barrier-free, smooth surface.	Southern Cross Road, opposite Colliers Development	15m	1 1 €2,000
325181	216781	Suitable tactile paving be provided at the split between the cycle route and the pavement adjacent to the Bray South Business Park/Cedar Estate, on Killarney Road, to differentiate between the two separate routes. This should be accompanied with suitable signage painted on the tarmac to indicate the usage of each passageway. Please refer to chapter 5.5.1 of the Department For Transport document, "Guidance on the use of Tactile Paving Surfaces", for further information. In addition, the pavement surface should be extended around the north side of the junction leading into Cedar Estate, and a dropped kerb formed, to allow a suitable pedestrian crossing point. Note that a suitable provision should be made for tactile paving at the crossing points, for the benefit of someone with impaired vision, in accordance with chapter 1.5.2 of the DFT document.	Killarney Road / Cedar Estate	2	2,118 2 €5,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
326667	217445	The layout of the pavement on Vevay Road between the Vevay Inn and the Brine Off Sales may be confusing to someone with impaired vision as a result of the line of the pavement (leading out of the town centre) becoming a car parking area at the shops. This results with a need to change direction to the opposite area of pavement. Therefore directional tactile paving should be provided at both sides of the crossing point to direct someone with impaired vision to the opposite pavement. Please note that the tactile paving should be laid in a suitable manner to ensure that the pattern on the slabs directs someone to the opposite crossing point.	Vevay Road – Shopping Precinct	2	3	1	€1,500
REF: 1.2		QUESTION: Are circulation routes suitably surfaced, and slip resistant?					Y/N: No
		There are a number of locations where the surface of the pavement consists of loose stones and/or cracks that could pose difficulties for a wheelchair user, or a trip hazard for someone with a visual impairment or someone with an ambulant disability. These surfaces should be repaired as necessary and includes:					
326210	216933	At the 2 uneven sections of the pavement opposite Woodbrook Lawn along Boghall Road, between New Bentley Park and Mountainview Drive.	Boghall Road / Woodbrook Lawn	2	4	2	€250
325987	218035	At the base of the lamp post and the surrounding pavement, close to the junction of Beechhurst with Killarney Road	Killarney Road / Beechhurst	5sqm	5	2	€270
326886	217086	The damaged section of pavement on Vevay Road adjacent to Newcourt Road and the bus stop.	Vevay Road – Newcourt Road	1m ²	6	2	€500
326673	217449	The area of dropped brick paviours on the pavements outside Scoil Chualann on Vevay Road.	Vevay Road / Scoil Chualann	1m ²	7	2	€300
326764	217236	Along the cracked section of pavement located adjacent to County Wicklow Lawn Tennis Club on Vevay Road.	Vevay Road / Tennis Club	6sqm	8	2	€1,000
REF: 1.3		QUESTION: Are routes kept free of snow, ice and fallen leaves?					Y/N: No
326074	216929	The owners of the trees that are currently overgrowing the pavement along Boghall Road opposite Ard na Greine should be instructed to prune the branches as they are currently posing a hazard to someone with impaired vision.	Boghall Road – Ard na Greine	10m	9	4	€0
326630	216997	The owners of the properties at 1 & 2 Scott Park on Boghall Road should be requested to cut back the bushes that are overgrowing the public footpath at the front of their houses as they currently pose a hazard to those with impaired vision and an obstruction or a hazard to wheelchair users.	Boghall Road / Scott Park	2	10	4	€0

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
325208	216871	The overgrown thorn hedge that is extending over the pavement at the derelict house located on Killarney Road, opposite "Fortune Print & Design", should be cut back, as it currently poses a hazard to all members of the public, but particularly those with impaired vision. (Note that at the time of survey, it was not possible to determine ownership of the property. As such, the Council should pursue this matter and contact the relevant person.	Killarney Road / Derelict house	15m	11	4	€0
325462	217452	As a result of bushes and trees overgrowing the pavement on Killarney Road, adjacent to Killarney Road Business Park, this may pose a hazard to someone with either impaired vision, or someone with an ambulant disability. As such, the owner of the property should be advised of the situation and requested to cut back the necessary branches, etc.	Killarney Road adjacent to Killarney Road Business Park	2	12	4	€0
327076	216866	The overgrown bushes adjacent to the bus stop located on Vevay Road between Southern Cross Road and Briarwood require to be trimmed back as they currently pose a hazard to someone with impaired vision and may also result in a hazard to wheelchair users.	Vevay Road	25m	13	4	€500

REF: 1.4

QUESTION: Are there sufficient forms of accessible transport which provide access to the main roads throughout the outskirts?

Y/N: No

At the time of survey, it was not possible to determine whether the area surveyed is served by a bus service with wheelchair accessible buses. Should this not be the case, discussions should be held with local bus companies, to ensure that the accessibility of the bus fleet is a priority, for all persons.

Throughout area

30

14

2

€15,000

However, it was noted that some of the bus stops throughout the town are being upgraded to provide raised kerbs, to allow easier transfer to/from the buses; this programme should be extended throughout the entire town. (Nominal quantity provided).

Section 2: Town Outskirts PEDESTRIAN CROSSING POINTS

REF: 2.1

QUESTION: Are there suitable crossing points present at regular intervals to allow circulation throughout the residential area?

Y/N: No

Suitable road crossing points should be provided at the following locations, to allow a barrier free circulation route. Please note that all crossovers should be designed in accordance with chapter 1.5.2 of the DFT- Guidance on the use of tactile paving surfaces. (Note that section 5.1.5 of the NDA document recommends a maximum height of 20mm between the road surface and the top of the dropped kerb. However, other documents recommend a maximum 6mm upstand; the lower the upstand, the easier it is for a wheelchair user to pass over it).

The locations requiring attention are:

