

CAPITA SYMONDS

Project: Cork CC Accessibility Audits

Job No: 027821



Wicklow County Council
COMHALAIS CHONTAE CHIL MHAINTAIN

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
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Use Type: Town Centre

Auditor: K Craig

Date of Audit: 25/03/2008

Capita Ref: 002

Name: Greystones Town Centre

Address: Co. Wicklow

Section 1: Town GENERAL ACCESS AND CIRCULATION

REF: 1.1		QUESTION: Are general circulatory routes clearly marked out?		Y/N:	No		
329410	212802	<p>It was noted that no pavement has been provided on Beach Road. As this is a fairly narrow twisting road, it is considered that it may not be practical to form a pavement or a general pedestrian circulation route in the current circumstances. However, depending on the final design of the adjacent harbour development, it may be possible to incorporate a pavement should enough space be made available.</p> <p>However in the circumstances, considering that the existing road mainly serves private residential houses, the Council should carry out an assessment of need to determine whether any further action is required in this instance.</p>	Beach Road	1	1	4	€0

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
329556	212221	<p>No pavement is provided at the bottom of Hillside Road towards its junction with Church Road. This is considered to pose a hazard to wheelchair users and those with impaired vision particularly should they wish to access the new shops that have been erected within this area of the town. Therefore, a new pavement should be provided between Church Road and the shops. This should be constructed in accordance with Sections 5.1.2 and 5.1.3 of the NDA document. As this road is fairly narrow in this area, the Roads Department should be consulted to determine the best course of action to control the flow of traffic.</p> <p>Careful planning is also required to determine the best way of providing suitable access to the pavement along the front of the new units, suitable for wheelchair users and those with impaired vision. Please note that any road crossing points should be formed in accordance with Chapter 1.5.2 of the DFT Guidance on the use of Tactile Paving Surfaces (refer to item 2.1 below).</p> <p>Should the Roads Department consider that it will not be possible to form a pavement, suitable steps should be taken to control the speed of traffic within this area and also erect suitable signage to warn motorists of the possibility of pedestrians walking along the road surface. In addition, the road surface at the shops should be improved by in-filling all potholes and a suitable dropped kerb should be provided outside "Giorgio's". However, please note that this course of action should only be used as a last resort, particularly as there is such a steep incline between the road surface and this section of pavement along the front of the shops.</p>	Hillside Road	30m	2	1	€10,000
329781	212090	The formatting of the existing directional signage located at the junction of Killincarrick Road with Mill Road should be altered to allow it to be more easily read by someone with impaired vision. Please refer to Sections 8.2.1 and 8.2.2 of the NDA 'Building for Everyone' document and also BS8300:2001 Tables 5 & 6 for further information.	Killincarrick Road	1	3	2	€800
329881	211696	The road sign indicating the County Council Offices located on Mill Road opposite the junction with Charlesland Road should be turned round to ensure that it points towards the Council buildings.	Mill Road – Council Offices	1	4	4	€100
329754	212224	Discussions should be held with the Railway service provider to determine the best course of action to be taken to allow access to the south-bound railway tracks, located on the opposite side of the rail track from the town centre, for someone with a disability.	Railway Station	1	5	4	€0
		There is a lack of street name plates throughout the town. This can pose difficulties in locating specific roads. Therefore a full survey of the town should be carried out of the town by the Roads Engineer and suitable signage should be erected at all street junctions (a nominal quantity has been provided in this instance)	Throughout town	20	4		€2,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
329599	212791	<p>Temporary hoardings have been provided along the side of the ongoing harbour development works, on the pavement of Victoria Road. Traffic cones have been provided along the side of the road to form a temporary pedestrian circulation route, which incorporates a narrow section of the pavement and part of the road surface. As a result, the walkway is totally unsuitable for a wheelchair user and they are forced onto the road at this location. In addition, the temporary route could also pose a hazard to those with impaired vision, or those with an ambulant disability. Additional hazards are posed by the poor condition of the pavement at this area and also a lamp post, which restricts the general circulation route.</p> <p>Considering the extent of the development works, it is expected that the duration of the project will be long-term and, as such, a suitable provision should be made to allow a suitable, clear unobstructed barrier free circulation route in this area, particularly as there is no pavement on the opposite side of road. Therefore, temporary works should be carried out to widen the pavement at the existing lamppost (on the bend in the road), the pavement should be resurfaced in this area albeit with a temporary surfacing and the pavement should gently slope down onto the general circulation route that has been formed, to provide a barrier free access route for all. In addition, consultation should take place with the Roads Department to determine whether the traffic cones will provide a suitable safe circulation route under the circumstances or whether a more robust structure should be provided between the walkway and the public road.</p> <p>2 – 329, 330 – 1 - €1200</p>	Victoria Road – Harbour Development	2	6,7,8	1	€1,200
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REF: 1.2		QUESTION:	Are circulation routes suitably surfaced, and slip resistant?			Y/N:	No
<p>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:</p>							
329257	212479	The damaged pavement surface on Church Road between La Touche Place and Church Lane.	Church Road	8sqm	9	2	€1,000
329211	212523	At the entrance to the Greystones Nursing Home located on Church Road. In addition, the pavement should be regarded to ensure that it is free of puddles at this location.	Church Road – Greystones Nursing Home	2sqm	10	2	€600
329123	212659	At the entrance to the Scout Hall located on Church Road.	Church Road – Scout Hall	1sqm	11	2	€200
329600	212228	The damaged section of pavement on Church Road outside the Klasse Clothes Shop.	Church Road/Klasse Clothing	20sqm	12	1	€2,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
329545	212755	Along the south side of the pavement on Cliff Road, opposite the new harbour development and also at the vehicular entrance to the buildings at the end of this row of houses. Please note that this has been given a lower priority as this pavement solely provides access to the local houses. Therefore the Council should carry our an assessment of need to determine when the work should be carried out. However it should be stressed that this report solely relates to disabled access and not the general responsibilities for the maintenance and upkeep of the general roads and pavements within the town.	Cliff Road	2	13,14	3	€600
329813	212501	At the pavement adjacent to the north side of the school grounds on Excalibur Drive. (Please note that the bushes overgrowing the pavement adjacent to this location should also be cut back as they currently pose an obstruction to both wheelchair users and those with an ambulant disability and also pose a hazard to those with impaired vision.	Excalibur Drive / School	3sqm	15	1	€600
329686	212321	Alongside the railway lines that run along adjacent to La Touche Road.	La Touché Road	30sqm	16	2	€4,000
329680	212338	Outside Kimberley House on La Touche Road.	La Touché Road / Kimberley House	1sqm	17	2	€150
329603	212548	Outside the first house on Marine Terrace from Kimberley Road.	Marine Terrace	8sqm	18	2	€900
329818	212043	The sunken cracked pavement outside the café on Mill Road.	Mill Road	3sqm	19	2	€500
329533	212635	The damaged section of pavement and edged kerbing along Trafalgar Road between Marine Terrace and Sidmorton Road.	Trafalgar Road	10sqm & 16m resp	20	1	€3,000
329504	212711	Along the pavement outside "Imagine Photography", which is located on Trafalgar Road.	Trafalgar Road – "Imagine Photography"	10sqm	21	2	€500
329106	212744	Along the section of pavement adjacent to the Centra Shop on Victoria Road. In addition, please note that all the loose stones that have been spread over the pavement surface should also be removed as they could pose a slip hazard to someone with an ambulant disability or a trip hazard to someone with impaired vision. Please ensure that all bushes within this area are regularly maintained to ensure that they do not spread across the pavement and block the general circulation route.	Victoria Road – Centra	3	22,23	2	€600
329378	212798	The dropped pavement level around the manhole outside No's 1 – 8 Harbour View on Victoria Road should be repaired and brought up to a level surface matching that of the adjacent pavement, as it currently poses a trip hazard to someone with impaired vision.	Victoria Road – Harbour View	1sqm	24	2	€500

