



Bray Town Centre

DESCRIPTION	QTY	Priority	(€) Cost
1 Town GENERAL ACCESS AND CIRCULATION			
1.1 Street name plates should be provided at all road junctions to identify the names of the relevant streets throughout the town (general quantity provided). Throughout Town Centre	12	4	€3,500
1.1 Consideration should be given to providing wheelchair access to the beach, leading to a flexible temporary surface made from either wood or recycled plastic boards or mats that can be rolled out to give greater access for wheelchairs and buggies. Please refer to Section 4.2.7 of the NDA document for further information. The Beach	1	4	€5,000
1.1 To assist those with impaired vision, it is recommended that warning tactile surfacing is provided at both ends of the circulation routes at the railway crossing points on Quinsborough Road. Tactile paving should also be provided on the pavement to the east side of the level crossings, to direct someone with impaired vision to the start of the highlighted pedestrian route. In addition, the walkways should be extended to join with the pavement at the Hibernia Hotel and also outside Katie Gallaghers. (The pavement surface should also be repaired at this location - 3sqm). In addition, the pavement should be extended out on the north-west side of the crossing to ensure that it lines up with the pedestrian walkway (photo 705). Quinsborough Road - Railway Crossings	4	2	€3,500
1.2 At the entrance to Bray Wanderers Football Club on Quinsborough Road. Quinsborough Road	15sqm	3	€750
1.2 The area of the pavement at the vehicular entrance leading into Ravenswell Primary School and the top of Castle Street. It should also be noted that tactile paving should be provided at either side of the vehicular entrance in accordance with Chapter 1.5.4.1 in the Department for Transport document "Guidance on the use of Tactile Paving Surfaces". (Note that this latter comment has a priority of 3). Castle Street - School	15sqm	2	€2,000
1.2 Along the south side of the sea front in close proximity to the car park. Sea Front	25sqm	3	€3,500
1.2 There are a number of locations where the surface of the pavement consists of loose stones and/or cracks that could result with a trip hazard for someone with a visual impairment or who has an infirmity. These surfaces should be repaired as necessary and includes:.			
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. However, it was noted that some of the bus stops throughout the Council area 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 Town	8	4	€8,000
2 Town PEDESTRIAN CROSSING POINTS			
2.1 Between St. Columcilles Terrace and Castle Street. Castle Street- St. Columcilles Terrace	2	2	€2,500

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	At the junction of Adelaide Villas with Lower Dargle Road. (It should be noted that wheelchair access is currently provided by using an existing driveway leading into a private house. However, this does not highlight the crossing point to someone with impaired vision and as such a new crossing point should be provided in accordance with the DFT document). 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. Lower Dargle Road / Adelaide Villas	2	3	€2,500
2.1	The existing crossing point at the junction of Novara Avenue with Main Street requires to be upgraded to ensure a smooth surface at both crossing points and that no dropped kerb upstand height is in excess of 6mm. In addition, tactile paving should be provided. Main Street – Novara Avenue	2	1	€2,500
2.1	At the junction of Quinsborough Road with Strand Road. Note that as a result of a change in the line of the pavements, a crossing point should be provided between the Hibernia Inn and “Katie Gallaghers”. Please note that suitable markings should be applied to the road surface at the crossing point to discourage motorists blocking the crossing route. This is illustrated in Figure 6 of Chapter 1.5.2.2 of the DFT document. Strand Road – Quinsborough Road	2	1	€2,500
2.1	Between the footpath leading from the sea front, at the side of the North Prom Car Park, and the pavement along the west side of Strand Road. Strand Road – North Prom Car Park	2	1	€2,500
