



EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
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Use Type: Town Centre **Auditor:** K Craig **Date of Audit:** 01/01/2008
Capita Ref: 004 **Name:** Bray Town Centre **Address:** Co. Wicklow
 Ireland

Section 1: Town GENERAL ACCESS AND CIRCULATION

REF:	1.1	QUESTION:	Are general circulatory routes clearly marked out?	Y/N:	No
326940	218869	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).	Quinsborough Road - Railway Crossings	4	1,2,3,4,5 2 €3,500
		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).			
327352	218187	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	6 4 €5,000
		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

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 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:			

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326056	219098	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	7	2	€2,000
326927	218865	At the entrance to Bray Wanderers Football Club on Quinsborough Road.	Quinsborough Road	15sqm	8	3	€750
327384	218120	Along the south side of the sea front in close proximity to the car park.	Sea Front	25sqm	9	3	€3,500
REF: 1.3		QUESTION: Are routes kept free of snow, ice and fallen leaves?					Y/N: Yes
REF: 1.4		QUESTION: Are there sufficient forms of accessible transport which provide access to the main roads throughout the town centre?					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 Town	8		4	€8,000
		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).					

Section 2: Town 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:					
326354	218892	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	10	2	€2,200

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326223	218970	<p>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.</p> <p>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.</p>	Castle Street / Shopping Centre	4	11	1	€4,000
326143	219001	Between St. Columcilles Terrace and Castle Street.	Castle Street- St. Columcilles Terrace	2	12	2	€2,500
326123	218854	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	13	3	€2,500
326376	218843	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	14,15,16,17	2	€3,000
326353	218529	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	18	1	€2,500
326773	218813	<p>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.</p> <p>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.</p>	Quinsborough Road – Carlisle Terrace	2	19	2	€1,800

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326883	219072	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	20	2	€5,000
326955	219034	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	21,22	1	€2,500
326976	218863	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	23	1	€2,500
327115	218625	At the junction of Albert Avenue with Strand Road.	Strand Road / Albert Avenue	2	24	1	€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 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:					
326865	218704	On the north side of the crossing located on Florence Road close to the junction with Adelaide Road.	Florence Road - Adelaide Road	1	25	2	€750
326020	218837	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	26	3	€1,800
326319	218480	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	27	1	€1,800
326841	218823	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	28	2	€2,500

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327013	218880	To the town side of the crossing over Strand Road adjacent to Quinsborough Road.	Strand Road / Quinsborough Road	1	29,30	2	€600
REF: 2.3		QUESTION: Is the surface slip resistant?					Y/N: Yes
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:					
326944	218718	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	31	2	€3,000
326097	219041	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	32	2	€600
326307	218934	At the junction of Dwyer Park with Castle Street.	Castle Street / Dwyer Park	2	33	2	€1,000
326332	218883	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	34	1	€3,000
326585	218674	At the junction of Eglinton Street with Florence Road outside the Dargle Medical Clinic.	Eglinton Road - Florence Road	1	35	2	€500
326586	218710	At either side of the lane at the side of the library on Eglinton Road.	Eglinton Road - Library	2	36	2	€1,000
326706	218676	At the crossing located outside Colaiste Raithin on Florence Road.	Florence Road - Colaiste Raithin	1	37	2	€500
326585	218674.	Across Florence Road adjacent to its junction with Eglinton Road.	Florence Road - Eglinton Road	2	38	2	€1,000

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325932	218784	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	39	3	€1,000
325963	218801	At the junction of Maitland Street with Lower Dargle Road.	Lower Dargle Road / Maitland Sreet	2	40	3	€1,000
326382	218765	At the junction of Church Terrace with Main Street.	Main Street - Church Terrace	2	41	2	€1,000
326366	218604	At either side of the private lane located on Main Street to the south of Florence Road.	Main Street - Lane	2	42	1	€1,000
326286	218407	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	43	1	€1,200
326365	218835	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	44	2	€1,300
326897	218826	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	45	2	€2,200
326775	218828	At the junction of Carlisle Terrace with Quinsborough Road.	Quinsborough Road - Carlisle Terrace	2	46	2	€1,000
326669	218808	At the mid entrance to Duncairn Terrace form Quinsborough Road.	Quinsborough Road - Duncairn Terrace	2	47	2	€1,000
326568	218784.	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	48,49,50	1	€3,500
326689	218810	At the junction of Wyndham Park with Quinsborough Road and also over Quinsborough Road adjacent to Wyndham Park.	Quinsborough Road / Wyndham Park	4	51	2	€2,000

