



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

**Auditor:** K Craig

**Date of Audit:** 02/04/2008

**Capita Ref:** 002

**Name:** Greystones Outskirts

**Address:** Wicklow County Council

## Section 1: Town Outskirts GENERAL ACCESS AND CIRCULATION

REF:	1.1	QUESTION:	Are general circulatory routes clearly marked out?	Y/N:	No		
328945	212188	The pathway leading to the crossing point at the junction of Heathervue with Belleview Road is badly rutted and poses a trip hazard to someone with impaired vision. It should also be noted that the path does not direct someone with impaired vision to the opposite side of the crossing point. Therefore the existing pathway should be replaced with a suitable pathway to directly pedestrians to the opposite crossing point. (Note that this is applicable to both sides of the road crossing). In addition suitable tactile paving should be provided in accordance with Chapter 1.5.2 of the DFT 'Guidance on the use of Tactile Paving Surfaces' document.  Furthermore it should be noted that the existing slabs at this crossing are uneven and pose a trip hazard at the edge of the road which may result in a significant injury to anyone tripping on the slabs.	Belleview Road	2	1	1	€2,500
328311	212604	Only one pavement has been provided along Chapel Road. As such, the Council should carry out an assessment of need to determine whether it will be necessary to provide dropped kerbs at any locations to allow access to the houses on the opposite side of the road. In addition, as this pavement is fairly narrow, it is necessary that it is regularly maintained and that all overgrowing bushes and weeds are regularly cut back to maintain a clear passage route, as they may pose a hazard or an obstruction to wheelchair users, those with an ambulant disability or those with impaired vision.	Chapel Road	2km	2,3,4	4	€1,500
328390	212747	The route of the pavement along Chapel Road should be highlighted by the use of colour contrasting paint between the pavement surface and the adjacent car park opposite Coolagad Cottage, as the current provision may confuse someone with impaired vision resulting with them walking into the car park itself.  In addition, the owners of the adjacent property should be advised that it is their responsibility to regularly prune the bushes to ensure that they do not spread over the pavement, thus reducing the effective width.	Chapel Road – Car Park	2	5,6	2	€300

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328868	212418	<p>There are sections of Church Lane where there is only one pavement provided on one side of the road; these areas sometimes overlap on opposite sides of the road. To allow a barrier free circulation route, suitable crossing points should be provided, in accordance with Chapter 1.5.2 of the DFT document, "Guidance on the use of Tactile Paving Surfaces".</p> <p>However, it should be noted that there are also areas where the pavements do not overlap. In these situations, a pavement should be extended to ensure that it does overlap the opposite pavement to allow a safe circulation area to be provided e.g. adjacent to the new houses that are currently being erected.</p>	Church Lane	2	7,8	2	€8,000
328622	212184	<p>As a result of the two adjacent pavements not being in line with one another at the first road junction in Grattan Park, those with impaired vision would be confused with the layout of the pavements at this location. Therefore, the pavements should be re-aligned to ensure that they point to one another at either side of this junction. In addition, blister tactile paving should be provided at each crossing point and laid in a suitable manner to ensure that the pattern will direct someone with impaired vision to the respective opposite crossing point. Please refer to Chapter 1.5.2 of the DFT document "Guidance on the use of Tactile Paving Surfaces" for further information.</p> <p>As this is wholly within a residential area, the Council should carry out an assessment of need to determine when the work should be carried out.</p>	Grattan Park	2	9	3	€2,000
328380	212126	<p>No pavement or circulation route has been provided to service the houses at the top of Grattan Park. Although this area solely consists of a residential area, this matter may pose a hazard to wheelchair users and those with impaired vision as a result of oncoming traffic. Therefore, the Council should carry out an assessment of need and also a risk assessment to determine when and if a new pavement should be provided.</p> <p>300m – 848 – 3 - €12,000</p>	Grattan Park – No. 20	300m	10	3	€12,000