2.1	The pedestrian circulation route on Castle Street, to the west side of Main Street, is obstructed by a high kerb upstand outside the Royal Hotel and a flight of steps at Dargle House. In the circumstances, it is considered appropriate to provide a crossing point across Seapoint Road to the west of Dargle House to provide access to the pavement which sweeps round to the front of the Royal Hotel (photo 676). In doing this though, steps should be taken to ensure that no cars are parked in the circulation route opposite Dargle House (photo 675). Main Street – Dargle House	2	2	€3,000
2.1	As a result of the pavement terminating at the north side of Strand Road (opposite the Harbour Bar) there is no continuity of a safe pedestrian circulation route. As such, the pavement should be extended to ensure that it overlaps the start of the pavement on the opposite side of the road and a suitable crossing point should be provided in accordance with chapter 1.5.2 of the DFT document. Strand Road – Harbour Bar	2	2	€5,000
2.1	The slopes on the pavements leading to the dropped kerbs at the entrance to the Castle Street Shopping Centre are considered to be excessive to allow easy access for wheelchair users. It should be noted that Section 5.1.5 of the NDA document recommends that the gradient should not exceed 1:20, but 1:20 is considered acceptable. These crossing points should be altered accordingly. In addition, please note that the kerb upstand heights should be reduced to ensure that they are no more than 6mm. In addition, suitable tactile paving should be provided at both crossing points and also within the pedestrian island as indicated in Figure 10 of Chapter 1.5.3.1 of the DFT document. Castle Street / Shopping Centre	4	1	€4,000
2.1	At the junction of Albert Avenue with Strand Road. Strand Road / Albert Avenue	2	1	€2,500
2.1	At the junction of Ravenswell Road with Castle Street. Note that it may be necessary to lower the height of the adjacent service covers on the north side of the crossing to ensure that there is not an excessively steep slope leading to the crossing point. Castle Street – Ravenswell Road	2	2	€2,200

2.1	One dropped kerb has been provided to identify a crossing point over Quinsborough Road adjacent to Carlisle Terrace. However, no provision has been made for a dropped kerb on the opposite pavement. Therefore, additional dropped kerbs should be provided and tactile paving should be inserted at both crossing points. Please note that it is recommended that additional markings are applied to the road surface in an effort to restrict cars blocking the crossing points, as indicated in Figure 6 of Chapter 1.5.2.2 of the DFT document. Quinsborough Road – Carlisle Terrace	2	2	€1,800
2.2	To the town side of the crossing over Strand Road adjacent to Quinsborough Road. Strand Road / Quinsborough Road	1	2	€600
2.2	On the north side of the crossing located on Florence Road close to the junction with Adelaide Road. Florence Road - Adelaide Road	1	2	€750
2.2	At one side of the road junction where James Connolly Square meets the Main Street. In addition please note that tactile paving should be provided as recommended within Section 1.5.2 of the NDA document. Main Street – James Connolly Square	2	1	€1,800
2.2	The dropped kerb on the east side of the junction of Adelaide Road with Quinsborough Road. Please note that tactile paving should be provided at both crossing points and laid in a suitable manner that will direct someone with impaired vision directly to the opposite crossing point. Indeed, in the circumstances, it is recommended that a new crossing point is provided further back from the junction in Adelaide Road. Quinsborough Road - Adelaide Road	2	2	€2,500
2.2	At the junction of Fairgreen Road with Lower Dargel Road. Please note that tactile paving should be provided at each crossing point as indicated in Chapter 1.5.2 of the DFT document. Lower Dargel Road / Fairgreen Road	2	3	€1,800
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 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:.			