REF: 1.3

QUESTION: Are routes kept free of snow, ice and fallen leaves?

Y/N: Yes

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
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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
	However, it was noted that some of the bus stops throughout the County 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).	10 4 €10,000

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 throughout the town 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 greater benefit for those with a disability).	.					
	The locations that require remedial work are:						
329329	212436	During the survey it was noted it would appear that a crossing point has been highlighted on Church Road between Church Lane and Bellview Road. However, to access the crossing point it is necessary to step up a kerb, walk over a grass verge and step down onto the road surface. This would obviously not be possible for an unassisted wheelchair user to access the crossing point and the location of the crossing point would not be evident to someone with impaired vision. Therefore, should this be a designated crossing point, the grass verges should be removed and suitable level access should be provided to the crossing points and also include a suitable provision for tactile paving (further guidance should be sought from the Roads Department on this matter).	Church Road	2	25	2	€10,000
329687	212165	It is considered that a crossing point should be provided across Church Road to allow access to the Meridian Shopping Centre. Consultation should be carried out with the Roads Department to determine whether this would be feasible and whether it should consist of a controlled or an uncontrolled crossing point.	Church Road – Meridian Point	1	26	1	€10,000
329082	212734	At the junction of Victoria Road with Church Road.	Church Road – Victoria Road	2	27,28	2	€3,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
329684	212591	Across Excalibur Drive close to the junction with Kimberly Road outside Carraig Eden.	Excalibur Drive – Kimberly Road	2	29	1	€2,500
329804	212240	At the junction of Kimberley Road with Excalibur Drive. It should be noted that there are a number of service covers within the vicinity of this junction and also that the pavement between Kimberley Road and the railway station is fairly narrow. As a result, it may not be practical or possible to form a crossing point on the junction itself. In the circumstances it may be appropriate to form the crossover at a location of approximately 10m back from the junction itself. In addition/alternatively, a crossover could be provided on Excalibur Drive, further round the bend from this location, adjacent to the grass area overlooking the cliffs (photo 367). (NB – Should the second crossing point be formed, the Council should carry out an assessment of need to determine whether or not a crossover point should be located within Kimberley Road as noted above, as the latter crossing point will provide an alternative route of access).	Kimberley Road / Excalibur Drive	4	30,31	2	€5,000
329756	212223	Across La Touche Road adjacent to the railway station.	La Touche Road – Railway Station	2	32	1	€2,500
329636	212394	Across La Touche Road to allow a barrier free access route to the car parking spaces opposite the church and also the adjacent seating area. Note that it may be necessary to provide suitable road markings at the crossing points, as illustrated in Figure 6 of Chapter 1.5.2.2 of the DFT document, to discourage cars blocking the crossing point. Note that the crossing point should be located away from the radius kerbs to ensure that there will not be an excessive cross-fall.	La Touche Road / Trafalgar Road	2	33	2	€2,500
329781.	.212090	At the junction of Killincarrick Road with Mill Road. Please note that it will be necessary to relocate the existing lamppost that is located directly in line of this crossing point, as it currently poses an obstruction to a wheelchair user and a hazard to someone with impaired vision.	Mill Road – Killincarrick Road	2	34	1	€4,000
329527	212658	At the junction of Sidmorton Road with Trafalgar Road. Note that crossovers should generally be located 1m from the radius kerbs. However, in this instance, it is considered that this will not be practical due to the narrow widths of the existing pavements. As such, the drops can be formed on the radius kerbs, however, please ensure that the crossing points are suitably designed and that there will not be any cross falls at the corners of the pavements. In addition, the tactile paving should be suitably laid to ensure that the pattern will lead someone with impaired vision directly to the opposite crossing point.	Trafalgar Road – Sidmorton Road	2	35	1	€2,500
329585	212537	At the junction of Marine Terrace with Trafalgar Road.	Trafalgar Road / Marine Terrace	2	36		