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329440	212118	<p>Only one pavement is provided along Hillside Road as it extends up from Church Road. As it turns the corner at the top of the road, the pavement terminates for approximately 50m before continuing on the opposite side of the road. As a result, pedestrians are forced to pass along on the side of the road to get to the opposite pavement.</p> <p>This obviously poses a hazard to all pedestrians but particularly those with a disability, especially those with impaired vision. As such, the pavement should be extended in length, accompanied with parking restrictions to ensure that the passageway is kept clear of parked vehicles at all times. Note that this may consist of a highlighted area which will solely used for pedestrian access and should be suitably marked to restrict cars parking along this route. Note that tactile paving should be provided at the ends of the respective pavements to indicate a safe crossing point.</p>	Hillside Road – Burnaby Manor	50m	11,12,13	1	€15,000
328994	213030	<p>The far end of New Road has no provision for a pavement providing access to a number of individual private houses. As this is a quiet residential area, consisting of a cul-de-sac, the traffic flow is very low. In addition, motorists who use this section of road should be familiar with the possible hazard of pedestrians passing along the road and will likely to drive carefully.</p> <p>In the circumstances, it is considered that there should be no need for a specific pavement in this instance. However, it may be appropriate to erect suitable signage to warn motorists of the risk of pedestrians passing along the road.</p>	New Road	2	14	4	€0
328597	211085	<p>The pavement on the west side of the R761 terminates as it approaches Carrig Villas from the south. Ideally a safe pedestrian circulation area should be highlighted along the side of the road for the benefit of all pedestrians, particularly as it appears to be regular practice to park cars along this section of the road, which could be particularly hazardous to wheelchair users and those with impaired vision.</p> <p>However, it is acknowledged that a suitable pavement is provided on the opposite side of the road, therefore a suitable solution could be the provision of a crossing point between the location where the pavement terminates and the opposite pavement.</p>	R761	2	15	2	€1,200

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
328583	211148	<p>No pavement is provided from the shops on the R761 opposite Carrig Villas to the pavement on the road heading towards Bray.</p> <p>To assist those with a disability and particularly those with impaired vision, yellow hatched lines should be provided along the edge of the road surface in line with the pavement further along the road. This will highlight a safe pedestrian circulation route, however it should be noted that cars regularly park in this area and as such it would be beneficial to provide a further yellow line approximately 1200mm from the road markings to differentiate between the area that can be used for parking cars and that used for general pedestrian circulation. Please note that there are three potholes within this area which could pose a particular hazard to wheelchair users and those with impaired vision. Therefore, these should be in-filled and brought up to the same level as the adjoining road surface.</p>	R761 – Carrig Villas	100m	16	2	€800
328311	210808	<p>It would appear that cars regularly park in close proximity to the houses at Delgany Gate on the R762 and therefore block the general pedestrian circulation route from Delgany Wood towards the entrance to the local school. It is noted that there is ample room at this location to provide a clear pedestrian circulation route in lieu of a specific pavement, whilst allowing cars to park at the side of this area clear of the main road.</p> <p>Therefore, double yellow lines should be provided along the outer edge of a highlighted pedestrian circulation route, approximately 1800mm from the adjacent garden walls. In addition, the local house owners should be advised that this area should be kept clear of parked cars at all times.</p>	R762 – Delgany Gate	50m	17	2	€750
328575	210917	<p>A suitable pavement surface should be provided along the front of the new housing development on the R762 in close proximity to the roundabout with the R761 in accordance with Sections 5.1.2 and 5.1.3 of the NDA document 'Building for Everyone'. Note that this should consist of a smooth trip-free surface along its entire length.</p> <p>In addition, please note that suitable dropped kerbs and tactile paving should be provided at the entrance to the development in accordance with Chapter 1.5.2 of the DFT "Guidance on the use of Tactile Paving Surfaces" document.</p>	R762 – New houses	2	18,19	1	€5,000
328198	210781	<p>A safe pedestrian circulation route should be highlighted through the car parking area for the school on the R762. Please note that tactile paving should be provided at the junction of the circulation route with the adjacent pavements to highlight the hazard to those with impaired vision.</p>	R762 – School	40m	20,21	2	€1,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS	
<b>REF: 1.2</b>		<b>QUESTION:</b> Are circulation routes suitably surfaced, and slip resistant?					<b>Y/N:</b>	<b>No</b>
		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:						
328425.	212762.	The damaged pavement located outside Devon Cottage on Chapel Road.	Chapel Road – Devon Cottage	8sqm	22	1	€1,000	
328361	212689	At the dropped kerbs and adjacent pavement surfaces opposite St Kilian's Blacklion Chapel.	Chapel Road – St Kilian's Chapel	10sqm	23	2	€1,200	
		The pavements along Hillside Road and the surrounding roads are generally uneven and rarely consist of an acceptable surface which will be suitable for the passage of a wheelchair. Indeed there are numerous occasions that the surfacing could pose a trip hazard to someone with impaired vision or someone with an ambulant disability. It is therefore considered that the Council should carry out an assessment of need to determine what pavements should be upgraded to provide a suitable surface in accordance with Section 5.1.2 of the NDA document to allow a general circulation route throughout this area of the town. Note that this initially may consist of upgrading the pavement along one side of each road. However, it is important that a suitable provision of crossing points is provided throughout this matrix of roads, at the road junctions, and, where necessary, at individual houses (although this will be subject to an assessment of need).  As this covers such a large area, an indicative cost has been used in this instance.	Hillside Road and surrounding roads	10	24,25,26,27,28,29,30	4	€100,000	
328824	211077	The damaged an uneven pavement outside numbers 8, 10 & 11 New Road.	New Road	30sqm	31,32	3	€1,000	
329045	212858	At the junction of Fairfield Park with New Road.	New Road – Fairfield Park	10sqm	33			
328462	212836	The damaged section of pavement on the east side of the R761 between the Esso Filling Station and the pedestrian crossing.	R761	10m	34	2	€1,000	
328690	212114	At the corner of Belleview Road with its junction with the R761.	R761 – Belleview Road	20sqm	35			
328673	211970	The damaged section of pavement on the R761 between Belleview Road and Belleview Heights should be repaired.	R761 - Bellevue	20sqm	36	2	€1,800	
328595	211182	The damaged sections of pavement on the R761 leading from the shops opposite Carrig Villas.	R761 – Carrig Villas	2	37	2	€500	
328482	212795	At the uncontrolled crossing point over the R761 to the north of the junction with Chapel Road.	R761 – Road Crossing	4sqm	38	2	€500	
328528	212698	At the damaged area of pavement adjacent to Roches Pharmacy on the R761.	R761 – Roches Pharmacy	6sqm	39			