2.4	At the junction of St Cronans Road with St Columcilles Terrace. It should be noted that as a result of the slope on the existing pavements this crossing point may be hazardous to wheelchair users. Therefore, discussions should be held with the Roads Department to determine whether it would be possible to level the pavement along this area to ensure that the maximum cross fall is no more than 1:50 taking into consideration that access is required to the adjacent parking spaces. Alternatively the crossing point could possibly be realigned and also regraded towards the corner of the road beside the adjacent shop. St Cronans Road - St Columcilles Terrace	2	2	€2,500
2.4	At the junction of "The Maltings" with Main Street. (When carrying out this work, please ensure that the height of the dropped kerb on the north side of the junction is no greater than 6mm). Main Street - The Maltings	2	2	€1,300
2.4	At the junction of Ardee Street with Lower Dargle Road. (Please ensure that the clear width of each crossing point is at least 900mm but preferably 1200mm in accordance with Section 5.1.5 of the NDA document). Lower Dargle Road / Ardee Street	2	3	€1,000
2.4	At the mid entrance to Duncairn Terrace form Quinsborough Road. Quinsborough Road - Duncairn Terrace	2	2	€1,000
2.4	At the junction of Dwyer Park with Castle Street. Castle Street / Dwyer Park	2	2	€1,000
2.4	At the junction of Sidmonton Avenue with Strand Road. Strand Road - Sidmonton Avenue	2	2	€1,000
2.4	At the junction of Lower Dargle Road with Castle Street. Note that careful consideration will be required to the layout of the tactile paving in the middle island as this leads to 2 separate pavements and should it not be laid in a proper manner, it may lead to confusing someone with impaired vision. Reference should also be made to Chapter 1.5.3.2 of the DFT document for further guidance on staggered pedestrian islands. Castle Street / Lower Dargle Road	6	1	€3,000

2.4	At the crossing points and the pedestrian island at the junction of the bus terminal with Quinsborough Road. Note that the dropped kerb on the west side of this crossing point should be reduced to ensure that the kerb has a maximum upstand of 6mm. In addition, it is also recommended that the pedestrian island is widened to at least 1800mm for the safety of pedestrians who require to wait for passing traffic. (Consideration should be given to widening the width of the dropped kerbs at each crossing point to a clear width of 1200mm, as recommended within Section 5.1.5 of the NDA document). Bray Railway Station	4	2	€3,000
2.4	At the junction of Eglinton Street with Florence Road outside the Dargle Medical Clinic. Eglinton Road - Florence Road	1	2	€500
2.4	Across Florence Road adjacent to its junction with Eglinton Road. Florence Road - Eglinton Road	2	2	€1,000
2.4	At the junction of Church Terrace with Main Street. Main Street - Church Terrace	2	2	€1,000
2.4	At the junction of Wyndham Park with Quinsborough Road and also over Quinsborough Road adjacent to Wyndham Park. Quinsborough Road / Wyndham Park	4	2	€2,000
2.4	At the crossroads located on Quinsborough Road at Galtrim Park and Eglinton Road. Please note that the pavement surface on the north east side of this crossing should be repaired and that the dropped kerb upstand have a maximum height of 6mm. In addition, please ensure that the tactile paving is laid in a suitable manner to ensure that the pattern will direct someone with impaired vision directly to the opposite crossing point, particularly at the north east junction between Quinsborough Road and Galtrim Park. In addition, please rectify the existing cross fall at this crossing as it can pose difficulties to wheelchair users. Quinsborough Road - Galtrim Park	8	1	€3,500
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	On the north side of the junction between St Patricks Square and Castle Street. Note that the tactile paving should be laid in a suitable manner to ensure that the pattern of the slabs will direct someone with impaired vision to the opposite crossing point. Castle Street - St Patricks Square	1	2	€600
2.4	At the crossing points and the pedestrian island at the junction of the bus terminal with Quinsborough Road. Note that the dropped kerb on the west side of this crossing point should be reduced to ensure that the kerb has a maximum upstand of 6mm. In addition, it is also recommended that the pedestrian island is widened to at least 1800mm for the safety of pedestrians who require to wait for passing traffic. (Consideration should be given to widening the width of the dropped kerbs at each crossing point to a clear width of 1200mm, as recommended within Section 5.1.5 of the NDA document). Quinsborough Road - Bus Terminal	4	2	€2,200