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		Although dropped kerbs have been provided to allow vehicular access to individual private properties, there is little provision made for crossing points meeting the design criteria noted in Section 1.5.2 of the DFT document. This gives specific design guidance to assist those with impaired vision therefore a full survey of Boghall Road should be carried out to determine where suitable pedestrian crossing points should be provided. In particular, consideration should be given to the formation of a crossing point in close proximity to some of the bus stops (a general quantity has been provided in this instance).	Boghall Road	3		2	€7,500
.326234	.218269	A suitable crossing point should be provided on Killarney Road to allow pedestrian access between the bus stop and the Health Centre. Note that additional road markings should be applied to the road surface in an attempt to keep the road crossing point clear at all times as illustrated in Figure 6 of Chapter 1.5.2.2 of the DFT document.	Killarney Road – Health Centre	2	15	1	€2,500
326236	218284	At the vehicular entrance to the offices, shops and flats at the side of Connolly's Solicitors, at the bottom of Killarney Road.	Killarney Road / Connolly's Solicitors	2	16	2	€1,500
325875	217771	An additional dropped kerb is required on the south side of Killarney Road, adjacent to its junction with Glencourt Estate, to allow a crossing point to the opposite side of the road, where the pavement terminates. In addition, please note that tactile paving should be provided to both sides of the road crossing. As it necessary to cross a cycle lane at these locations, reference should be made to chapter 5 of the DFT document for specific guidance on the use of tactile paving. (Note that it will be necessary to provide tactile paving on the footpath surface, as illustrated in figure 30, or even in figure 35). (It should also be noted that a crossover should be provided at the junction of Glencourt Estate and Killarney Road, subject to an assessment of need; cost approx €2500).	Killarney Road / Glencourt Estate	2	17,18	2	€2,000
325234	216918	An additional drop kerb should be provided at the junction of Glenthorn with Killarney Road. In addition, please note that the tactile paving should be laid in a suitable manner to ensure that the pattern will direct someone with impaired vision to the respective opposite crossing point.	Killarney Road / Glenthorn	2	19	2	€1,800
325562	217497	As the pavement on the east side of Killarney Road terminates just after Ripley Hills, a suitable crossing point should be provided to allow a barrier free crossing to the opposite side of the road in this vicinity. Please note that additional care is required with respect to the provision of tactile paving as the footpath crosses the cycle lane. Therefore, please refer to chapter 5 of the DFT document for further details. In addition, as this is a busy road with traffic, it is recommended that the Roads Department are consulted to determine whether this should consist of a controlled crossing. (Please note that for the purposes of this report, a budget costing solely relates to an uncontrolled crossing).	Killarney Road / Ripley Hills	2	20	2	€3,500

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
326440	216510	A crossing point should be provided across Southern Cross Road between Belmont & Hollybrook Park, to allow a barrier-free circulation and greater accessibility to the two adjacent bus stops, from both sides of the road, which consist of residential areas. (Note that map co-ordinates are taken from the adjacent entrance to Hollybrook Park. The actual crossing point location should be subject to obtaining Roads Department approval).	Southern Cross Road / Belmont / Hollybrook Park	2	21	1	€3,500
326937	216486	Between Bray Business Park and the opposite side of Southern Cross Road, to allow access to the adjacent bus stop and pavement. It should be noted that a crossing point has been highlighted on the road surface, but no dropped kerbs, or access paths to the adjacent pavements have been formed. Therefore, a suitable crossing should be formed, with direct access to the adjacent pavements.	Southern Cross Road / Bray Business Park	2	22	1	€4,000
326817	217160	At the junction of Glendale Drive with Vevay Road (it should be noted that one dropped kerb has been provided at this road junction, however the slope on the pavement towards the dropped kerb section is excessive and may pose a hazard to a wheelchair user. In addition, the opposite crossing point comprises of a vehicular entrance route into a private house. Therefore a suitable crossing point should be provided in due course).	Vevay Road – Glendale Drive	2	23	2	€2,500
326841	217128	As a result of the pavement reducing to 600mm in width along Vevay Road opposite Newcourt Road, a suitable road crossing should be provided across the main road. At present wheelchair users will be able to use 2 vehicular entrance driveways to houses on each side of the main road, however this may not be suitable for someone with impaired vision and a suitable crossing point should be provided incorporating tactile paving to highlight the crossing point to such a person.	Vevay Road – Newcourt Road	2	24	2	€2,500

REF: 2.2

QUESTION: Are all crossovers flush with the carriageway?

Y/N: No

There are a number of locations where dropped kerbs have been formed at crossing points, but it is considered that due to the height of the kerb upstands, they could result in an obstacle to a wheelchair user, or a trip hazard to someone with impaired vision, or someone with an ambulant disability. Note that the NDA recommends a maximum 20mm upstand, whilst other documents recommend a preferred 6mm upstand; the lower the upstand, the easier it is for someone with a disability to pass over it.

Locations that give rise for concern are:

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
325698	216945	The dropped kerb located on the east side of the junction of the road leading into the Ballywaltrin Business Centre adjacent to Boghall Road. It should also be noted that the dropped kerb on the opposite side of the road may have to be extended to allow a straight point of crossing to the opposite crossing point. In any event, tactile paving should also be provided at this road junction and should be laid in a suitable manner to ensure that the pattern of the tactile paving directs someone with impaired vision directly to the opposite crossing point.	Boghall Road – Ballywaltrin Business Centre	2	25	2	€2,000
326123	216936	On 1 side of the road junction of Glen na Smole with Boghall Road. It should be noted that the drainage gully that is currently located directly in front of the crossing point should be relocated out with this area as it currently poses a trip hazard to someone with impaired vision. It may also pose a hazard to a wheelchair user. In addition, tactile paving should be provided at both sides of the crossing point as indicated in Section 1.5.2 of the DFT document.	Boghall Road – Glen na Smole	2	26	2	€3,000
326035	216928	At the west side of the road junction of Wheatfield and Boghall Road. Note that tactile paving should be provided to both sides of the crossing point.	Boghall Road – Wheatfield	2	27	2	€1,800
326778	216992	At the junction of Roselawn Park with Boghall Road. In addition, please note that both sides of the road crossing should be fitted with tactile paving.	Boghall Road / Roselawn Park	2	28	2	€2,500
325125	216703	At the junction of Elgin Wood with Killarney Road. Note that the dropped kerb provided for the joint crossing point for the cycle route and the footpath does not extend over the full width of the pavement used for pedestrian circulation, on the north side of the junction. As such, the dropped kerbs should be extended over the full width of the circulation route. Please note that tactile paving should also be provided, in accordance with chapter 1.5.2 of the NDA document and as a result of the proximity of the cycle path to the pavement, please also refer to chapter 5. Furthermore, it should also be noted that there is a significant cross-fall on the pavement at the crossing points that could subsequently pose a hazard to wheelchair users. These should be levelled as best as possible during any future upgrading work.	Killarney Road / Elgin Wood	2	29	2	€2,500
326865	217122	One dropped kerb section is considered too high at the junction of Newcourt Road with Vevay Road. As such, the height of the dropped kerb section should be reduced as necessary. In addition, please note that tactile paving should be provided to both sides of the road junction. As the dropped kerbs have been provided on the radius kerbs, it will be necessary to lay the tactile paving in a manner to ensure that the pattern of the slabs directs someone with impaired vision directly to the opposite crossing point. Please note that it may be necessary to widen the dropped kerb sections to ensure that a clear width of 1200mm is provided in the line of crossing.	Vevay Road – Newcourt Road	2	30	2	€2,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
326731	217299	An additional dropped kerb section should be provided at the crossing point at the junction of Wolfstone Square North with Vevay Road. Please note that tactile paving should also be provided at both sides of the crossing point as noted within Chapter 1.5.2 of the DFT document.	Vevay Road – Wolfstone Square North	2	31	1	€1,750
326320	218285	At the junction of Father Colahan Terrace with Vevay Road.	Vevay Road / Father Colahan Terrace	2	32	2	€2,500
REF: 2.3		QUESTION: Is the surface slip resistant?					Y/N: No
325929	216465	The pavement has an excessive slope down to the crossing point on the west-side of the entrance to Bray Business Park, on Southern Cross Road, which could pose a hazard to wheelchair users and those with an ambulant disability. In addition, an excessive cross-slope, on the opposite side could also pose difficulties to wheelchair users. As such, the gradient of the footpath should be regraded, leading towards the junction (preferably 1:12 maximum) and the pavement surface levelled on the opposite side of the junction. In addition, the appropriate tactile paving should be laid, as noted in item 2.1 above.	Southern Cross Road / Bray Business Park	2	10	2	€5,000
325566	216380	An excessively steep slope leads down to Southern Cross Road from the pavement at the pelican crossing, adjacent to Deepdales. This is deemed dangerous, particularly for a wheelchair user. Therefore, a ramped section should be formed, running parallel to the carriageway, sloping up to the pavement in a 1:12 slope, fitted with corduroy tactile paving at the top and bottom of the ramp. Note that protective railings should be provided between the pavement and the ramp and that suitable handrails are provided either side of the ramp. Please refer to section 5.2.2 of the NDA document for further details. It should also be noted that red coloured blister tactile paving should be fitted to both sides of the crossing, as indicated in figure 4, to chapters 1.5.1.1 & 1.5.1.2 of the DFT document. It should be noted that it is recommended to install a new controlled crossing point close to the new leisure centre that is currently being constructed. Therefore, it may be more practical to relocate the pelican crossing to a position closer to the new centre. This should be further discussed with the Roads Department.	Southern Cross Road / Deepdales	3	33	2	€10,000
REF: 2.4		QUESTION: Is blistered tactile paving present at all crossovers where the kerb upstand has been removed?					Y/N: No
		There are a number of locations where dropped kerbs have been formed, but tactile surfacing has not been provided, in accordance with the recommendations provided in section 5.1.4 and 5.1.5 of the NDA document, in conjunction with chapter 1.5.2 of the DFT document. As such, colour contrasting blistered tactile paving (not red) should be provided at the following locations:					