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328393	212978	Along the section of pavement adjacent to the new Spar shop located on the R761. It should be noted that at the time of survey, it was unclear if this is the responsibility of the Council or the building contractor who carried out the development works to the adjacent new building.	R761 – Spar	70sqm	40	2	€4,500
327654.	210790.	The damaged section of pavement outside the Dulgany Inn on the R762.	R762 – Delgany Inn	15sqm	41	3	€1,500
328629	210941	Along the damaged section of pavement along the south side of the roundabout at the junction of the R761 and the R762.	R762 - Roundabout	30m	42,43	2	€1,500
328134	210790	The hole in the pavement adjacent to the Eircom service covers adjacent to the school on the R762.	R762 – school	0.5sqm	44	1	€200
329750	211944	No tarmac surfacing has been provided along Whitshed Road. However the general condition of this walkway would appear to be generally satisfactory as it meets the general requirements of Section 5.1.2 of the NDA 'Building for Everyone' document. However this should be continually monitored and repaired as necessary.	Whitshed Road	120m	45	4	€0

**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 outskirts?

**Y/N: No**

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

Throughout town

10

4

€10,000

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).

## Section 2: Town Outskirts PEDESTRIAN CROSSING POINTS

**REF: 2.1**

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

**Y/N: No**

Suitable road crossing points should be provided 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:

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		Applewood Heights consists of a residential area consisting of a mixture of detached and semi detached dwelling houses. To allow a barrier free circulation route throughout the housing estate, it will be necessary to provide suitable crossing points at a number of road junctions. Generally these should be provided at all the junctions on the main road passing through the estate, between Chapel Road and the R761, with consideration given to providing a crossing point between the two adjacent pavements along this length of road. Elsewhere the Council should carry out an assessment of need to determine the best locations and also when the work should be carried out depending on the needs of the neighbourhood.	Applewood Heights	8	46,47,48,49,50	3	€20,000
328843	212154	Across Belleview Road to allow access to the bus stop and also Tesco.	Belleview Road – Bus Stop	2	51	1	€2,500
327791	210912	Across Chapel Road to allow a barrier free circulation route to Bellevue Lawn.	Chapel Road – Bellevue Lawn	2	52	2	€2,500
327990	211372	A suitable crossing point should be provided to allow a barrier free circulation route to the individual house plots located on Chapel Road, opposite side The Nurseries. As this wholly comprises of a residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	Chapel Road – House Plots	1	53	3	€1,300
328013	211501	At the junction of The Poplars with Chapel Road. (It is noted that one dropped kerb has already been provided on the south side of this road junction. However, wheelchair users are required to veer onto the main road surface to allow transfer between the road and the adjacent pavement. This is therefore hazardous and the width of this existing dropped kerb provision should be extended to ensure that a minimum width of 1200mm is provided at the crossing points, in line with the route of travel leading directly to the opposite crossing point. Please note that the tactile paving should be laid in a suitable manner that will direct someone with impaired vision directly between the two respective crossing points.	Chapel Road – The Poplars	2	54	2	€2,500
328067	211874	One dropped kerb arrangement has been provided at the junction of Tromont with Chapel Road. However, no provision has been made on the north side of the road junction. Therefore a suitable dropped kerb arrangement should be made to allow a barrier free access route. In addition, it should be noted that the dropped kerb that has been formed has an upstand in excess of 75mm. This would restrict the passage for a wheelchair and would also act as a trip hazard to someone with impaired vision. Therefore this should also be reduced to ensure that it has a maximum 6mm upstand.  As this is solely within a residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	Chapel Road – Tromont	2	55,56	3	€3,500