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		REF: 2.2 QUESTION: Are all crossovers flush with the carriageway?				Y/N: No	
		<p>There are a number of locations where dropped kerbs have been formed at crossing points, but it is considered that due to the height of the kerb upstands, they could result in an obstacle to a wheelchair user, or a trip hazard to someone with impaired vision, or who may have an ambulant disability. Note that the NDA recommends a maximum 20mm upstand, whilst other documents recommend a preferred 6mm upstand; the lower the upstand, the easier it is for someone with a disability to pass over it.</p> <p>Locations that give rise for concern are:</p>					
329217	212494	At the south side of the junction between Church Lane and Church Road. Please note that suitable tactile paving should be provided at both sides of the crossing point and laid in a suitable manner to ensure that the pattern on the tactile paving will direct someone with impaired vision to the opposite crossing point.	Church Road – Church Lane	2	37	1	€1,800
329184	212567	At the south side of the junction of Churchgate Avenue with Church Road. In addition, suitable tactile paving should be provided as recommended in Chapter 1.5.2 of the DFT document.	Church Road – Churchgate Avenue	2	38	2	€1,800
329588	212241	At the north west side of the junction between Hillside Road and Church Road. Please note that tactile paving should also be provided at each crossing point as indicated in Chapter 1.5.2 of the DFT document and should be laid in a suitable manner to ensure that the pattern on the slabs will direct someone with impaired vision to the opposite crossing point.	Church Road – Hillside Road	2	39	2	€1,800
329587	212367	Across La Touche Place to allow access between the shops and also to the wider section of pavement over the railway bridge.	La Touche Place	2	40	1	€2,500
.329580	.212367	A dropped kerb should be provided on the east side of the junction of La Touche Close with La Touche Place. Please note that tactile paving should be provided to both sides of the junction in accordance with Chapter 1.5.2 of the DFT document. In addition, please note that a colour contrasting reflective strip should be applied to the adjacent traffic bollard for the benefit of those with impaired vision.	La Touche Place – La Touche Close	2	41	1	€1,800
329807	212072	At the west side of the crossing point over Mill Road, adjacent to Killincarrick Road. Indeed it should be noted that as a result of the down slope from the adjacent road surface, it may be of greater advantage to form "a bridge" between the road and the adjacent pavement across the road drainage channel. In addition the shrubs on the other side of the crossing point should be regularly maintained to ensure that they do not grow onto the general circulation space and therefore block the passage for a wheelchair user.	Mill Road – Killincarrick Road	2	42,43	1	€1,500
		In addition, please note that suitable tactile paving should be provided at both crossing points as noted in Section 1.5.2 of the DFT document.					