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
326891	217025	At the entrance to the row of houses at the first junction on the right hand side of Boghall Road after Vevay Road. As this is purely a residential area, the Council should carry out an assessment of need to determine when the work should be carried out	Boghall Road	2	34	3	€1,000
326092	216917	At the junction of Ard na Greine with Boghall Road. Please note that as a result of the angle of the pavement approaching this junction from the east, it will be necessary to provide directional tactile paving to direct someone with impaired vision to the opposite crossing point.	Boghall Road – Ard na Greine	2	35	2	€1,200
326026	216910	At the 3 vehicular entrances to the houses that are set back from Boghall Road opposite Wheatfield and also Oldcourt Park (map ref: 325949, 216900). As this is a quiet residential area the Council should carry out an assessment of need to determine when this work should be carried out. As a result of the cycle path crossing over the footpath before and after this row of houses, reference should be made to Chapter 5 of the DFT document for further guidance regarding the provision of suitable tactile paving in this instance,	Boghall Road – Inshot Houses	6	36,37,38,39	3	€3,000
326166	216927	At the junction of Mountainview Drive with Boghall Road. Note that as a result the width of the pavement on the east side of this road junction, tactile paving should be laid in a suitable manner to direct someone with impaired vision directly towards the opposite crossing point. Note that as this area generally consists of residential properties, the Council; should carry out an assessment of need to determine when the work should be carried out.	Boghall Road – Mountainview Drive	2	40	3	€1,250
325664	216977	At the junction of Oldcourt Drive and Boghall Road.	Boghall Road – Oldcourt Drive	2	41	2	€1,000
325875	216913	At the junction of Oldcourt Grove with Boghall Road. As this comprises of a small residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	Boghall Road – Oldcourt Grove	2	42	3	€1,000
325875	216916	At the junction of Oldcourt Park with Boghall Road. Note that the slop of the pavement leading towards the kerb section on the east side of the junction is fairly steep and may cause difficulties and for a wheelchair user. As such, the pavement should be regarded at this location to provide a smoother transition between the pavement level and the road crossing (recommended maximum gradient of 1:12).	Boghall Road – Oldcourt Park	2	43	3	€2,000
325555	216988	At the junction of Schools Road with Boghall Road.	Boghall Road – Schools Road	2	44	1	€1,000
326249	216954	At the junction of Woodbrook Lawn with Boghall Road. Please note that the existing hole in the road surface on the east side of this junction should be repaired as it currently poses a trip hazard to someone with impaired vision (0.5m sq).	Boghall Road – Woodbrook Lawn	2	45	2	€1,250

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
326725	216980	At the junction of Beechwood Close with Boghall Road. It should also be noted that following the installation of underground services, the road surface is uneven and as a result could pose a trip hazard to someone with impaired vision or someone with an ambulant disability. In addition, it could also cause difficulties to a wheelchair user. As such, the road surface should be repaired and brought up to a level surface across the crossing point	Boghall Road / Beechwood Close	3	46	2	€2,000
.326328	.216954	At the junction of Bentley Road with Boghall Road. Please note that it will be necessary to lay the tactile paving in a suitable manner to ensure that the pattern on the slabs will direct someone with impaired vision to the opposite crossing points. In addition, as the crossing point at the west side of the junction is not directly in line with the rest of the pavement, it is recommended that a 600mm stem is extended back from the crossing point to the back of the pavement to enable someone with impaired vision to determine where the crossing point is located. Note that it is also recommended that additional concrete surfacing is provided to this section of the pavement to ensure that this also lines up with the crossing point on the opposite side of the road.	Boghall Road / Bentley Avenue	2	47	2	€3,000
.326685	.216992	At the junction of Cherry Tree Drive with Boghall Road. As this is within a residential area, the Council should undertake an assessment to need to determine when the work should be carried out.	Boghall Road / Cherry Tree Drive	2	48	3	€1,000
326280	216948	At the junction of New Bentley Park with Boghall Road.	Boghall Road / New Bentley Park	2	49	2	€1,000
326535	216972	At the junction of Pinewood Close with Boghall Road.	Boghall Road / Pinewood Close	2	50	2	€1,000
326609	216996	At the junction of Roselawn Drive with Boghall Road. Note that as this is within a residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	Boghall Road / Roselawn Drive	2	119	3	€1,000
325063.	216512.	At the junction of Elgin Heights and Killarney Road. Note that due to the positioning of the dropped kerbs, the tactile paving should be laid in a suitable manner that will direct someone with impaired vision to the opposite crossing point. (Note that as this is predominately a residential area, the Council should carry out an assessment of need to determine when the work should be carried out).	Killarney Road / Elgin Heights	2	51	3	€1,200
325441	217253	At the junction of the road leading into the Killarney Road Business Park and Killarney Road. Note that as the dropped kerbs are located on the radius kerbs, it will be necessary to ensure that the tactile paving is located in a suitable manner to ensure that the pattern will direct someone with impaired vision to the opposite crossing point. Note that the dropped kerb opening may have to be widened to allow a suitable opening width to allow the passage of a wheelchair. (Ideally, the dropped kerbs should be located 1 metre away from the radius kerbs).	Killarney Road / Killarney Road Business Park	2	52	3	€2,500