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328760	212368	At the junction of Oaklands Drive with Church Lane. Note that as this is within a residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	Church Lane – Oaklands Drive	2	57	3	€2,500
328464	212121	Within the vicinity of the oval section in Grattan Park, the pavements along both the north side and south sides terminate independently. A suitable crossover should be formed between these two pavements within this area to allow a barrier-free circulation route.	Grattan Park	2	58,59	2	€3,000
328521	212169	As a result of the pavement terminating on the north side of Grattan Park opposite Kindlestown Park, it may be appropriate to form a suitable crossing point across the main road. However, as this is wholly within a residential area, the Council should carry out an assessment of need to determine when and if a crossing point should be provided.	Grattan Park – Kindlestown Park	2	60	3	€2,500
328484	212096	Between numbers 11 & 35 Grattan Park.	Grattan Park – Numbers 11 & 35	2	61	2	€2,500
329500	211956	At the junction of Killincarrig Road and Hillside Road.	Hillside Road – Killincarrig Road	2	62	2	€2,500
329541	211854	At least 3 of the road junctions at the crossroads between Hillside Road and Whitshed Road. This should be made in conjunction with the comment raised in 1.2 above to ensure that the main circulation route throughout this area is not compromised.	Hillside Road – Whitshed Road	6	63	2	€7,500
329454	212021	At the junction of Burnaby Manor with Hillside Road. Note that the existing dropped kerb provision requires to be widened at the corner of Burnaby Manor to allow an improved dropped kerb arrangement for the use of wheelchair users.  In addition, please note that a crossing point should be provided across Hillside Road at this location to allow a barrier free access route to the opposite side of the road.	Hillside Road / Burnaby Manor	4	64	3	€4,000
329451 329285	211153 210922	Suitable crossing points should be provided at both the junctions of Burnaby Park with Mill Road which should be clear of the cycle path (please refer to Chapter 5 of the DFT document for further details).	Mill Road – Burnaby Park	4	65,66	2	€5,000
328848	210816	A suitable crossing point should be provided across Mill Road to allow access to the bus stop opposite Carrig Villas.	Mill Road – Carrig Villas	2	67	1	€2,500
328698	210877	It is noted that the dropped kerbs to allow vehicular access to private properties at the top of Mill Road, close to the junction with the roundabout with the R762, will allow a barrier free circulation route for wheelchair users. However, there is no provision for tactile paving in this area to highlight the crossing points for someone with impaired vision. As such, a suitable crossing point should be provided in accordance with the DFT document.	Mill Road – R762	2	68	3	€2,500
328848	211007	At the junction of Carrig Meadows with New Road.	New Road – Carrig Meadows	2	69	2	€2,500



EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
328795	211139	Across the junction of New Road with Castlefield Way. Note that as this is wholly within a residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	New Road – Castlefield Way	1	70	3	€1,500
328681	210878	Across Newcastle Road in close proximity to the roundabout at the junction with the R761 and R762, to allow pedestrian access from the pavement on the west side of the road to Greystones.	Newcastle Road / R761	2	71	2	€2,500
328673	211805	At the junction of Belleview Heights with the R761. It should be noted that the pavement heading south from this junction along the R761 terminates opposite Burnaby Heights (see below).  To maintain a circulation route between this location and a point further down the R761, it is necessary to pass along the adjacent narrow road which provides access to residential properties. There is no pavement provided along this road as it is very narrow. However, it is considered that no further action is required in respect to forming a circulation route for the use of pedestrians along this road as it will solely be used by local residents who should be aware of the possibility of pedestrians passing along this route. In addition, it should be noted that there are currently warning signs of children playing on this road requesting that drivers drive carefully.	R761 – Belleview Heights	2	72	4	€0
328690.	212114.	At the junction of Belleview Road with the R761.	R761 - Belleview Road	2	35	2	€2,500
328678	211716	Suitable crossing points should be provided over the R761 in close proximity to Burnaby Heights to allow a barrier free circulation route to the opposite side of the road. Note that the location of the crossover should be carefully chosen as the pavement on the left side of the road narrows before terminating opposite the road junction. Crossovers should therefore be provided at the point of maximum pavement width.	R761 – Burnaby Heights	2	73	2	€2,500
328591	211131	Across the R761 adjacent to Carrig Villas to allow a barrier free circulation route to the local shops.	R761 – Carrig Villas	2	74	2	€2,500
327765	210838	At the junction of Chapel Road with R762. Note that this should be located at a suitable location where there is a suitable pavement width on the north east side of the junction at "Mack Bros".  Furthermore, the owner of the flower pots at the corner of this junction should be advised that it is their responsibility to keep the pavement clear of obstructions, as they could pose a hazard to wheelchair users and those with impaired vision.	R761 – Chapel Road	2	75,76	2	€2,500
328676	212362	At the junction of Church Lane with the R761. Note that this can be formed either at the junction of these roads or between the two footpaths which are located approximately 20m from this junction. In the circumstances it is recommended to consult with the local disability group as to ascertain the more favourable location of the crossing point.	R761 – Church Lane	2	77,78	1	€2,500