2.4	At the junction of Maitland Street with Lower Dargle Road. Lower Dargle Road / Maitland Street	2	3	€1,000
2.4	At either side of the lane at the side of the library on Eglinton Road. Eglinton Road - Library	2	2	€1,000
2.4	At either side of the private lane located on Main Street to the south of Florence Road. Main Street - Lane	2	1	€1,000
2.4	At the crossing located outside Colaiste Raithin on Florence Road. Florence Road - Colaiste Raithin	1	2	€500
2.4	At the junction of Parnell Road with Main Street. (Ideally this crossing point should be located approximately 1m from the radius kerbs as noted in the DFT document. However, please ensure that the crossing points have a minimum length of 1200mm on their line of crossing and that the tactile paving is laid in a suitable manner to ensure that the pattern on the slabs will direct someone with impaired vision directly across the road to the opposite crossing point. Main Street - Parnell Road	2	1	€1,200
2.4	At the junction of Carlisle Terrace with Quinsborough Road. Quinsborough Road - Carlisle Terrace	2	2	€1,000

2.5	The red coloured blister tactile paving provided at the crossing point on Quinsborough Road outside Guslo Italiano should be replaced with another colour as red normally signifies the provision of a controlled crossing point (refer to Section 5.1.4 of the NDA document). In addition tactile paving should also be provided at the opposite crossing point. Quinsborough Road	2	2	€1,000
3 Town CONTROLLED CROSSOVERS				
3.1	Red coloured blister tactile paving should be provided to 3 of the crossing points at the traffic lights at the junction of Main Street and Florence Road (both on the west side of Main Street and the other outside Bannan Jewellers). Please note that as the surrounding pavement area is also coloured red, it will be necessary to form a contrasting border around the tactile paving as noted in Chapter 1.5.1.1 of the DFT document. Main Street - Florence Road	3	1	€2,500
3.3	Audible signals should be fitted at the crossing points to and from the pedestrian island at the junction of Rathmore Terrace with Castle Street to assist those with impaired vision when crossing the road. Castle Street - Rathmore Terrace	6	2	€4,000
3.9	The existing stems of tactile paving from the crossing points at the junction of Main Street and Quinsborough Road should be extended in length to the back edge the respective pavements. It should be noted that these should be located on the right hand side of each crossing point as indicated as in Figure 3 of Chapter 1.5.1.2 of the DFT document. In addition, it should be noted that the drainage gully that is located at the crossing point from the Halifax Building Society may pose a trip hazard to someone with impaired vision or may pose a hazard to a wheelchair user. As such, this should be relocated out with the line of crossing, photo 654. In addition the service covers that are located on the opposite side of this junction could be coated with red coloured textured paint to highlight the crossing point to someone with impaired vision. However, it will be necessary to consult with the service provider before carrying out any such work. Main Street - Quinsborough Road	5	1	€3,500
3.9	The red coloured tactile paving provided on the east side of the pedestrian crossing on Castle Street leading to the Shopping Centre requires to be extended back to the building line. It should also be noted that referring to Figure 3 of Chapter 1.5.1.2 of the DFT document, the stem should be located in line with the right hand side of the crossing point. In addition, an additional slab is required on the left hand side of the crossing point to ensure an 800mm deep row of tactile paving is provided across the full length of the crossing. Castle Street	1	2	€600
4 Town UNCONTROLLED CROSSOVERS				
4.15	At the vehicular entrance to Duncairn Terrace from Quinsborough Road. Quinsborough Road - Duncairn Terrace	2	2	€1,000
4.15	At the entrance to the car park on Quinsborough Road. Quinsborough Road - Car Park	2	3	€1,200
4.15	Referring to chapter 1.5.4.2 of the DFT- Guidance on the use of tactile paving surfaces, tactile paving should be considered at a vehicular crossover on a pavement, leading into a car park, filling station, flats, etc. On this basis, it would be advisable to consider providing tactile paving at the following:.			