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
325545	217469	At the junction of Ripley Hills and Killarney Road. Note that as the dropped kerbs are located on the radius kerbs, it will be necessary to ensure that the tactile paving is located in a suitable manner to ensure that the pattern will direct someone with impaired vision to the opposite crossing point. Note that the dropped kerb opening may have to be widened to allow a suitable opening width to allow the passage of a wheelchair. In addition, the resulting cross-fall at the current location may pose difficulties for a wheelchair user and should be regraded as necessary, although it should be noted that that, ideally, the dropped kerbs should be located 1 metre away from the radius kerbs.	Killarney Road / Ripley Hills	2	120	3	€2,500
325062	216512	At the junction of Ryanville Manor with Killarney Road. (Note that reference should also be made to chapter 5.5.2.4 of the DFT document with regards to the provision of suitable tactile paving where a footpath and cycle route are in close proximity). Note that as this is predominately a residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	Killarney Road / Ryanville Manor	2	53	3	€1,200
325103	216643	It should be noted that there are two pedestrian crossing points adjacent to the entrance to Springfield Cemetery on Killarney Road; neither have any tactile surfacing to highlight their location to someone with impaired vision. However, it should be noted that to provide suitable tactile paving to the south crossing, it will be necessary to alter the pavement and relocate the radius kerbs leading into the cemetery (photo 54). This is not considered to be practically reasonable in the circumstances, on condition that suitable tactile paving is provided to the other (north) crossing point, photo 55. Please note that tactile paving should also be provided to the pedestrian island on the north crossing, as illustrated in figure 11 to chapter 1.5.3.1 of the DFT document. Please also refer to chapter 5 of the DFT document with respect to the appropriate tactile paving that should be provided where a footpath crosses a cycle lane.	Killarney Road / Springfield Cemetery	4	54,55	1	€3,000
325811	217692	At the junction of The Nurseries with Killarney Road. Note that the slope in the pavement leading down towards the dropped kerb requires to be altered to ensure that there is not a cross-fall, as this could pose difficulties to a wheelchair user. (Note that as the pavement leads into a residential area, the timing for carrying out the work should be subject to an assessment of need).	Killarney Road / The Nurseries	2	56	3	€3,000
325443	216320	At the junction of Ballywaltrim and Southern Cross Road, at the raised traffic calming road surface. For further information, please refer to chapter 1.5.4.3, and figure 15 of the DFT document. Note, as it appears that this will form the entrance leading into the new leisure centre, this junction has been given a higher priority.	Southern Cross Road / Ballywaltrim	2	57	1	€1,200
326549	216562	At the junction of Belmont with Southern Cross Road. Note that as this is predominately a residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	Southern Cross Road / Belmont	2	58	3	€1,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
325627	216405	At the junction of Cois Sleibhe and Southern Cross Road. Note that as this is predominately a residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	Southern Cross Road / Cois Sleibhe	2	59	3	€1,000
325549	216350	At the junction of Deepdales and Southern Cross Road. Note that as this is predominately a residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	Southern Cross Road / Deepdales	2	60	3	€1,000
326440	216510.	At the junction of Hollybrook Park with Southern Cross Road. Note that as this is predominately a residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	Southern Cross Road / Hollybrook Park	2	61	3	€1,000
325126	216177	At all the pedestrian crossing points on the Southern Cross Road/Killarney Road Roundabout. In addition, please refer to chapter 5 of the DFT document which makes specific recommendations to the installation of tactile paving where there is both a footpath and cycle route located adjacently. (In particular, please refer to chapters 5.5.2.4 & 5.5.2.6, diagrams 33 & 35). In addition, please refer to chapter 1.5.3 of the DFT document for guidance on the use of tactile paving on pedestrian islands. Please ensure that none of the kerb upstands exceed 20mm, as noted within section 5.1.5 of the NDA document. However, it should be noted that other documents recommend a maximum 6mm upstand; the lower the upstand, the easier it is for a wheelchair user to pass over it.	Southern Cross Road / Killarney Road Roundabout	12	62	2	€10,000
326848	216680	At the junction of Riddlesford with Southern Cross Road. Note that as this is predominately a residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	Southern Cross Road / Riddlesford	2	63	3	€1,000
326707	217381	At the junction of O'Byrne Road with Vevay Road. Please note that the height of the dropped kerb upstand outside the Ladbrokes is in excess of the maximum recommended height of 20mm. This should be reduced in height to a preferable maximum height of 6mm. In addition, please note that the traffic bollard that is located in the middle of the crossing point should be removed as it currently poses a barrier or a hazard to a wheelchair user.	Vevay Road – O'Byrne Road	2	64	1	€2,500
		At the road crossing point adjacent to Scoil Phadraig Naofa Loreto on Vevay Road.	Vevay Road – Scoil Phadraig Naofa Loreto	2	65	2	€1,500
326582	217710	At the junction of Seacrest with Vevay Road. Please ensure that the tactile paving is laid in a suitable manner to direct someone with impaired vision directly to the opposite crossing point.	Vevay Road – Seacrest	2	66	3	€1,000
326513	217828	At the entrance to the Tesco car park located on Vevay Road	Vevay Road – Tesco	2	67	1	€1,000
326389	218101	At the junction of Vevay Crescent with Vevay Road.	Vevay Road – Vevay Crescent	2	68	2	€1,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
327016	216921	At all 4 crossing points at the roundabout on Vevay Road adjacent to Briarwood. Please note that tactile paving should also be provided to the 2 pedestrian islands in accordance with Figure 10 of Chapter 1.5.3.1 of the DFT document.	Vevay Road / Briarwood	10	69	2	€5,000
326576	217635	At the junction of Lauderdale Terrace with Vevay Road. Note that the slope of the pavement down to the dropped kerb section on the north side of the junction should be reduced to ensure that it comprises of a maximum gradient of 1:12	Vevay Road- Lauderdale Terrace	2	70	3	€2,000
REF: 2.5		QUESTION: Is all blistered paving located in a suitable manner that will not lead to confusion for someone with a visual impairment?					Y/N: Yes
REF: 2.6		QUESTION: Is all street furniture suitably located to ensure that it will not cause a hazard to pedestrians?					Y/N: Yes
REF: 2.7		QUESTION: Is there a strong colour contrast at the kerb edge to assist partially sighted users?					Y/N: Yes