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328639	210968	Across the R761 adjacent to the roundabout at the junction with the R762.	R761 – Roundabout	2	79	1	€2,500
328675	212231	At the entrance to the Tesco deliveries on the R761. Please note that the condition of the road surface is broken and uneven at this location and could pose a trip hazard to someone with impaired vision, therefore, all potholes should be in-filled and the surface should be repaired as necessary.	R761 – Tesco Deliveries	3	80	1	€3,500
328299	213531	At the junction of The Grove with the R761. Note that as this is located on the outskirts of the town, the Council should carry out an assessment of need to determine when the work should be carried out.	R761 – The Grove	2	81	3	€2,500
327866	210785	Across the R762 to the west of "Pattersons Garage" to allow pedestrian access to the new housing development on the opposite side of the road.	R762	2	82	2	€2,500
327956	210792	At the entrance to Christchurch Delgany on the R762. Please note that the dropped kerb arrangements will be required to extend round the entire length of the radius kerbs to enable the wheelchair users to cross in a straight line without having to venture onto the main road.	R762 – Church	2	83	1	€2,500
327617	210803	At the junction of the road adjacent to Hillside House and the local health centre on the R762. Please note that the pavement width should ideally be widened outside the health centre to at least 1500mm.  (Although this has been allocated a priority 2 it is also acknowledged that it is located within a rural setting. As such, the Council should monitor this location and carry out an assessment of need to determine when the work should be carried out).	R762 – Hillside House	2	84	2	€2,500
329627	211673	At least 3 crossing points should be provided at the road junctions at Woodlands, St Vincent's Road and Portland Road to maintain a general circulation route within this area. Please refer to 1.2 above with respect to the general footpaths within this area of the town to determine the best locations to form the crossovers.	St Vincent's Road – Woodlands – Portland Road	3	85,86	2	€7,500
329122.	211673.	As a result of one of the pavements near the top of Whitshed Road terminating prior to the golf club, a suitable crossing point could be provided prior to this point.  It should be noted that existing vehicular entrances to the houses along the road allow a barrier-free route. However no tactile paving is provided to indicate the location of a safe crossing point to someone with impaired vision.	Whitshed Road – Golf Club	2	87	3	€2,500
329435	211817	A crossover should be provided over Whitshed Road adjacent to Pavilion Road as the pavement terminates a short distance after this junction. As this is a residential area the Council should carry out an assessment of need to determine when the work should be carried out.	Whitshed Road – Pavilion Road	2	88	3	€2,500

