



Bray Town Outskirts

DESCRIPTION	QTY	Priority	(€) Cost
1 Town Outskirts GENERAL ACCESS AND CIRCULATION			
<p>1.1 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</p>	2	1	€1,500
<p>1.1 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.</p> <p>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 for someone with impaired vision, in accordance with chapter 1.5.2 of the DFT document. Killarney Road / Cedar Estate</p>	2	2	€5,000
<p>1.1 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</p>	15m	1	€2,000
<p>1.2 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:</p>			
<p>1.2 At the base of the lamp post and the surrounding pavement, close to the junction of Beechhurst with Killarney Road. Killarney Road / Beechhurst</p>	5sqm	2	€270
<p>1.2 Along the cracked section of pavement located adjacent to County Wicklow Lawn Tennis Club on Vevay Road. Vevay Road / Tennis Club</p>	6sqm	2	€1,000
<p>1.2 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</p>	2	2	€250
<p>1.2 The area of dropped brick paviours on the pavements outside Scoil Chualann on Vevay Road. Vevay Road / Scoil Chualann</p>	1m ²	2	€300
<p>1.2 The damaged section of pavement on Vevay Road adjacent to Newcourt Road and the bus stop. Vevay Road – Newcourt Road</p>	1m ²	2	€500

1.3	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	4	€0
1.3	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	4	€0
1.3	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	4	€0
1.3	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	4	€0
1.3	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	4	€500
1.4	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.	30	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). Throughout area				

2 Town Outskirts PEDESTRIAN CROSSING POINTS

2.1	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	2	€1,800
2.1	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	2	€2,500
2.1	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	2	€2,500
2.1	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	1	€2,500

2.1	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.	2	2	€3,500
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				
2.1	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:				
2.1	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	1	€3,500
2.1	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
2.1	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).	2	2	€2,000
(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				
2.1	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	2	€1,500
2.1	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	1	€4,000

2.2	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	2	€2,000
2.2	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:			
2.2	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	2	€3,000
2.2	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	1	€1,750
2.2	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	2	€1,800
2.2	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	2	€2,000
2.2	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	2	€2,500
2.2	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	2	€2,500
2.2	At the junction of Father Colahan Terrace with Vevay Road. Vevay Road / Father Colahan Terrace	2	2	€2,500

2.3	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	2	€5,000
2.3	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.	3	2	€10,000
	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			
2.4	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	3	€1,000
2.4	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	1	€1,200
2.4	At the junction of New Bentley Park with Boghall Road. Boghall Road / New Bentley Park	2	2	€1,000
2.4	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	3	€1,000
2.4	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	3	€2,000
2.4	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	3	€1,200
2.4	At the road crossing point adjacent to Scoil Phadraig Naofa Loreto on Vevay Road. Vevay Road – Scoil Phadraig Naofa Loreto	2	2	€1,500
2.4	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	3	€1,000
2.4	At the junction of Vevay Crescent with Vevay Road. Vevay Road – Vevay Crescent	2	2	€1,000
2.4	At the entrance to the Tesco car park located on Vevay Road. Vevay Road – Tesco	2	1	€1,000

2.4	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	3	€1,000
2.4	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	2	€1,200
2.4	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	2	€1,250
2.4	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	3	€1,000
2.4	At the junction of Pinewood Close with Boghall Road. Boghall Road / Pinewood Close	2	2	€1,000
2.4	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	3	€1,000
2.4	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	2	€5,000
2.4	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.	6	3	€3,000
	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			
2.4	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	2	€3,000
2.4	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	3	€2,000
2.4	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	3	€1,000
2.4	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	3	€1,250
2.4	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	3	€1,000

2.4	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	2	€2,000
2.4	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	3	€1,000
2.4	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	1	€2,500
2.4	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:.			
2.4	At the junction of Schools Road with Boghall Road. Boghall Road – Schools Road	2	1	€1,000
2.4	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	3	€1,000
2.4	At the junction of Oldcourt Drive and Boghall Road. Boghall Road – Oldcourt Drive	2	2	€1,000
2.4	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	3	€3,000
2.4	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	3	€2,500
2.4	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	3	€2,500