Section 3: Town Outskirts CONTROLLED CROSSOVERS

REF: 3.1		QUESTION: Is the blistered tactile paving at controlled crossings red?					Y/N: No
		Red coloured blister tactile paving should be fitted at all controlled crossing points throughout the town, as indicated in figure 3, to chapters 1.5.1.1 & 1.5.1.2 of the DFT document.					
		The locations requiring attention include:					
325366	217104	A suitable provision of re coloured tactile paving should be made at all the pedestrian crossing points at the junction of Killarney Road, Boghall Road and Kilbride Lane. Note that as a result of the cycle path being formed alongside the footpath and that it is necessary to cross the cycle route to cross the road, reference should also be made to chapter 5.5.2 and the relevant illustrations between figures 30 – 35.	Killarney Road / Boghall Road	4	71,72	1	€4,000
325264	216918.	At the pelican crossing over Killarney Road, adjacent to Glenthorn & Ballymorris.	Killarney Road / Glenthorn	2	73	1	€2,000
326679	216599	The pelican crossing over Southern Cross Road close to the junction with Swanbrook.	Southern Cross Road / Swanbrook	2	74	1	€2,000
326915	217053	Red coloured blister tactile paving should be provided on the north east side of the controlled crossing on Vevay Road adjacent to Boghall Road in accordance with Figure 3 of Chapter 1.5.1.2 of the DFT document.	Vevay Road – Boghall Road	1	75	1	€1,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS	
REF: 3.2		QUESTION: If the footway is also red, is there a contrasting border of 150mm wide around the tactile surface?					Y/N:	No
326070	218090	A colour contrasting border should be provided around the perimeter of the tactile paving at all the road crossing points at the road junctions of Killarney Road, King Edward Road and Church Road, to highlight their location, as noted within chapter 1.5.1.1 of the DFT document. In addition, it should be noted that a 1200mm wide tactile paving stem should be provided, extending from the same side of the paving provided at each crossing point as the poles incorporating the push button control; refer to chapter 1.5.1.2.	Killarney Road / King Edward Road / Church Road	8	76,77,78	2	€1,500	
REF: 3.3		QUESTION: Are there any audible signals at controlled crossovers?					Y/N:	No
326679	216599.	The pelican crossing over Southern Cross Road, close to the junction with Swanbrook, has not been fitted with an audible alarm to allow someone with impaired vision to be alerted when it is safe to cross the road. As such, a suitable audible alarm system should be fitted to both poles.	Southern Cross Road / Swanbrook	2	33	1	€2,500	
		The pelican crossing located on Boghall Road adjacent to the shopping centre should be fitted with audible signals for the benefit of those with impaired vision to allow them to know when it will be safe to cross the road.	Boghall Road / Shopping Centre	2	79	2	€2,000	
325264	.216918	The pelican crossing over Killarney Road, adjacent to Glenthorn & Ballymorris, has not been fitted with an audible alarm to allow someone with impaired vision to be alerted when it is safe to cross the road. As such, a suitable audible alarm system should be fitted to both poles.	Killarney Road / Glenthorn	2	73	2	€2,500	
325566	216380.	The pelican crossing over Southern Cross Road, close to the junction with Deepdales, has not been fitted with an audible alarm to allow someone with impaired vision to be alerted when it is safe to cross the road. As such, a suitable audible alarm system should be fitted to both poles. (Please also refer to item 2.3 above with regards to the suitability of the crossing point).	Southern Cross Road / Deepdales	2	74	2	€2,500	
REF: 3.4		QUESTION: Has red material been avoided in the vicinity of a controlled crossing?					Y/N:	No
325757	217640	A colour contrasting border should be provided around the red coloured tactile paving at the junctions of Killarney Road with Silverpines and Oldcourt Park, as noted in chapter 1.5.1.1 of the DFT document. In addition, please note that although the tactile paving at three of the crossings have extended back to the outer edge of the pavements, the guidance given in chapter 1.5.1.2 recommends that only a 1200mm wide stem should be provided. Therefore, this could be altered during any future refurbishment works. (Please also refer to item 3.9 below).	Killarney Road	3	80	2	€2,000	

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		QUESTION: Where the dropped kerb at the controlled crossing is in the direct line of travel, is the tactile surface laid to a depth of 1200mm?					Y/N: Yes
		QUESTION: At all other controlled crossings is a depth of 800mm been provided?					Y/N: No
		An additional row of red coloured tactile paving should be provided on the road crossing over Vevay Road opposite Putland Road to ensure that the overall depth is at least 800mm in accordance with the design recommendations of Chapter 1.5.1.2 of the DFT document. In addition the width of the stem should be at least 1200mm and extend back to the adjacent wall as shown in Figure 3 of the above recommendations. It should also be noted that as a result of the dish kerbs being formed in this location, the resulting cross-slope on the pavement could pose difficulties and even a hazard to wheelchair users. Therefore, where possible a level surface should be formed at the dropped kerb section and the adjacent pavements should slope down onto the level area with a maximum gradient of 1:12. In addition, as the push button box that operates the crossing point is located on a pole on the inside of the pavement, the location of it may not be obvious to someone with impaired vision. As such, the call box should be highlighted with a reflective colour contrasting paint to allow it to be more easily noticed.	Vevay Road – Putland Road	1	81	1	€3,000
326690	217413	The depth of the tactile paving provided at the crossing point on Vevay Road opposite “Recharge Cartridges” should be increased to 800mm along the edge of the kerb in accordance with the recommendations provided in Section 1.5.1.2 of the DFT document. In addition, it should be noted that the surface of the road requires to be repaired as the existing pot hole on the line of crossing currently poses a trip hazard to someone with impaired vision or a hazard to a wheelchair user. It should be noted that a 1200mm wide stem should extend to the line of the shops on the opposite side of the road crossing as indicated in Section 1.5.1.2 of the DFT document. Note that this should be located in line with the right hand side of the crossing point as indicated in Figure 3 of the above guidance note.	Vevay Road – Shopping Precinct	3	82,83,84	1	€5,000
		QUESTION: Is the back edge of tactile paving at right angles to the direction of crossing					Y/N: Yes
		QUESTION: Where the back edge is not parallel to the kerb, and the depth of surface varies, it is no less than 800mm?					Y/N: Yes