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
329272	212803	At the west side of the road crossing prior to the railway bridge on Victoria Road. Note that the owner of the trees adjacent to this crossing point should be advised that the bushes should be regularly cut to ensure they do not encroach onto the pavement and pose a hazard to someone with impaired vision or a wheelchair user.	Victoria Road – Railway Bridge	1	44	2	€500
		REF: 2.3	QUESTION: Is the surface slip resistant?			Y/N: No	
.329603	.212548	The damaged dropped kerb sections at the junction of Kimberley Road with Marine Terrace should be repaired as they currently pose a trip hazard to someone with impaired vision and an obstacle to a wheelchair user. Note that suitable tactile paving should be provided at both sides of the crossing in accordance with Chapter 1.5.2 of the DFT document. Note that it may also require the existing adjacent service covers to be lowered in height to allow a suitable gradient to the dropped kerb sections.	Kimberley Road – Marine Terrace	2	45	2	€2,500
329492	212720	The road surface at the newly formed crossing point at the foot of Trafalgar Road, close to its junction with Victoria Road, should be brought up to a level surface across the full width of the crossing point. Note that this should have a smooth finish to reduce the risk of a tripping hazard.	Trafalgar Road	1	46	2	€200
329237	212784	The side of the road at the pedestrian crossing on Victoria Road should be completed and brought up to a smooth surface to assist wheelchair users and be less of a trip hazard to someone with impaired vision.	Victoria Road	2	47	2	€500
329089	212740	All debris should be removed from the side of the road at the crossing point on Victoria Road near its junction with Rathdown Road. Note that a suitable surfacing should be provided at these locations.	Victoria Road – Rathdown Road	2	48	1	€400
		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:					
329753	211964	At the junction of Whitshed Road with Burnaby Road. Please note that the condition of this crossing point should be maintained to ensure that there is no build up of silt and mud on the north side of this junction.	Burnaby Road – Whitshed Road	2	49	2	€1,000
329501	212320	At the pedestrian crossing point on Church Road between Bellview Road and La Touché Place.	Church Road	2	50	2	€1,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
329687	212178	At the entrance to the dental surgery adjacent to "Bochelli" restaurant on Church Road. In addition, please note that the service covers located on the crossing should be level as they presently pose a trip hazard to someone with impaired vision and also pose a hazard to a wheelchair user. Please ensure that the tactile paving is suitably laid to direct someone with impaired vision directly to the opposite crossing point.	Church Road – Bochelli	2	51		
329584	212254	At the entrance to the lane adjacent to the coffee shop on the north west outskirts of the town centre. Note that the drop in the pavement at the coffee shop is considered to be excessively steep and should be levelled out to a maximum of 1:12 gradient.	Church Road – Coffee Shop	2	52	2	€2,000
329687.	212165.	At the entrance to the Meridian Point Shopping Centre, off Church Road. Please ensure that the height of the dropped kerbs at this location are no greater than 6mm.	Church Road – Meridian Point	2	24	1	€1,500
329730	212046	At the junction of Burnaby Road with Killincarrick Road. Please note that due to the angle of the footpath leading from the park to this road junction, the tactile paving should be laid in a suitable manner to ensure that the pattern on the paving will direct someone with impaired vision directly to the opposite crossing point.	Killincarrick Road / Burnaby Road	2	53	2	€1,000
329846	212003	At the time of survey it was difficult to determine whether the raised speed bump located on Mill Road, adjacent to the middle of the park, has been intended to be a designated crossing point. In any event this would certainly improve the general circulation route throughout this area of the town and, as such, tactile paving should be provided at either side of the road. However, it would appear that cars regularly park in this area and as such it is recommended that additional road markings are applied to the road surface to deter motorists blocking this crossing point, as illustrated in Figure 6 of Chapter 1.5.2.2 of the NDA document.	Mill Road – Park	2	54	3	€1,000
329889	211673	At the junction of Charlesland Road with Mill Road, adjacent to the Council Offices.	Mill Road / Charlesland Road	2	55	2	€1,000
329606	212484	At the road crossing opposite Greystones Presbyterian Church on Trafalgar Road.	Trafalgar Road – Church	2	56	2	€1,200
329573	212539	At the junction of the lane opposite Marine Terrace with Trafalgar Road. Note that the dropped kerb on the south side of this junction should be made level with the vehicular crossover.	Trafalgar Road / Marine Terrace	3	57	2	€1,000
329417	212789	At the junction of Beach Road with Victoria Road. Please note that the road surface in the area of the line of crossing is damaged and uneven in a number of locations. Therefore the road should be repaired as necessary to ensure a smooth, trip free surface. In addition, please ensure that the dropped kerb upstand adjacent to the new harbour development is no greater than 6mm.	Victoria Road / Beach Road	3	58	2	€1,400

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
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	
329129	212641	At both sides of the crossing point provided in Church Road adjacent to the house named "Kennelworth". In addition, it should be noted that the anti-skid surface at the crossing point is badly damaged and is in need of either resurfacing or repaired, as it currently poses a trip hazard to someone with impaired vision and an obstruction to a wheelchair user.	Church Road – Kennelworth	3	59	2	€1,500
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: Yes	
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: Yes	
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: Yes	

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
REF: 3.9		QUESTION: Is the stem of the tactile paving 1200 wide and extends to the building line where possible?				Y/N: No	
.329621	.212228	It should be noted that the stems extending from the pelican crossing on Church Road should be in line with the right hand side of each respective crossing point, as illustrated in Figure 3 of Chapter 1.5.1.2 of the DFT document. In addition, these stems should extend across the full width of the pavement to the adjacent building line.	Church Road	2	60	1	€2,000
		With regards to the crossing point on the north east side of the road, it is essential that the stem is relocated and extended past the existing lamppost that is located in the middle of the pavement. Ideally the pole should be relocated clear of the crossing point, however in the meantime, a reflective colour contrasting band should be applied to the pole at a height of 1500mm above the ground level.					
REF: 3.10		QUESTION: Does the stem extend back adjacent to the control box or zebra pole?				Y/N: Yes	
REF: 3.11		QUESTION: Does the stem extend in line with the direction of travel across the road?				Y/N: Yes	
REF: 3.12		QUESTION: Where two controlled crossings are in close proximity does the stem leading to the main road crossing extend from the kerb across the entire footway?				Y/N: 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

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		REF: 4.4	QUESTION: Is the back edge of the tactile surface at right angles to the direction of crossing?			Y/N: No	
329457	212777	The tactile paving that has been provided at the pedestrian crossing leading into the new harbour development should be re-laid to ensure that the pattern on the paving will direct someone with impaired vision to the opposite crossing points. The existing provision could provide misleading information which could result in injury, particularly as there are 4 separate road junctions in this vicinity. Please ensure that the clear width of the dropped kerb section will be at least 1200mm in the line of travel to the opposite crossing point as noted in Section 5.1.5 of the NDA document.	Victoria Road – Harbour Development	2	61	1	€600
		REF: 4.5	QUESTION: Are crossings at side roads inset into the side road, approx 1000mm beyond the radius kerb?			Y/N: No	
329760	212120	The dropped kerb provided at the corner of the Allied Irish Bank on Church Road should be extended further around the corner to allow a straight crossing route to the opposite junction. 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 opposite crossing point. In addition, please note that the concrete surround to the manhole cover on the north side of the crossing point should be repaired as this currently poses a trip hazard to someone with impaired vision.	Church Road – AIB	2	62	1	€2,000
329472	212324	Crossing points should be located approximately 1 metre from the radius kerb, as shown in chapter 1.5.2 of the DFT document. Please also note that tactile surfacing should also be provided. As such, consideration should be given to relocating the crossovers at the junction of Bellview Road with Church Road. In any event it should be noted that the height of the existing dropped kerbs is considered too high and could pose a barrier to a wheelchair user.	Church Road – Bellview Road	2	63	2	€2,500
		REF: 4.6	QUESTION: When inset crossovers are not possible, is a tactile surface installed in the line of travel?			Y/N: N/A	
		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: N/A	
		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	