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326138	218997	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	52	2	€2,500
327148	218533	At the junction of Sidminton Avenue with Strand Road.	Strand Road - Sidminton Avenue	2	53	2	€1,000
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: No
326623	218785	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	54	2	€1,000
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 CONTROLLED CROSSOVERS							
REF: 3.1		QUESTION: Is the blistered tactile paving at controlled crossings red?					Y/N: No
326383	218638	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	55	1	€2,500
REF: 3.2		QUESTION: If the footway is also red, is there a contrasting border of 150mm wide around the tactile surface?					Y/N: N/A
REF: 3.3		QUESTION: Are there any audible signals at controlled crossovers?					Y/N: No
326062	219080	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	56,57	2	€4,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		REF: 3.4	QUESTION: Has red material been avoided in the vicinity of a controlled crossing?				Y/N: Yes
		REF: 3.5	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
		REF: 3.6	QUESTION: At all other controlled crossings is a depth of 800mm been provided?				Y/N: Yes
		REF: 3.7	QUESTION: Is the back edge of tactile paving at right angles to the direction of crossing				Y/N: Yes
		REF: 3.8	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: N/A
		REF: 3.9	QUESTION: Is the stem of the tactile paving 1200 wide and extends to the building line where possible?				Y/N: No
326288	218952	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	58	2	€600
326384	218750	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	59,60,61	1	€3,500
		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

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		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: N/A
		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: N/A
		REF: 3.14	QUESTION: When pedestrian refuges are part of a crossing, do splitter islands have suitable blister surfaces and railings to safely direct visually impaired persons to the opposite crossing point on the island?				Y/N: N/A
Section 4: Town 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: Yes
		REF: 4.5	QUESTION: Are crossings at side roads inset into the side road, approx 1000mm beyond the radius kerb?				Y/N: Yes
		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 have suitable blister surfaces and railings to safely direct visually impaired persons to the opposite crossing point on the island?				Y/N: N/A
		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: Yes

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		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: N/A
		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 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:					
326944	218718.	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	62	3	€3,000
		At the vehicular entrance to the private house that are located adjacent to Castle Garage on Castle Street.	Castle Street / Castle Grange	2	63	2	€1,000
326313	218439	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	64	1	€2,500
326505	218777	At the entrance to the car park on Quinsborough Road.	Quinsborough Road - Car Park	2	65	3	€1,200
326640	218817	At the vehicular entrance to Duncairn Terrace from Quinsborough Road.	Quinsborough Road - Duncairn Terrace	2	66	2	€1,000
Section 5: Town PEDESTRIAN ISLANDS							
		REF: 5.1	QUESTION: If the pedestrian island has a depth less than 2000mm, has the surface been laid out across the full width set back from the kerb?				Y/N: No
		Refer to section 2.1 above.	Throughout town			4	€0
		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: N/A

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		REF: 5.3					Y/N: No
		QUESTION: When guardrails are provided on pedestrian islands, is the tactile paving installed to a depth of 800mm?					
326062	219080.	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	56,57	4	€0
		REF: 5.4					Y/N: N/A
		QUESTION: Are signal boxes on pedestrian islands installed in line with guard railing?					
		REF: 5.5					Y/N: Yes
		QUESTION: Has the tactile paving been installed 150mm from the carriageway?					
Section 7: Town HORIZONTAL CIRCULATION							
		REF: 7.1					Y/N: N/A
		QUESTION: Have guidance path surfaces been used sparingly to guide people around obstacles?					
		REF: 7.2					Y/N: N/A
		QUESTION: Do the bars run in the direction of pedestrian travel?					
		REF: 7.3					Y/N: No
		QUESTION: Have information surfaces been used to draw attention to amenities such as phone kiosk, post boxes, or information points?					
		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
		REF: 7.4					Y/N: N/A
		QUESTION: Are information surfaces level with the surrounding footway?					
		REF: 7.5					Y/N: N/A
		QUESTION: Does the surface extend the full width of the amenity or 800mm, whichever is greater?					
		REF: 7.6					Y/N: N/A
		QUESTION: Does a space of 400mm exist between the amenity and surface?					