4.15	At the vehicular entrance to the private house that are located adjacent to Castle Garage on Castle Street. Castle Street / Castle Grange	2	2	€1,000
4.15	Due to the design of the vehicular entrance to the car park adjacent to Bray Railway Station, it will not be possible to provide meaningful tactile paving at this location at present. However, it may be possible to form angular sections at the end of each respective pavement and provide suitable tactile paving that will direct someone with impaired vision to the opposite crossing point. Bray Railway Station	2	3	€3,000
4.15	At the entrance to the Council Offices located on the Main Street. Please note that the surface of this crossing point is uneven in a number of places and also consists of a mixture of various types of surfaces. This may confuse someone with impaired vision or even act as a trip hazard. Therefore the necessary work should be carried out to ensure that the surface is the same across the entire length of the crossing point. Main Street - Council Offices	2	1	€2,500

5 Town PEDESTRIAN ISLANDS				
5.1	Refer to section 2.1 above. Throughout town		4	€0
5.3	It was noted that the provision of guard railings around the pedestrian island at the location of Rathmore Terrace and Castle Street was not in accordance with Figure 13 of Chapter 1.5.3.3 of the DFT document. It is therefore recommended that the Roads Department are consulted on this matter to determine if they are satisfied with the provision at this location. Where considered necessary additional railings should be erected. Castle Street / Rathmore Terrace	3	4	€0
7 Town 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 Town	8	4	€4,000
7.7	Dropped kerbs should be provided to allow a barrier free access route to the pavement from the pedestrian crossing point over Duncairn Terrace leading from Quinsborough Road. Please note that tactile paving should be provided as recommended in Section 1.5.2 of the DFT document at both sides of the crossing point. Duncairn Terrace	2	1	€1,800
7.7	The overgrowing bushes and trees at the top of Castle Street are extending over the public footpath and as a result pose a hazard to those with impaired vision. The branches should therefore be cut back up to a minimum height of 2.2 metres. Please notify the adjacent owners and request for the necessary work to be carried out. Castle Street	15m	4	€0
7.7	The upstand between the pavement and the pedestrian walkway across a level crossing should be replaced with a suitable ramped section as it currently poses a trip hazard to someone with impaired vision and may also act as an obstruction to a wheelchair user. Quinsborough - Railway Crossing	1	2	€250
7.7	As there is little colour contrast between the bollards that are located along the edge of Quinsborough Road with the surrounding areas it is recommended that colour contrasting bands are located around the top of them to highlight their existence particularly for the benefit of someone with impaired vision. Please refer to Section 5.3.4 of the NDA document for further details. Quinsborough Road	16	2	€300
7.7	The silver coloured traffic bollards that are located at the entrance to the Council Offices may not be clearly seen by someone with impaired vision. Therefore colour contrasting bands should be applied to the bollards as recommended in Section 5.3.4 of the NDA document. (General quantity specified). Main Street - Council Offices	40	2	€750
7.7	Additional brick paviours should be fitted around the circumference of the trees located along Quinsborough Road as the current situation may result in a trip hazard to someone with impaired vision. Alternatively, suitable metal guard railings could be fitted around the apertures. Quinsborough Road.	13	2	€7,500
7.7	Dropped kerbs should be provided to the vehicular entrance to the house located at the corner of Castle Street and Ravenswell Road as the current kerbs pose a trip hazard to someone with impaired vision or someone with an ambulant disability and also poses an obstacle to a wheelchair user. Castle Street - house at Ravenswell Road	2	2	€1,000
7.7	The temporary hoarding and protection barricades located on the Main Street between Florence Road and Quinsborough Road, should incorporate lighting, colour contrasting safety rails, etc as illustrated in Section 5.5 of the NDA document. It should be noted that this is the responsibility of the contractors and they should be advised accordingly. Main Street	1	4	€0

7.7	The silver bollards located between the pavement and the restaurants at the corner of Albert Avenue and Strand Road may not be easily seen by people with impaired vision. Therefore, contrasting coloured strips should be applied around the top of the bollards to make them more noticeable. (Please refer to Section 5.3.4 of the NDA document). Strand Road - Albert Road	14	2	€250
7.7	Suitable parking restrictions should be applied around the area of Bray Railway Station as it would appear that cars regularly block the pavements and crossing points. This will pose obstructions to wheelchair users and hazards to people with impaired vision and even those with an ambulant disability. Bray Railway Station	1	4	€0
7.7	The existence of 2 black coloured poles supporting a canopy outside the butchers on Main Street may not be easily identifiable to someone with impaired vision. Therefore, colour contrasting bands should be applied to the poles at a height of approximately 1500mm above ground level to highlight their location. In addition, the canopy may also pose a hazard to someone with impaired vision and as such the owner of the shop should be made aware of their responsibilities. Main Street - Butchers	2	4	€50