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
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: N/A	
REF: 4.12		QUESTION: Is there an absence of an upstand where the footway crosses the vehicle crossover?				Y/N: No	
		Refer to section 2.4 above.		4			€0
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:					
329927	211828	At the entrance to the South Beach Car Park located on Mill Road.	Mill Road Car Park	2	64	3	€1,000
.329906	.211709	At the exit to the car park located on Mill Road.	Mill Road Car Park.	2	65	3	€1,000
329566	212563	Should the existing La Touche Hotel be renovated in the future and the existing vehicular entrances retained, it should be noted that tactile paving should be laid at the access points.	Trafalgar Road – La Touche Hotel	4	66	4	€2,000
329557	212564	At the junction to the car park at the recycling centre on Trafalgar Road.	Trafalgar Road / Recycling Centre	2	67	3	€1,000
329084	212746	At the entrance to the car park at Brady's Homecare on Victoria Road.	Victoria Road – Brady's Homecare Shop	2	68	3	€1,000
329205	212775	At the entrance to the Bridge Centre on Victoria Road. Please note that the bushes at the side of the entrance should be regularly pruned to ensure that they do not spread onto the pavement surface and reduce the width of what is already a fairly narrow pavement, as this could subsequently block the circulation route for a wheelchair user.	Victoria Road – Bridge Centre	3	69	3	€1,000
329405	212778	At the entrance to the car park to Dann's Restaurant located on Victoria Road.	Victoria Road – Dann's Restaurant	2	70	3	€1,000
329153	212757	At the entrance to the Fire Station located on Victoria Road. Please note that this should be laid in a suitable location and in a suitable manner to direct those with impaired vision away from the kerb upstand at the crossing point.	Victoria Road – Fire Station	2	71	3	€1,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
329052	212765	At the entrance to the car park area in front of the vet and restaurants on Victoria Road, opposite the new harbour development. Please note that the road surface should be repaired along the crossing route, as it is currently uneven and prone to flooding.	Victoria Road – Vet and Restaurant Entrance	3	72	2	€1,300
Section 7: Town HORIZONTAL CIRCULATION							
REF: 7.1		QUESTION: Have guidance path surfaces been used sparingly to guide people around obstacles?				Y/N: N/A	
REF: 7.2		QUESTION: Do the bars run in the direction of pedestrian travel?				Y/N: N/A	
REF: 7.3		QUESTION: Have information surfaces been used to draw attention to amenities such as phone kiosk, post boxes, or information points?				Y/N: No	
		The surface of the pavements located at the post box and phone kiosk could be highlighted in a contrasting colour and softer surface to highlight the location of these amenities. (Refer to chapter 7 of the DFT – Guidance on the use of tactile surfacing).	Throughout town	8	73,74	4	€4,000
		(A nominal figure has been used. Note allow approx €500/location).					
REF: 7.4		QUESTION: Are information surfaces level with the surrounding footway?				Y/N: N/A	
REF: 7.5		QUESTION: Does the surface extend the full width of the amenity or 800mm, whichever is greater?				Y/N: N/A	
REF: 7.6		QUESTION: Does a space of 400mm exist between the amenity and surface?				Y/N: N/A	
REF: 7.7		QUESTION: Are pedestrian routes free of hazards?				Y/N: No	
329206	212497	During the survey it was noted that a funeral service was being held at St Patrick's Church on Church Lane. As a result of the church car park being full, cars were parked on the adjacent road and pavement. This would block the general circulation route for a wheelchair user and would also pose a hazard to someone with impaired vision. This should be monitored and where found that the pavement is regularly blocked, it will be necessary to implement suitable parking restrictions to ensure that the pavements are kept clear at all times.	Church Lane	1	75	4	€1,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
329105	212687	<p>The kerb upstand located on the pavement on Church Road, at the original entrance to the previous filling station (which is now a Centra Shop), should be removed and the pavement made level, as it currently poses an obstruction to a wheelchair user and a trip hazard to someone with impaired vision. The adjacent pavement surface should be re-levelled and insert a road drainage gully to disperse the build up of water at this location. In addition, the pavement near the corner of the junction of Church Road and Victoria Road should be re-levelled to stop the formation of puddles.</p> <p>(Please note that should this building be returned to a filling station, it will be necessary to provide tactile paving at the entrance and exits in accordance with Section 5.1.4 of the NDA document).</p>	Church Road – Centra	3	27,76	1	€3,000
329529	212300	<p>As a result of dropped kerbs being provided on the radius kerb at the junction of La Touche Place with Church Road, a severe cross-fall has been formed on the pavement surface. This is extremely hazardous to wheelchair users and as such the dropped kerb location should be relocated away from the radius kerbs as detailed in Chapter 1.5.2 of the DFT document. In addition, the existing dropped kerb provision should be removed and the pavement brought up to a level surface at this location.</p>	Church Road – La Touche Place	2	77	1	€3,200
329683	212168	<p>The pavement surface at "Monica Peters", on Church Road, has a significant cross-slope towards the road surface, which may result with a wheelchair toppling over, particularly a motorised version. (Please note that Section 5.1.3 of the NDA document recommends that a pavement should not have a cross-slope in excess of 1:50).</p> <p>As such, where practically possible, the pavement should be made more level during any future refurbishment work.</p>	Church Road - Monica Peters	70sqm	78	3	€40,000
329769	212125	<p>Suitably designed dropped kerbing should be provided at the entrance to the Nationwide car park on Church Road. Please ensure that this is suitably laid to allow a wheelchair user to cross between the vehicular entrance in a straight line without having to veer onto the road surface. Therefore, it may be necessary to widen the pavements at this location or to extend the dropped kerb sections around the radius bends. This should be further discussed with the Roads Department.</p> <p>In any event, tactile paving should be provided and laid in a suitable manner to ensure that the pattern will direct someone with impaired vision directly to the opposite crossing point.</p>	Church Road – Nationwide Car Park	2	79	1	€2,500
329621.	212228.	Referring to Section 5.3.2 of the NDA document, consideration should be given to the provision of a tapping rail around the post box located on Church Road adjacent to the pelican crossing. Indeed, referring to the document, it may be appropriate to relocate the post box.	Church Road – Post Box.	1	73	4	€0