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS	
REF: 3.9		QUESTION: Is the stem of the tactile paving 1200 wide and extends to the building line where possible?					Y/N:	No
325731	217646	A 1200mm wide stem of red coloured tactile paving should be provided and extended back to the wall behind the crossing point at the controlled crossing on the south-west of the junction between Killarney Road and Silverpines. Please refer to figure 4 to chapter 1.5.1.2 of the DFT document for further details. (Note that section 5.1.4 of the NDA document specifies that a 600mm stem is adequate; however, it is recommended that a 1200mm wide stem is provided).	Killarney Road / Silverpines	1	85	2	€1,000	
325579	216986.	A 1200mm wide stem should be extended from the pelican crossing on Boghall Road adjacent to the shopping centre on the south side of the road in accordance with Figure 3 of Chapter 1.5.1.2 of the DFT document. In addition, please note that the depth of the tactile paving should be 800mm at the side of the road crossing as illustrated in the same diagram. Note that as the general circulation will comprise of crossing the cycle route, reference should also be made to Chapter 5 of the DFT document for further information.	Boghall Road – Shopping Centre	1	76	1	€1,500	
326920	217023	The stems indicating the crossing points at the junction of Boghall Road with Vevay Road should be extended back to the wall at the rear of the pavement as indicated in Figure 3 of Chapter 1.5.1.2 of the DFT document. Where it is found that this will result with the stems overlapping one another, reference should be made to Chapter 1.5.1.3 of the document for further information.	Vevay Road – Boghall Road	2	86	2	€1,800	
326401	218030	The tactile paving stem extending from the crossing point on Vevay Road adjacent to Church Road should be taken back to the adjacent wall at the back of the pavement. It should be noted that Figure 4 of Chapter 1.5.1.2 of the DFT document, indicates the stem being located on the right hand side of the crossing point to direct someone with impaired vision directly to the push button control on the traffic light pole. As such, all the stems at this junction should be altered accordingly during any future refurbishment works.	Vevay Road – Church Road	1	87	2	€600	
326640	217481	The existing stem provided at the crossing point on Putland Road at the junction with Vevay Road should be extended to the back of the pavement as indicated in Chapter 1.5.1.2 of the DFT document. It should also be noted that the stem itself should be located in line with the right hand side of the crossing point as indicated in Figure 3 within the above guidance notes.	Vevay Road – Putland Road	1	88	2	€1,000	
REF: 3.10		QUESTION: Does the stem extend back adjacent to the control box or zebra pole?					Y/N:	Yes
REF: 3.11		QUESTION: Does the stem extend in line with the direction of travel across the road?					Y/N:	Yes
REF: 3.12		QUESTION: Where two controlled crossings are in close proximity does the stem leading to the main road crossing extend from the kerb across the entire footway?					Y/N:	Yes

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		REF: 3.13 QUESTION: Where two controlled crossings are in close proximity does the stem leading to the side road extend from the kerb to the point where it intersects the other stem?					Y/N: Yes
		REF: 3.14 QUESTION: When pedestrian refuges are part of a crossing, do splitter islands (I take it this is the same as "Staggered islands) have suitable blister surfaces and railings to safely direct visually impaired persons to the opposite crossing point on the island?					Y/N: Yes
Section 4: Town Outskirts UNCONTROLLED CROSSOVERS							
		REF: 4.1 QUESTION: Is tactile paving at uncontrolled crossings buff or a colour other than red which provides a contrast with the surrounding surface?					Y/N: Yes
		REF: 4.2 QUESTION: Has red material been avoided in the vicinity of any uncontrolled crossing?					Y/N: Yes
		REF: 4.3 QUESTION: Is the blistered surface installed along the full width of the flush dropped kerb?					Y/N: Yes
		REF: 4.4 QUESTION: Is the back edge of the tactile surface at right angles to the direction of crossing?					Y/N: No
		Referring to chapter 1.5.2.2 of the NDA document, the back edge of tactile paving should be perpendicular to the route of crossing the road to the opposite dropped kerb. Otherwise it can provide misleading information to someone with a visual impairment. As such, the tactile surfacing at the following locations should be altered accordingly:					
		REF: 4.5 QUESTION: Are crossings at side roads inset into the side road, approx 1000mm beyond the radius kerb?					Y/N: No
		Crossing points should be located approximately 1 metre from the radius kerb, where practical, as shown in chapter 1.5.2.3 of the DFT document, to ensure that the route of crossing does not direct wheelchair users onto the adjacent main road. Please also note that tactile surfacing should be provided, in accordance with chapter 1.5.2 of the DFT document. As such, consideration should be given to replacing the following crossover locations, where practically possible:					
326382	216962	At the junction of Roadview Drive with Boghall Road. It should be noted that a bus stop is also located in close proximity to the road junction. Therefore in the current circumstances, it may be more practical to widen the dropped kerb section to ensure that the overall width of the opening is not less than 1200mm in the line of crossing directly towards the opposite crossing point. In addition, tactile paving should be provided and laid in a suitable manner to ensure that the surfacing will direct someone with impaired vision directly to the opposite crossing point without having to veer onto the main road.	Boghall Road – Roadview Drive	2	89	2	€2,500