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REF: 7.7		QUESTION: Are pedestrian routes free of hazards?					Y/N: No
326944	218718..	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	31	4	€0
326073	219097.	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	67	4	€0
326334	218910	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	68	2	€1,000
326612	218811	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	79	1	€1,800
326702	218828.	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	70	4	€1,000
326515	218649	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	71	2	€250
326423	218649.	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	72	4	€0

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
325882	218743	<p>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.</p> <p>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.</p>	Lower Dargle Road / Park Entrance	2	73,74,75	1	€3,000
326376	218698	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	76	4	€0
326358	218573	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	77	4	€50
326313	218439.	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	64	2	€750
326073	219097	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	78	2	€500
326929	218860	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	1	2	€250

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS	
326410	218760	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	79	2	€300	
326720	218807	Additional brick pavements 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	80,81,82	2	€7,500	
327314	218258	<p>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.</p> <p>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).</p>	Sea Front	1	83,84	1	€5,000	
327109	218639	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	85	2	€250	
REF: 7.8	QUESTION:	Does the lighting installation take into account the needs of people with visual impairments?					Y/N:	Yes
REF: 7.9	QUESTION:	Are junctions between different surfaces smooth to ensure that they do not present a tripping hazard or cause visual confusion?					Y/N:	Yes

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS	
REF: 7.10		QUESTION: Are pedestrian routes a minimum of 1800mm wide?					Y/N:	No
326158	218859	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	86	2	€200	
REF: 7.11		QUESTION: Is suitable seating provided at regular intervals?					Y/N:	No
326000	218800	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. 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	5	87	2	€5,000	
REF: 7.12		QUESTION: Is general circulation available to all areas by way of accessible routes?					Y/N:	Yes
REF: 7.13		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 8: Town VERTICAL CIRCULATION

REF: 8.1		QUESTION: Is the location of any steps clearly indicated by use signage/colour contract/texture/lighting?					Y/N:	No
327351	218173	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	88,89	2	€6,000	

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS	
REF: 8.2		QUESTION: Do any steps have a handrail to both side(s) and does it extend 300mm beyond the top and bottom of any flight?					Y/N:	No
327351	218173.	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	88,89	2	€10,000	
REF: 8.3		QUESTION: Is any level change clearly lit?					Y/N:	Yes
REF: 8.4		QUESTION: Are treads and risers uniform?					Y/N:	Yes
REF: 8.5		QUESTION: Are nosings identifiable?					Y/N:	No
327351.	.218173.	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	88,89	2	€3,000	
REF: 8.6		QUESTION: Is the location of any ramp clearly indicated by use signage/colour contract/texture/lighting?					Y/N:	No
327384	218120.	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	21,88,90,91,92, 93,94	2	€6,000	
REF: 8.7		QUESTION: Are steps available as an alternative to any ramp or ramped surface?					Y/N:	N/A
REF: 8.8		QUESTION: Have all ramps got a suitable gradient in respect to their length?					Y/N:	No
327271	218361	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	21,88,90,91,92, 93,94	4	€0	

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
REF: 8.9		QUESTION: Do any ramps have a handrail to both side(s) and does it extend 300mm beyond the top and bottom of any flight?				Y/N: No	
327384	.218120.	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	21,88,90,91,92,93,94	2	€10,000
327024	218936	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	21	2	€500

Section 10: Town Car Parking

REF: 10.1		QUESTION: If required, are there any accessible parking spaces provided?				Y/N: Yes	
REF: 10.2		QUESTION: Are on street accessible bays provided in a safe location and of an appropriate size?				Y/N: No	
326598	218812	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	95	2	€2,500
326341	218559	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	96	1	€1,000
326545	218781	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	97	2	€1,000
REF: 10.3		QUESTION: Does the accessible bay have a drop kerb to the rear to allow disabled motorists access to the walkway?				Y/N: No	
326598	218785.	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	98	2	€750

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
	REF: 10.4	QUESTION: Is the accessible car parking surface even and free from loose stones?					Y/N: Yes
	REF: 10.5	QUESTION: Are accessible bays adequately lit?					Y/N: Yes
	REF: 10.6	QUESTION: Are accessible bays adequately signed?					Y/N: Yes
	REF: 10.7	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)					Y/N: No
327024	218936.	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	99	1	€5,000