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		<p>The lower pavement, adjacent to the road, at "Xtravision", has a significant cross-slope towards the road surface, which may result with a wheelchair toppling over, particularly a motorised version. (Please note that Section 5.1.3 of the NDA document recommends that a pavement should not have a cross-slope in excess of 1:50). However, it is acknowledged that an additional, flatter pavement is provided at a higher level, which is more suitable for wheelchair users, albeit that there is a slope to rise up, initially.</p> <p>As such, should an additional crossing point, or an additional designated car parking space be provided in this vicinity, the pavement should be altered and made more level.</p>	Church Road - Xtravision	30sqm	26	4	€10,000
329509	212203	A dropped kerb should be provided at the end of the pavement located outside the new shops and flatted development on Hillside Road, adjacent to "Rubana". In addition, please note that the pavement surface on the remaining section of Hillside Road, leading from this area, should also be repaired as necessary, to provide a smooth trip free surface.	Hillside Road	2	80	2	€1,000
329543	212212	There should be no steps in the pavement between "Ella Blue" and "Carol & Co. Hair Salon" on Hillside Road. In addition, all potholes and cracks in the pavement should be repaired to provide a smooth, trip free surface and steps should be taken to ensure that cars do not park on the pavement.	Hillside Road – Shops	5m	81	1	€2,000
329760	212059	Suitable measures should be taken to restrict cars parking over the pavement along Killincarrig Road adjacent to the public park as it would appear that the pavement is regularly blocked to wheelchair users and also may also pose a hazard to those with impaired vision. In addition the pole located in the middle of this pavement should be straightened as it also poses a hazard to someone with impaired vision.	Killincarrig Road	2	82	1	€1,500
329696	212501	It would appear that cars regularly park on the pavement along Kimberley Road and as a result block the circulation route to all pedestrians. The Council should therefore implement suitable parking restrictions to ensure that a suitable circulation route is provided at all times.	Kimberley Road	1	83	1	€1,500
329731	212260	All tree branches that are located within 2.2m above the pavement height along Trafalgar Road, at the train station, should be pruned as they may pose a hazard to someone with impaired vision. Please refer to Figure 3 of Section 5.1.3 of the NDA document for further details.	La Touche Road – Train Station	2	5	4	€250
329897	211914	The overgrowing bushes and branches from the adjacent railway embankment on Mill Road should be regularly cut back, as they currently pose a hazard to someone with impaired vision.	Mill Road – Railway Embankment	15m	84	4	€500