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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:						
328090	211969	At the junction of Beechbrook Park with Chapel Road. Please note that blister tactile paving should be provided and laid in a suitable manner to ensure that the pattern will direct someone with impaired vision directly across the road to the opposite crossing point.  As this is wholly within a residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	Chapel Road – Beechbrook Park	2	89	3	€1,250
327939	211247	An additional dropped kerb arrangement is required at the junction of Riverfield with Chapel Road. Note that tactile paving should be provided at both crossing points and laid in a suitable manner that will direct someone with impaired vision to the respective opposite crossing point.	Chapel Road – Riverfield	2	90	2	€1,800
327986	211331	An additional dropped kerb section should be provided at the junction to The Nurseries from Chapel Road. Note that tactile paving should be provided at both crossing points and laid in a suitable manner to ensure that the pattern of the slabs will direct someone with impaired vision directly to the opposite crossing point.	Chapel Road – The Nurseries	2	91	2	€1,800
328553	212166	At the vehicular entrance adjacent to number 8A Grattan Park beside the main road leading into this housing estate.  Please note that this solely consists of a residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	Grattan Park – No. 8A	2	92	3	€1,000
329488	211266	The upstand at one of the road crossings at the junction of Manor Avenue with Mill Road should be reduced to the preferable height of 6mm. In addition, it should be noted that due to the junction arrangement, the two crossing points do not line up with one another. As such, it will be necessary to lay tactile paving in a suitable manner which will result with the pattern directing someone with impaired vision to the opposite crossing point.  (It should also be noted that the slope of the pavement at the west side of the junction is considered to be excessive and may pose a hazard to a wheelchair user. As such it may be appropriate in the circumstances to re-grade this section of pavement and direct it to the opposite crossing point).	Manor Avenue – Mill Road	2	93,94	2	€4,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
329241	210871	<p>At the east side of the road junction of Burnaby Lawns with Mill Road. Please note that Chapter 1.5.2.3 of the DFT document recommends that a crossing point should be located at least 1m from the radius kerbs. However, in particular cases, this can be acceptable on condition that it is possible to cross the road in a direct line. Therefore, the existing dropped kerb provision should be extended to ensure that a clear width of 1200mm is provided on the line of crossing. Please ensure that a maximum kerb upstand of 6mm is provided at both sides. In addition, suitable tactile paving should be provided.</p> <p>(Please note that it is likely that the pavement level will require to be lowered across the full width of the dropped kerb sections to ensure that an excessive cross slope is not provided as a result of the alterations, as this is hazardous to wheelchair users).</p>	Mill Road – Burnaby Lawns	2	95	2	€2,500
328598	211248	<p>At the junction of Carrig Orchard with the R761. Please note that the short section of path leading towards the crossing point (from the south) requires to be altered to ensure that it points directly towards the opposite crossing point. In addition the gradient of the dropped kerb at the north crossing is excessive and could pose difficulties for a wheelchair user, therefore this should be regraded as necessary to provide maximum recommended gradients of 1:12. (Please note that this may require the level of the pavement to be reduced across the full width of the dropped kerb area to ensure that there are no cross falls at this junction).</p> <p>Suitable tactile paving should be provided to direct someone with impaired vision directly to the opposite crossing points.</p>	R761 – Carrig Orchard	2	96	2	€3,000
328662	212175	<p>At the north side of the junction between Grattan Park and the R761 (photo 766).</p> <p>In addition it was noted that square edged nosings have been provided at the dropped kerbs at the opposite crossing point. These can sometimes pose an obstruction or a barrier to wheelchair users and should ideally be replaced with round edged nosings. This should be monitored and replaced where necessary.</p>	R761 – Grattan Park	2	97,98,99		

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
328570	212686	<p>All four crossing points at the road junction between the R761 and Rathdown Road. It should also be noted that due to the slope on both the road and middle section of pavement, it could make passage onto the pavement very difficult for an unassisted wheelchair user. As this is a very busy junction, this could possibly result in an accident due to the time it may take a wheelchair user to get onto the pavement.</p> <p>In addition, suitable tactile paving should be located at each crossing point to highlight their location to someone with impaired vision. Note that this should consist of red coloured paving at the controlled crossing point and buff coloured paving at the uncontrolled crossing point, in accordance with Chapters 1.5.1 and 1.5.2 of the DFT document, respectively.</p>	R761 – Rathdown Road	4	100,101,102,103	1	€4,000
328398	212956	The dropped kerbs provided at the entrance to the Toyota Garage on the R761 should be extended across the full width of the existing pavement, as the existing provision results with wheelchair users having to stray onto the main road to allow access between the two pavements. In addition, please note that the tactile paving should be provided at both these locations in accordance with Chapter 1.5.2 of the DFT document.	R761 – Toyota Garage	2	104	2	€2,000
329657	211532	The height of the dropped kerb on the east side of the junction between St Vincent's Road and Mill Road should be reduced to a preferable maximum height of 6mm. In addition, the location of the dropped kerb on the opposite side of the crossing point should be relocated away from the adjacent tree as this may restrict the free movement of a wheelchair user. Please note that tactile paving should be provided at both crossing points.	St Vincent's Road – Mill Road	2	105	2	€2,000
329251	211729	At the junction of Portland Road North with Whitshed Road. Note that as this is a quiet residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	Whitshed Road – Portland Road North	2	106	3	€2,000