7.7	The canopy located outside T. Hayes Butchers on Florence Road could act as a hazard to someone with impaired vision. It is acknowledged that this is the responsibility of the shopkeeper and he should be duly advised of his responsibilities. Florence Road - Butchers	1	4	€0
7.7	It would appear that cars regularly block the circulation route along the pavement on Duncairn Terrace adjacent to the doctors surgeries and offices. This is likely to cause an obstruction to wheelchair users and pose a hazard to those with impaired vision or those with an ambulant disability. As such, measures should be taken to control car parking along this section of the pavement. In addition, it would appear that some of the pavement surfaces are uneven and are cracked and this also may pose difficulties to those with a disability. Therefore a survey should be carried out along the entire length of the pavement and all necessary repairs are carried out to ensure that it has a smooth trip free surface along its entire length. Duncairn Terrace.	2	4	€1,000
7.7	During the survey it was noted that 2 of the entrances to the park have restricted opening widths to allow easy access for wheelchair users. Firstly, at map reference 325882, 218743 the fence arrangement would not allow suitable space to manoeuvre a wheelchair. This should therefore be redesigned to say a gate arrangement as shown in Figure 11 of Section 5.3.5 of the NDA document. The other entrance at map reference 325882, 218743 may also be too tight as a result of a narrow pavement and a tight turning circle into a narrow entrance. As this is partly caused by the existence of a pedestrian safety barrier located at the side of the pavement, it may be more suitable to provide a wider entrance gate to allow a larger turning circle. However, consideration will be required to the type of gate provided as should it be constructed in iron it will be heavy and may be difficult to open. Therefore, consideration should be given to altering the entrance arrangement altogether at this location. Lower Dargle Road / Park Entrance	2	1	€3,000
7.7	The metal traffic bollards located along Florence Road may not be easily seen by those with impaired vision. As such, colour contrasting bands should be applied around the top of them to allow them to be more easily noticed. Please refer to Section 5.3.4 of the NDA document for further details. Florence Road	11	2	€250

7.7	The entrance to each weather shelter along the sea front consists of one large step of approximately 220mm. This will pose a barrier to wheelchair users and also may pose a hazard to someone with an ambulant disability or someone with impaired vision. As such, it would be appropriate to form a ramp at the side of each entrance to the shelter between the bottom of the outermost wall and the outermost part of the seats within the shelter themselves. Please note that a handrail should be provided along the side of the ramp as noted in item 8.9 below. In addition, the remaining section of step should be highlighted using a bright contrasting colour to highlight its location.	1	1	€5,000
	It should be noted that the ramped access to the rear of the shelters are too steep and considered too long to consider a suitable access. In any event a kerb upstand should be provided on the outer sides of the ramp and a handrail should be provided on both sides. In addition, handrails should be provided to the steps and a contrasting strip should be fitted to each stair nosing to highlight their location to someone with impaired vision. However, it is considered that should the front of the shelters be upgraded, as noted above, it will not be necessary to upgrade the rear entrances. (Please note that this does diminish the responsibility of the Council to provide a safe access route for everybody, to their premises). Sea Front			
7.7	The cracked pavement and the raised Eircom cover at the top of Castle Street currently pose a trip hazard to someone with impaired vision or someone with a disability and possibly poses an obstruction to a wheelchair user. Therefore, the pavement around the cover should be re-levelled to ensure that it provides a smooth trip free surface. Main Street.	2sqm	2	€500
7.10	It was noted that the pavement along the north side of Lower Dargle Road is only approximately 1200m wide and the location of the lampposts reduces this even further. However, a suitable pavement is provided on the opposite pavement which allows access to the local park and the houses further down the road. In the circumstances it is considered appropriate to apply colour contrasting bands onto the lampposts located at a height of approximately 1500mm above ground level to highlight the location to people with impaired vision. With respect to wheelchair access to the houses along this section of the road, the Council should carry out an assessment of need to determine whether suitable crossing points should be provided from the opposite pavement to any individual properties. Lower Dargle Road	4	2	€200