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
329306	212814	A dropped kerb should be provided at the vehicular entrance to the house located to the east of the railway bridge on Victoria Road, as the current kerb upstand poses a barrier to a wheelchair user and a trip hazard to someone with impaired vision. In addition, repairs are required to approximately 2sqm of damaged pavement surface in this area, as it also poses a hazard.	Victoria Road – Railway Bridge	2	85	1	€750
		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: No	
329835	212401	The pavement surface at the school exit on Excalibur Drive should slope down onto the road surface to ensure a smooth transition between the 2 surfaces. Tactile paving should be provided in accordance with Chapter 1.5.2 of the DFT document at either side of the vehicular exit. However, please note that it may be necessary to extend the pavement on the north side of the junction to ensure that it points directly across to the opposite crossing point, as the current provision may lead to confusions for someone with impaired vision.	Excalibur Drive / School	2	86	2	€2,500
		REF: 7.10 QUESTION: Are pedestrian routes a minimum of 1800mm wide?				Y/N: No	
		The pavement widths vary throughout the town centre; in certain places they narrow to approximately 1200mm. Considering the current circumstances, and as this is an existing town centre, it is thought that this should not restrict general movement throughout the town. However, should matters or concerns arise in the future, it will be necessary to readdress this issue and widen the affected sections of pavement, where possible, up to the recommended width of 1800mm. Please refer to section 5.1.3 of the NDA document for further information. Reference should also be made to the sketches in section 2.1, illustrating the widths that people require, depending on their walking aids, etc.					
		Notwithstanding this, it is considered that action is required at the following locations, to ensure barrier-free circulation routes:					
329624	212693	The pavement directly above the cliffs on Cliff Road is only approximately 850mm wide along the side of the stone wall. This is considered very narrow and may pose difficulties to wheelchair users to pass along this section of pavement without falling onto the road surface. As this is a one way street, it is considered that the pavement should be widened to at least 1500mm in this area. To compound the existing difficulties, the pavement surface is in poor condition and should be resurfaced in a number of locations.	Cliff Road	30m	87	1	€10,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
329593	212382	<p>The pavement across the railway bridge on La Touche Place is only 1050mm wide. This is likely to pose an obstruction to a wheelchair user and also a hazard to those with impaired vision or those requiring walking aids. As there is a narrow section of pavement on the opposite side (approximately 600mm) an investigation should be carried out to determine whether it will be possible to remove the narrow section of pavement on the opposite side of the road and widen the main pavement to provide a suitable width of at least 1500mm. Consultation should be carried out with the Roads Engineers or possibly Civil Engineers to ensure that the removal of the narrow section of pavement will not affect the structural integrity of the bridge or adjacent wall.</p> <p>Where this is not possible it will be necessary to widen the 1050mm wide pavement to at least 1200mm (but preferably 1500mm) and implement suitable road control measures e.g. the erection of traffic lights to allow a controlled one way traffic flow over the bridge.</p>	La Touche Place / Bridge	25m	88	1	€6,000
329543	212608	<p>The design of the bus stop located on Trafalgar Road should be altered to allow the pole to be located on the outermost part of the pavement to maximise the width of an already fairly narrow section of pavement, as it could pose a hazard or an obstruction to a wheelchair user and also someone with impaired vision. In addition, a colour contrasting reflective strip should be applied to the pole, located at a height of 1500mm from the ground level, for the benefit of those with impaired vision.</p>	Trafalgar Road – Bus Stop	1	89	2	€600
329566.	.212563	<p>The existing lamp post located on the pavement outside the derelict La Touche Hotel, on Trafalgar Road, obstructs the pavement to wheelchair users and also poses a hazard to those with impaired vision. As such, the pole should be relocated to the outermost section of the pavement and changed to a narrower design, to maximise the pavement width. (Priority 3, €1000).</p> <p>In the meantime a colour contrasting reflective band should be applied to both the lamp post and the adjacent pole to highlight their location to someone with impaired vision. These should be located at a height of 1500mm above ground level. (Priority 2, €100).</p>	Trafalgar Road – La Touche Hotel	2	66	2	€1,100
329469	212758	<p>The pavement at the junction between Victoria Road and Trafalgar Road reduces to only approximately 860mm and therefore poses a hazard if not an obstruction to wheelchair users. As this is a fairly busy road and therefore, it is considered that the pavement should be re-aligned and widened at this junction to ensure that it has at least a 1200mm clear width. Note that this may also include the repositioning of the existing light.</p>	Trafalgar Road – Victoria Road	1	90	1	€3,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		REF: 7.11 QUESTION: Is suitable seating provided at regular intervals?				Y/N: No	
329625	212774	Armrests should be provided to some of the bench seating along Cliff Road for the benefit of those with ambulant disabilities. In addition, pathways having a minimum width of 1200mm should be provided to these benches to allow access for wheelchair users. In addition an area of 900mm sq should be provided adjacent to the accessible seats to enable a wheelchair user to sit beside any companions who may be sitting on the benches themselves. Please refer to Section 5.3.7 of the NDA document for further details. The Council should carry out an assessment of need to determine the actual numbers required, but in any event, it is considered that at least 2 benches are altered.	Cliff Road	2	91	2	€2,500
329854	212359	A proportion of the bench seating provided on Excalibur Drive should be fitted with armrests for the benefit of those with ambulant disabilities. In addition, suitable pathways should be provided in accordance with Sections 5.1.2 and 5.1.3 of the NDA document to allow wheelchair access to these seats. Please note that a clear space should be provided at the edge of the benches measuring 900 x 900mm to allow a wheelchair user to sit beside companions. Note that the Council should carry out a risk assessment to determine what benches would benefit from being upgraded whilst not posing a risk to wheelchair users with respect to the proximity of the edge of the promenade and rocks. The Council should carry out an assessment of need to determine the actual numbers required, but in any event, it is considered that at least 3 benches are altered.	Excalibur Drive	3	86	2	€4,500
329756	211976	Armrests should be fitted at the side of the bench seating throughout the park for the benefit of those with an ambulant disability. In addition the concrete level surfaces at the edge of each bench should be repaired to allow a wheelchair user to sit beside anyone sitting on the benches. Please refer to Section 5.3.7 of the NDA document for further details. The Council should carry out an assessment of need to determine the actual numbers required, but in any event, it is considered that at least 6 benches are altered.	Public Park	6	92	2	€3,000
		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	

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
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Section 8: Town VERTICAL CIRCULATION

REF: 8.1		QUESTION: Is the location of any steps clearly indicated by use signage/colour contrast/texture/lighting?			Y/N: No		
329754.	212224.	Blister tactile paving has been provided at the bottom of the steps providing access to and from the bridge across the railway station. Such blister paving normally signifies a road crossing point. This may therefore confuse someone with impaired vision and should be replaced with corduroy tactile paving as noted within Section 5.2.2 of the NDA document.	Train Station	2	93	2	€1,000
329804	212245	Corduroy tactile paving should be provided to the top and bottom of the steps leading from the train station car park down to the promenade, for the benefit of those with impaired vision, in accordance with figure 8 to section 5.2.2 of the NDA document.	Train station car park	15m	94	2	€3,000
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		
.329755	.212245	Handrails should be fitted to both sides of the stairs leading from the train station car park down onto the promenade. Note that the handrails should be fitted at a height between 840 - 900mm from the pitch line of the steps. Generally these should consist of a circular profile, have a diameter between 45 & 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.	Train Station car park.	2	94	2	€1,800
Please refer to figure 8 of the NDA document for further details.							
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: N/A		
329755.	212245.	The nosings to the steps are not readily identifiable and may present a trip hazard to persons with impaired vision. Therefore, apply permanent colour contrasting to each nosing on all the steps, as noted in section 5.2.2 of the NDA document.	Train station car park	24	94	2	€1,500
REF: 8.6		QUESTION: Is the location of any ramp clearly indicated by use signage/colour contrast/texture/lighting?			Y/N: N/A		
REF: 8.7		QUESTION: Are steps available as an alternative to any ramp or ramped surface?			Y/N: N/A		