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
325251	216914	At the junction of Ballymorris with Killarney Road, adjacent to the St Clare's Centre.	Killarney Road / Ballymorris	2	90	2	€2,500
325031	216449	At the junction of Ballywaltrim Lane with Killarney Road. Note that in any event, the dropped kerb upstands are in excess of the maximum recommended height of 20mm, noted in section 5.1.5 of the NDA document and should be altered. (However, other documents recommend a maximum 6mm upstand; the lower the upstand, the easier it is for a wheelchair user to pass over it).	Killarney Road / Ballywaltrim Lane	2	91	2	€2,500
326142	218125	At the junction of Rosslyn with Killarney Road. Note that as a result of the gradient of the pavement leading into the housing estate, it is considered that it will be acceptable to extend the dropped kerb sections around the radius kerbs and insert tactile paving in a suitable manner that will direct someone with impaired vision directly across the road to the opposite crossing point. Please note that the height of the dropped kerb upstands should not exceed 6mm.	Killarney Road / Rosslyn	2	92	2	€2,000
325046	216443	At the junction of Saran Wood with Killarney Road.	Killarney Road / Saran Wood	2	93	3	€2,500
REF: 4.6	QUESTION:	When inset crossovers are not possible, is a tactile surface installed in the line of travel?					Y/N: Yes
REF: 4.7	QUESTION:	Are dropped kerbs directly opposite each other to minimise the crossing distance?					Y/N: Yes
REF: 4.8	QUESTION:	At crossings away from junctions is a flush dropped kerb provided with tactile paving installed to a depth of 800mm?					Y/N: Yes
REF: 4.9	QUESTION:	When pedestrian refuges are part of a crossing, do splitter islands (I take it this is the same as "Staggered islands) have suitable blister surfaces and railings to safely direct visually impaired persons to the opposite crossing point on the island?					Y/N: Yes
REF: 4.10	QUESTION:	Are direction or information signs (including means of escape) visible from both sitting and standing levels, and are they in upper and lower case (delete), and in large enough type to be read by those with impaired vision?					Y/N: Yes
REF: 4.12	QUESTION:	Is there an absence of an upstand where the footway crosses the vehicle crossover?					Y/N: No
		<p>There are a number of locations where dropped kerbs have been formed at crossing points, but it is considered that due to the height of the kerb upstands, they could result in an obstacle to a wheelchair user, or a trip hazard to someone with impaired vision, or who may have an ambulant disability. Note that the NDA recommends a maximum 20mm upstand, whilst other documents recommend a preferred 6mm upstand; the lower the upstand, the easier it is for someone with a disability to pass over it.</p> <p>Locations that give rise for concern are:</p>					
326669	216593	At the junction of Swanbrook with Southern Cross Road.	Southern Cross Road / Swanbrook	3	94	2	€2,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
	REF: 4.13	QUESTION: Is there a contrast in colour and tone between footways and carriageways?					Y/N: Yes
	REF: 4.14	QUESTION: Are there barriers present where the carriageway is flush with the footway around an entire junction, other than any controlled crossings?					Y/N: Yes
	REF: 4.15	QUESTION: If traffic flow is high on a vehicle crossover, is the crossing treated as an uncontrolled crossing in its design?					Y/N: No
		Referring to section 5.1.4 of the NDA document and chapter 1.5.4.2 of the DFT document, tactile paving should be provided at a vehicular crossover on a pavement leading into a car park, filling station, flats, etc. On this basis, tactile paving should be provided at the following locations:					
325480	217016	At the car park entrance to Ballywaltrin Community Centre located on Boghall Road.	Boghall Road – Ballywaltrin Community Centre	2	95	2	€1,000
325423	217035	Between the entrances to the library and St Ingle's Church car parks on Boghall Road.	Boghall Road – Library	2	96	2	€1,000
325539	217013	At the entrance to the shopping centre car park on Boghall Road.	Boghall Road – Shopping Centre	2	97	1	€1,000
326856	216995	At the entrance to the offices that are currently vacated on Boghall Road.	Boghall Road / Vacant Offices	2	98	3	€1,000
326218	218271	At the entrance to the Health Centre Offices / Residential Home on Killarney Road.	Killarney Road – Health Centre	2	99	2	€1,200
325147	216717	At the entrance to the Bray South Business Park, located on Killarney Road.	Killarney Road / Bray South Business Park	2	100	3	€1,000
325103	216643.	At the entrance to Springfield Cemetery car park, on Killarney Road. Note that a dropped kerb should be provided to one side of the vehicular entrance, with a recommended maximum upstand of 6mm.	Killarney Road / Springfield Cemetery	2	101	1	€1,750
326547	217795	At the entrance and exit to the Open Door Day Centre located on Vevay Road.	Vevay Road – Day Centre	2	102	3	€1,000
326534	217800	At both the entrance and the exit to the Maxol Filling Station located on Vevay Road. Note that the damaged section of tarmac at the exit to the garage should be repaired as it currently poses a trip hazard to someone with impaired vision	Vevay Road – Maxol Garage	4	103	3	€2,000
326673	217449.	At the entrance to Scoil Chualann located on Vevay Road.	Vevay Road – Scoil Chualann	2	104	3	€1,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
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Section 5: Town Outskirts PEDESTRIAN ISLANDS

REF:	QUESTION:	Y/N:	No		
326070.	218090. Suitable tactile paving should be provided to the pedestrian islands at the junction of King Edward Road with Killarney Road, in accordance with the guidance provided in chapter 1.5.3.1 of the DFT document. In addition, please note that some of the dropped kerbs are in excess of the recommended maximum height of 20mm, as noted within section 5.1.5 of the NDA document and should, therefore, be reduced in height, preferably to a maximum height of 6mm.	2	78,79	2	€4,000
326471	217883 Suitable tactile paving should be provided to the pedestrian island at the junction of Charmwood with Vevay Road in accordance with the guidance provided in Chapter 1.5.3.1 of the DFT document. It should be noted that as this consists of an uncontrolled crossing point the tactile paving should not consist of red paving slabs. As such, the existing tactile paving on either side of the crossing point should be replaced with an alternative colour. Please refer to Section 5.1.4 of the NDA document for further details in this respect.	4	105	2	€2,000
326492	217883. Suitable tactile paving should be provided to the pedestrian island at the junction of Sanouci Wood with Vevay Road, in accordance with the guidance provided in Chapter 1.5.3.1 of the DFT document. It should also be noted that suitable tactile paving should be fitted to both crossing points from the adjacent pavements at this road junction. As the existing dropped kerbs are provided on the radius kerbs, please ensure that the tactile paving is laid in a suitable manner to direct someone with impaired vision directly to the opposite crossing points. Note that this may result with a need to extend the dropped kerb sections to ensure that a minimum 1200mm section of dropped kerb is provided on the line of travel. In addition, please note that some of the dropped kerbs are in excess of the recommended maximum height of 20mm as noted within Section 5.1.5 of the NDA document and should therefore be reduced in height, preferably to a maximum height of 6mm.	4	106	2	€3,000
REF: 5.2	QUESTION: If the pedestrian island is over 2000mm in depth have 2 rows of tactile paving, 800mm wide been provided?	Y/N:	Yes		
REF: 5.3	QUESTION: When guardrails are provided on pedestrian islands, is the tactile paving installed to a depth of 800mm?	Y/N:	Yes		
REF: 5.4	QUESTION: Are signal boxes on pedestrian islands installed in line with guard railing?	Y/N:	Yes		
REF: 5.5	QUESTION: Has the tactile paving been installed 150mm from the carriageway?	Y/N:	Yes		

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
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Section 7: Town Outskirts HORIZONTAL CIRCULATION

	REF: 7.1	QUESTION: Have guidance path surfaces been used sparingly to guide people around obstacles?					Y/N: Yes
	REF: 7.2	QUESTION: Do the bars run in the direction of pedestrian travel?					Y/N: Yes
	REF: 7.3	QUESTION: Have information surfaces been used to draw attention to amenities such as phone kiosk, post boxes, or information points?					Y/N: No
		The surface of the pavements located at the post box and phone kiosk could be highlighted in a contrasting colour and softer surface to highlight the location of these amenities. (Refer to chapter 7 of the DFT – Guidance on the use of tactile surfacing). (A nominal figure has been used. Note allow approx €500/location).	Throughout area	5		4	€2,500
	REF: 7.4	QUESTION: Are information surfaces level with the surrounding footway?					Y/N: Yes
	REF: 7.5	QUESTION: Does the surface extend the full width of the amenity or 800mm, whichever is greater?					Y/N: Yes
	REF: 7.6	QUESTION: Does a space of 400mm exist between the amenity and surface?					Y/N: Yes
	REF: 7.7	QUESTION: Are pedestrian routes free of hazards?					Y/N: No
326144	216931	As a result of a dip in the pavement between Mountainview Drive and Ard Na Greine on Boghall Road, it would appear that this area will be prone to flooding and therefore cause a hazard to wheelchair users and those with impaired vision. Indeed it was noted that a sandbag was lying at this location and due to the accumulation of dirt and grit it would not be easily noticed by someone with impaired vision and therefore pose a trip hazard. Therefore this should be removed immediately. With regards to the dip in the pavement, this should be levelled off.	Boghall Road – Mountainview Drive	5m ²	107	2	€2,000
326711	216981	Following the installation of new underground services along Boghall Road, the section of pavement between the cycle path and the footpath itself, is uneven and could pose a trip hazard to someone with impaired vision or a hazard to a wheelchair user. As such, ensure that the contractors carrying out the existing work repair the current temporary finish and provide a suitable smooth finished surface to the pavement prior to the completion of the works.	Boghall Road / Beechwood Close	1	46	4	€0