**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:

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
329376	212297	<p>It should be noted that the crossing point should be clear of the adjacent road drainage gullies as they pose a trip hazard to someone with impaired vision. In addition the road surfaces should be repaired adjacent to the crossing points. Note that the dropped kerbs should be replaced as they are currently broken and also pose a trip hazard.</p> <p>Tactile paving should be provided and laid in a suitable manner that will direct someone with impaired vision to the opposite crossing points at the junction to the house at the bottom of Belleview Road.</p>	Belleview Road	2	107	2	€2,000
329291	212218	In addition to replacing the tactile paving, the crossing point should be clear of any road gullies which may result in a trip hazard to someone with impaired vision. Please ensure that the tactile paving is laid in a suitable manner to ensure that the pattern will direct someone with impaired vision to the respective crossing point.	Belleview Road – Belleview Park	2	108		
329230	212198	In addition to providing suitable tactile paving, the crossing point should be clear of the road gully opposite Carrig Clinic. Note that tactile paving should be laid in a suitable manner to ensure that the pattern will direct someone with impaired vision to the respective opposite crossing point. Furthermore the dip in the pavement adjacent to this junction should be repaired and brought up to a level surface.	Belleview Road – Carrig Clinic	2	109	2	€2,000
328761	212145	At the entrance to Tesco Car Park on Belleview Road.	Belleview Road – Tesco	2	110	2	€1,000
328822	212151	At the entrance to the Tesco service yard from Belleview Road. Please note that the dropped kerb on the left of this junction is in excess of 20mm in height and should be replaced by a preferable maximum height of 6mm.	Belleview Road – Tesco Service Yard	2	111	2	€1,700
329172	212194	<p>In addition to the provision of tactile paving, it should be noted that the pavement requires to be re-graded adjacent to the dropped kerb location, as the existing detail results in a significant cross fall over the width of the pavement which can be particularly hazardous to wheelchair users. Therefore the entire surface of the dropped kerb area should be reduced to a level surface and the adjacent pavements should slope down onto it with maximum gradient of 1:12, if possible.</p> <p>Please ensure that the tactile paving is laid in a suitable manner to direct someone with impaired vision to the respective opposite crossing point.</p>	Belleview Road / 31 – 79 Hillside	2	112	2	€3,000
329304	212242	In addition to providing suitable tactile paving, the two crossing points on the adjacent pavements should line up with one another as the current provision may lead to confusing someone with impaired vision.	Belleview Road / Belleview Park	2	113	2	€1,000
329254.	212208.	At either side of the road crossing in the middle of Belleview Road.	Belleview Road.	2	114	2	€1,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		In addition to all the other entries with respect to Belleview Road, please ensure that all junctions where smooth surface paving slabs have been provided at the road junctions with Belleview Road are replaced with suitable tactile paving and laid in a suitable manner that will direct someone with impaired vision to the opposite crossing point.	Belleview Road..	3		3	€3,000
327792	210885	At the junction of Hunters Brook with Chapel Road.	Chapel Road – Hunters Brook	2	115	3	€1,000
328067.	211874.	At the crossing point over Chapel Road, in close proximity to Tromont.	Chapel Road – Tromont	2	116	3	€1,000
328523	212153	At the junction of Kindlestown Park with Grattan Park. It should be noted that the height of the dropped kerb section at the left side of the junction is approximately 50mm. This would act as an obstruction to a wheelchair and would also pose a trip hazard to someone with impaired vision. As such, this should be reduced to a preferable height of 6mm.	Grattan Park – Kindlestown Park	2	117	2	€1,750
328848.	210816.	At the junction of Carrig Villas with Mill Road.	Mill Road – Carrig Villas	2	118	3	€1,000
329644	211517	At the crossing point between the pavement leading from St Vincent's Road to the bus stop on Mill Road.	Mill Road – St Vincent's Road	2	119	2	€1,000
329040	212818	At the junction of Mountain View Park with New Road. Note that as this is wholly within a residential area, the Council should carry out an assessment of need to determine when the work should be undertaken.	New Road – Mountain View Park	2	120	2	€1,000
328640	212381	At the junction of Applewood Heights with the R761. Please note that although the kerb upstands are approximately 20mm high, it is recommended that these are reduced to a 6mm height for the benefit of those with a disability.	R761 – Applewood Heights	2	121	3	€1,500
328696	211659	Across Burnaby Heights adjacent to its junction with the R761. Please ensure that the crossing point is clear of the existing road drainage gully as this may pose a trip hazard to someone with impaired vision.	R761 – Burnaby Heights	2	122		
328601	211141	The junction of Carrig Villas with the R761. Please ensure that the tactile paving is fitted in a suitable manner that will direct someone with impaired vision to the respective opposite crossing point.	R761 – Carrig Villas	2	123	3	€1,000
328489	212762	At the junction of Chapel Road with the R761. Note that as the dropped kerbs have been formed on the bends of this junction, the tactile paving should be laid in a suitable manner that will result with the pattern directing someone with impaired vision to the respective opposite crossing point. Please note that this should extend across the full width of the dropped kerb section and extend back a minimum of 800mm at the side adjacent to the R761. Note that in any event, the pavement surface requires to be repaired on the south side of this junction.	R761 – Chapel Road	2	124		
		(Note that where the existing service cover cannot be replaced with a propriety cover that can incorporate tactile paving, permission should be sought from the respective service provider to determine whether it would be possible to paint the service covers with textured paint matching the same colour as the adjoining tactile paving).					