2.4	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	1	€3,000
2.4	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	3	€1,200
2.4	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	2	€10,000

3 Town Outskirts CONTROLLED CROSSOVERS

3.1	At the pelican crossing over Killarney Road, adjacent to Glenthorn & Ballymorris. Killarney Road / Glenthorn	2	1	€2,000
3.1	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	1	€4,000
3.1	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:.			
3.1	The pelican crossing over Southern Cross Road close to the junction with Swanbrook. Southern Cross Road / Swanbrook	2	1	€2,000
3.1	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	1	€1,000
3.2	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	2	€1,500

3.3	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	2	€2,500
3.3	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	1	€2,500
3.3	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	2	€2,500
3.3	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	2	€2,000
3.4	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	2	€2,000
3.6	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	1	€5,000
3.6	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	1	€3,000
3.9	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	2	€1,800
3.9	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	2	€1,000

3.9	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	2	€1,000
3.9	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	2	€600
3.9	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	1	€1,500

4 Town Outskirts UNCONTROLLED CROSSOVERS

4.4	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:.			
4.5	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	2	€2,500
4.5	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:.			
4.5	At the junction of Saran Wood with Killarney Road. Killarney Road / Saran Wood	2	3	€2,500
4.5	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	2	€2,500
4.5	At the junction of Ballymorris with Killarney Road, adjacent to the St Clare's Centre. Killarney Road / Ballymorris	2	2	€2,500
4.5	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	2	€2,000

4.12	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. Locations that give rise for concern are:.			
4.12	At the junction of Swanbrook with Southern Cross Road. Southern Cross Road / Swanbrook	3	2	€2,000
4.15	At the entrance and exit to the Open Door Day Centre located on Vevay Road. Vevay Road – Day Centre	2	3	€1,000
4.15	At the entrance to the shopping centre car park on Boghall Road. Boghall Road – Shopping Centre	2	1	€1,000
4.15	At the entrance to Scoil Chualann located on Vevay Road. Vevay Road – Scoil Chualann	2	3	€1,000
4.15	At the entrance to the offices that are currently vacated on Boghall Road. Boghall Road / Vacant Offices	2	3	€1,000
4.15	Between the entrances to the library and St Ingle's Church car parks on Boghall Road. Boghall Road – Library	2	2	€1,000
4.15	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	3	€2,000
4.15	At the entrance to the Bray South Business Park, located on Killarney Road. Killarney Road / Bray South Business Park	2	3	€1,000
4.15	At the entrance to the Health Centre Offices / Residential Home on Killarney Road. Killarney Road – Health Centre	2	2	€1,200
4.15	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:.			
4.15	At the car park entrance to Ballywaltrin Community Centre located on Boghall Road. Boghall Road – Ballywaltrin Community Centre	2	2	€1,000
4.15	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	1	€1,750
5 Town Outskirts PEDESTRIAN ISLANDS				
5.1	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. Vevay Road – Sanouci Wood	4	2	€3,000
5.1	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. Vevay Road – Charmwood	4	2	€2,000

5.1	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. Killarney Road / King Edward Road	2	2	€4,000
7 Town Outskirts HORIZONTAL CIRCULATION				
7.3	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
7.7	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	2	€1,000
7.7	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	2	€2,000
7.7	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	4	€0
7.7	The silver coloured traffic bollards located outside the shops between O'Byrne Road and Wolftone 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	2	€700
7.7	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	2	€300
7.7	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	2	€1,000
7.7	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		
7.7	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	4	€0

7.7	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	1	€1,000
7.10	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. 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:.			
7.10	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	4	€0
7.11	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	3	€1,500
10 Town Outskirts Car Parking				
10.2	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	1	€1,500
10.7	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	1	€1,500