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
REF: 8.8		QUESTION: Have all ramps got a suitable gradient in respect to their length?				Y/N: N/A	
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	
329627.	212212.	The designated car parking space located outside SuperValu on Church Road is considered to be too short in length for the benefit of someone with a disability. Therefore, please remark the parking space as illustrated in Figure 13 of Section 5.4.2 of the NDA document. Please note that a transfer space should be provided to the rear of the car parking space and that a dropped kerb should be provided to allow easy access between the road surface and the adjacent pavement.	Church Road – SuperValu	1	95	1	€1,500
329833	212251	The accessible car parking space provided on Excalibur Drive is located on a bend adjacent to the footpath leading to the beach. This could be hazardous to a wheelchair user when trying to enter or exit a parked vehicle. As such, it is considered that the parking space should be relocated approximately 20 – 30m further down the road on the straight section of the carriageway. Please note that this should be marked out as indicated in Figure 13 of Section 5.4.2 of the NDA document and should include a dropped kerb at the rear transfer space and also a sign to highlight the location of the parking space.	Excalibur Drive	1	31,96	1	€1,500
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	
329810	212060	A dropped kerb should be provided at the rear of the accessible car parking space located on Mill Road, located opposite its junction with Killincarrick Road. Please refer to Figure 13 of Section 5.4.2 of the NDA document for further details. (Note that it would be more beneficial to provide a designated car parking space in closer proximity to the railway station entrance).	Mill Road	1	97	1	€1,500
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	

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		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	
329540	211975	An accessible car parking space should be provided for the benefit of someone with a disability in the car parking area provided on Killincarrick Road. Please refer to Figure 13 of Section 5.4.2 of the NDA document for further information on the recommended dimensions and layout of an accessible car parking space. Please ensure that a dropped kerb is provided between the space and the adjacent pavement and that suitable signage is erected to help limit misuse.	Killincarrick Road	1	98	1	€1,500
329630	212387	At least one accessible car parking space should be provided within the car park on La Touche Road in accordance with Figure 13 to Section 5.4.2 of the NDA document. Please note that this should include suitable signage to highlight the location of the car parking space.	La Touche Road	1	99	2	€1,000
329934	211809	There are approximately 100 general car parking spaces provided within Mill Road car park. Referring to Section 5.4.1 of the NDA document, the car park should consist of at least 5 designated spaces for the benefit of people with disabilities for such a capacity. It is noted that there are a number of accessible car parking spaces provided at the north side of the car park, however these are generally considered to be too short in length. Please refer to Figure 13 of Section 5.4.2 of the NDA document for the recommended layout and dimensions of accessible car parking spaces. In addition, please note that suitable signage should be erected at each of the 5 spaces required and also that dropped kerbs are provided at the rear transfer spaces, to allow a barrier-free access route onto the adjacent pavements.	Mill Road Car Park	5	100,101	2	€6,000
329799	212196	There are approximately 52 general car parking spaces provided in the railway car park. Referring to Section 5.4.1 of the NDA document, the car park should consist of at least 3 designated spaces suitable for those with a disability. Please note that the spaces should be marked out as illustrated in Figure 13 of the NDA document. The designated spaces should be positioned as close to the entrance as possible on a smooth surface. Suitable high level signage (incorporating the international symbol for access) should accompany the designated spaces to help limit misuse. During the survey it was not possible to determine the ownership of the car park. Should this not be Council owned, the owners should be notified of their responsibilities. (Please note that a priority 1 has appended to this entry, however should this not be Council owned, it can be reduced to priority 4).	Railway Car Park	3	102	1	€3,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		<p>The overall provision of designated car parking spaces throughout the town centre should be clarified as it was not possible to determine the actual number during the survey, as a result of cars parking on the Main Street. In any event, it should be noted that the recommended overall accessible parking provision throughout the town should be equivalent to 3 spaces per 25 – 50 standard spaces or 5 spaces for 51 – 100 spaces and an additional 3 per 100 standard spaces and excess thereof.</p> <p>It will be necessary, therefore, to consult with the Roads Department to obtain confirmation of how many standard and accessible spaces are provided throughout the town and to compare the ratio between them. Where found necessary, additional spaces should be provided to meet the recommended guidelines.</p> <p>Please note that all the existing and new spaces meet the recommended design provided in Sections 5.4.1 and 5.4.2 of the NDA document. (Allow approximately €1500 per space. Note that a nominal figure has been used in this instance).</p>	Throughout Town	5	103	1	€7,500
329543	212559	<p>There are approximately 37 general car parking spaces provided within Trafalgar Road car park. Referring to Section 5.4.1 of the NDA document, the car park should consist of at least 3 designated spaces suitable for those with a disability. At present there is only one space provided (which fails to meet the recommended design layout as illustrated in Figure 13 of Section 5.4.2 of the NDA document).</p> <p>Therefore 3 suitable designated parking spaces should be provided as illustrated in Figure 13 of the NDA document. Please note that this should also include suitable signage.</p>	Trafalgar Road Car Park	3	104	2	€2,500
329452.	.212765	An accessible car parking space should be provided for the benefit of those with a disability within the car parking area in front of the Beach House Restaurant on Victoria Road. Please refer to Figure 13 of Section 5.4.2 of the NDA document for full details as to how this space should be laid out. Note that this should consist of a rear transfer space and a dished kerbs to allow access between the parking area and the adjacent pavement.	Victoria Road – Restaurant	1	72	1	€1,500