7.11	Armrests should be provided to some of the bench seats located within the park adjacent to Lower Dargle Road for the benefit of those with an ambulant disability. In addition, it is recommended that a 900mm sq of firm paving is located beside the seats which will allow a person in a wheelchair to sit with other people.	5	2	€5,000
	Ideally the Council should carry out an assessment of need to determine the number of benches that should be upgraded. For the purpose of this report, an allowance has been made for 5 seats. Please refer to Section 5.3.7 of the NDA document for further information. Lower Dargle Road			

8 Town VERTICAL CIRCULATION

8.1	Corduroy tactile surfacing should be provided at the top and the bottom of each set of stairs along the sea front as illustrated in Figure 7 of Section 5.2.2 of the NDA document. (Although the map reference refers to the most southerly set of stairs it is applicable to all the stairs along the sea front). Sea Front	6	2	€6,000
8.2	Handrails should be fitted to both sides of each flight of steps along the sea front in accordance with Figure 7 of Section 5.2.2 of the NDA document. Note that the handrails should be fitted at a height of between 840 and 900mm from the pitch line of the steps. Generally these should consist of a circular profile, have a diameter of between 45 and 50mm and have a suitable finish that contrasts in colour and luminance with the surroundings to allow them to be easily seen. Note that they should not be highly reflective. Sea Front	6	2	€10,000
8.5	The nosings on each flight of stairs along the sea front are not readily identifiable and may present a trip hazard to those with impaired vision therefore apply permanent colour contrasting to each nosing on all the steps as noted in Chapter 5.9.5 of BS8300 and Section 5.2.2 of the NDA document. Sea Front	6	2	€3,000

8.6	Corduroy tactile paving should be provided at the top and bottom of each ramp to allow access to the sea front as illustrated in Figure 7 of Section 5.2.2 of the NDA document. (Although this map reference refers to the ramp on the southerly part of the sea front this comment is applicable to all the ramps along the front. Sea Front	6	2	€6,000
8.8	A series of new ramps have been formed between the sea front and the footpath within the park area that is located behind it. It was noted that the ramp gradients vary along the sea front and some of these are in excess of the maximum recommended gradient of 1:12. however, considering the space available and the number of ramps along the front, it is considered that no further action is required in this instance, particularly if handrails are fitted to all the ramps as requested in item 8.9 below. Sea Front	6	4	€0
8.9	Handrails should be fitted to both sides of each ramp along the sea front. Note that the handrails should be fitted at a height of between 840 and 900mm above the slope of each respective ramp. Generally these should consist of a circular profile having a diameter of between 45 and 50mm and have a suitable finish that contrasts in colour and luminance with the surroundings to allow them to be easily seen. Sea Front	6	2	€10,000
8.9	A 75mm high kerb upstand should be fitted along the outside of the ramp located between the sea front and the North Prom car park as illustrated in Figure 7 of Section 5.2.2 of the NDA document. Sea Front - North Prom Car Park	1	2	€500
10 Town Car Parking				
10.2	The 3 designated car parking spaces provided on Quinsborough Road should be marked out as illustrated in Figure 13 of Section 5.4.2 of the NDA document. In particular, please note that this should consist of a transfer zones to the rear of each car parking space, having a minimum widths of 900mm. Quinsborough Road	3	2	€1,000
10.2	The designated car parking spaces provided on Duncairn Terrace at the FBS Employment Centre should be marked out in accordance with Figure 13 of Section 5.4.2 of the NDA document. Note that this requires a suitable transfer space at the rear of each parking space and provision should be made for dropped kerbs to allow access between the transfer space and the adjacent pavement. In addition, suitable signage should be erected to highlight the location of the designated car parking spaces. Duncairn Terrace	2	2	€2,500
10.2	The designated car parking space provided on Main Street adjacent to Scott's Hardware Store should be marked out and dimensioned as illustrated in Figure 13 of Section 5.4.2 of the NDA document. Note that a dropped kerb should be provided at the rear transfer space to the adjacent pavement. In addition the sign post indicating the location of the parking space should be turned around to ensure that the sign can be easily seen from the road. Main Street	1	1	€1,000
10.3	A dropped kerb should be provided at the rear transfer area from the designated car parking space provided on Quinsborough Road outside "Auto Trailer Parts". Quinsborough Road	1	2	€750
10.7	There are approximately 80 general car parking spaces provided within the North Prom Car Park. Referring to Section 5.4.1 of the NDA document the car park should consist of at least 5 designated spaces that are suitable to people with a disability for such a capacity. Please note that the spaces should be marked out as illustrated in Figure 13 of the NDA document. The designated spaces should be provided as close to the entrance as possible on a smooth surface. Suitable high level signage (incorporating international symbol for access) should accompany the designated spaces to highlight their location and to help limit misuse. North Prom Car Park	5	1	€5,000