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
326425	216967	As a result of cars parking in front of the houses at St Mary's Terrace on Boghall Road it would appear that it is regularly blocked by these vehicles. However it is acknowledged that it is also possible to walk along the cycle route at this location and therefore keep pedestrians off the main road. However this may also pose a hazard particularly to those with impaired vision who may be unaware of a cyclist travelling along this route. Therefore, it is recommended that the Council carry out an investigation to determine whether it would be possible to either provide an alternative parking arrangement in this area or alter the cycle path layout.	Boghall Road / St Mary's Terrace	2	108	4	€0
325301	217020	A hole in the pavement opposite the chapel, on Killarney Road, should be infilled and brought up to the same level as the adjacent pavement, to ensure a smooth, trip-free surface, as it currently poses a trip hazard to someone with impaired vision or someone with an ambulant disability. Please also note that it will pose a hazard to a wheelchair user. (Note that this has been given a higher priority due to its proximity to the chapel).	Killarney Road	3sqm	109	1	€1,000
325906	217890	The hole in the pavement to the south of Rathclaren, on Killarney Road, requires to be infilled and brought up to a level surface to ensure a smooth, trip-free surface, as it currently poses a trip hazard to someone with impaired vision, or a hazard to a wheelchair user.	Killarney Road / Rathclaren	1	110	2	€300
325526.	217452.	The redundant telephone post located in the middle of the pavement on Killarney Road, to the south west of Ripley Hills should be removed as it currently poses an unnecessary hazard to someone with impaired vision. Note that the pavement surface should subsequently be made good, to ensure a smooth, trip-free surface.	Killarney Road / Ripley Hills	1	111	2	€1,000
326804	216666	The trees located at the edge of the pavement along Southern Cross Road require to be regularly trimmed to ensure that they do not encroach over the pavement and pose a hazard to someone with impaired vision.	Southern Cross Road	200m	112		
326562	217730	The crossing point to the Maxol Filling Station located on Vevay Road directs pedestrians to cross over an existing road gully. This could be hazardous to a wheelchair user or someone with impaired vision. As such the dropped kerb section should be relocated to ensure that the route of travel to the opposite crossing point is clear of the drainage gully. Alternatively, relocate the gully itself.	Vevay Road – Maxol Garage	1	113	2	€1,000
326723	217330	The silver coloured traffic bollards located outside the shops between O'Byrne Road and Wolfone Square North should be highlighted by using a reflective colour contrasting band around the top of the bollards to allow them to be more easily noticeable to someone with impaired vision.	Vevay Road – Shopping Precinct	30	64	2	€700
REF: 7.8		QUESTION: Does the lighting installation take into account the needs of people with visual impairments?					Y/N: Yes

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		QUESTION: Are junctions between different surfaces smooth to ensure that they do not present a tripping hazard or cause visual confusion?					Y/N: Yes
		QUESTION: Are pedestrian routes a minimum of 1800mm wide?					Y/N: No
		<p>The pavement widths vary throughout the town outskirts; in instances, they narrow to approximately 1200mm. Considering the current circumstances, it is thought that this should not restrict general movement along pavements or present a hazard. However, should matters arise in the future, it will be necessary to readdress this issue and possibly widen the affected sections of pavement, where practically reasonable. Reference should also be made to the sketches in section 2.1 of the NDA document, illustrating the widths that people require, depending on their walking aids, etc.</p> <p>Despite this comment, it is considered that further action is required at the following locations, for the benefit for someone with a particular disability, depending on the circumstances:</p>					
325259	216949	As a result of bushes overgrowing the pavement on Killarney Road, adjacent to Glenmorris, the clear unobstructed pavement width is reduced to only 600mm in certain places. This will pose a hazard to someone with impaired vision, or someone with an ambulant disability and a barrier to a wheelchair user. As such, the owner of the property should be advised of the situation and requested to rectify the matter.	Killarney Road adjacent to Glenthorn	30m	113	4	€0
		QUESTION: Is suitable seating provided at regular intervals?					Y/N: No
326683	217438	Armrests should be provided to the bench seating located on Vevay Road adjacent to Scoil Chualann as noted in Section 5.3.7 of the NDA document.	Vevay Road – Scoil Chualann	1	114	3	€1,500
		QUESTION: Is general circulation available to all areas by way of accessible routes?					Y/N: Yes
		QUESTION: Is town centre signage suitably positioned, sized with necessary colour and tonal contrast between letters and background? Is there alternative pictorial signage where possible?					Y/N: Yes
Section 10: Town Outskirts Car Parking							
		QUESTION: If required, are there any accessible parking spaces provided?					Y/N: Yes

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		REF: 10.2					Y/N: No
		QUESTION: Are on street accessible bays provided in a safe location?					
326234	218269	The designated car parking space provided opposite the Health Centre on Killarney Road should be marked out as indicated in figure 13 to section 5.4.2 of the NDA document. In particular, please note that a dropped kerb should be provided to the rear of the parking space to allow easy access between the road surface and the pavement. In addition, suitable signage should be erected to indicate the location of the space and help limit misuse.	Killarney Road	1	115	1	€1,500
		REF: 10.3					Y/N: Yes
		QUESTION: Does the accessible bay have a drop kerb to the rear to allow disabled motorists access to the walkway?					
		REF: 10.4					Y/N: Yes
		QUESTION: Is the accessible car parking surface even and free from loose stones?					
		REF: 10.5					Y/N: Yes
		QUESTION: Are accessible bays adequately lit?					
		REF: 10.6					Y/N: Yes
		QUESTION: Are accessible bays adequately signed?					
		REF: 10.7					Y/N: No
		QUESTION: Is there a sufficient number of accessible parking bays to meet requirements (1 space per 25 standard spaces, 3 spaces per 25-50 spaces, 5 spaces per 50-100 standard spaces)					
326723	217330.	A designated car parking space should be provided for those with a disability outside the shops on Vevay Road. Please note that this should be formed in accordance with Figure 13 of Section 5.4.2 of the NDA document and include a rear transfer zone, a dropped kerb to allow access between the car parking space and the pavement and suitable signage.	Vevay Road – Shops	1	116	1	€1,500