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
328584	212549	At the junction of St Bridget's Park with the R761.	R761 – St Bridget's Park	2	125	3	€1,000
328629.	210941.	At both crossing points at the roundabout on the R761 as it meets the R762. Please note that tactile paving should also be provided to the pedestrian island at this location in accordance with Chapter 1.5.3.1 of the DFT document.  Furthermore the upstand height of the dropped kerb on the south side of this junction is considered to be too high and may pose difficulties to a wheelchair user to transfer between the road and the pavement surface. This should ideally be reduced to a maximum height of 6mm.	R761 Roundabout	4	126	2	€2,500
328377	210836	At the junction of Delgany Wood with the R762. Please note that it is considered that the sloping sections of pavement leading down to the dropped kerbs are fairly excessive and may pose difficulties to wheelchair users. Ideally the pavement should be lowered to the same level as the crossing point across the full width of the pavements at these locations and the slope down onto this level area should not exceed 1:12 gradient.  (Ideally the crossing point should be located 1m from the radius kerbs as indicated in Figure 6 of Chapter 1.5.2 of the DFT document).	R762 – Delgany Wood	2	127	3	€2,500
328076	210793	At the entrance to Elsinore from the R762.	R762 – Elsinore	2	128	3	€1,000
328938	212702	The dropped kerb arrangement should be extended around the entire width of the radius kerbs at the junction of Mountain View Park and Rathdown Road to allow a barrier free circulation route for wheelchair users and also to remove the current trip hazard to those with impaired vision. Please note that tactile paving should also be provided in accordance with Chapter 1.5.2 of the DFT document.  Please ensure that the pavement does not have a cross-slope, as this could pose an additional hazard to wheelchair users.	Rathdown Road / Mountain View Park	2	129	2	€1,500
329051	212752	At the junction of New Road with Rathdown Road.	Rathdown Road / New Road	2	130,131	3	€1,000
328640	212657	At the junction of Rathdown Lawn with Rathdown Road.  Please ensure that the tactile paving is laid in a suitable manner to direct someone with impaired vision to the respective opposite crossing point.	Rathdown Road / Rathdown Lawn	2	132	3	€1,000
<b>REF: 2.5</b>	<b>QUESTION:</b>	Is all blistered paving located in a suitable manner that will not lead to confusion for someone with a visual impairment?				<b>Y/N:</b>	<b>Yes</b>
<b>REF: 2.6</b>	<b>QUESTION:</b>	Is all street furniture suitably located to ensure that it will not cause a hazard to pedestrians?				<b>Y/N:</b>	<b>Yes</b>
<b>REF: 2.7</b>	<b>QUESTION:</b>	Is there a strong colour contrast at the kerb edge to assist partially sighted users?				<b>Y/N:</b>	<b>Yes</b>



EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
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**Section 3: Town Outskirts CONTROLLED CROSSOVERS**

	<b>REF: 3.1</b>	<b>QUESTION:</b> Is the blistered tactile paving at controlled crossings red?					<b>Y/N: No</b>
328492	212760	Red coloured blister tactile paving should be provided at the controlled crossing point on the R761 adjacent to its junction with Chapel Road. Please note that this should be laid in accordance with Figure 3 of Chapter 1.5.1.2 of the DFT document.	R761 – Chapel Road	2	133	1	€2,000
	<b>REF: 3.2</b>	<b>QUESTION:</b> If the footway is also red, is there a contrasting border of 150mm wide around the tactile surface?					<b>Y/N: Yes</b>
	<b>REF: 3.3</b>	<b>QUESTION:</b> Are there any audible signals at controlled crossings?					<b>Y/N: No</b>
328570.	212686.	An audible signal should be fitted to the controlled crossing points at the junction of Rathdown Road with the R761, for the benefit of those with impaired vision to enable them to know when it is safe to cross the road.	R761 – Rathdown Road.	4	103	2	€6,000
	<b>REF: 3.4</b>	<b>QUESTION:</b> Has red material been avoided in the vicinity of a controlled crossing?					<b>Y/N: Yes</b>
	<b>REF: 3.5</b>	<b>QUESTION:</b> 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?					<b>Y/N: Yes</b>
	<b>REF: 3.6</b>	<b>QUESTION:</b> At all other controlled crossings is a depth of 800mm been provided?					<b>Y/N: Yes</b>
	<b>REF: 3.7</b>	<b>QUESTION:</b> Is the back edge of tactile paving at right angles to the direction of crossing					<b>Y/N: Yes</b>
	<b>REF: 3.8</b>	<b>QUESTION:</b> Where the back edge is not parallel to the kerb, and the depth of surface varies, it is no less than 800mm?					<b>Y/N: Yes</b>
	<b>REF: 3.9</b>	<b>QUESTION:</b> Is the stem of the tactile paving 1200 wide and extends to the building line where possible?					<b>Y/N: Yes</b>
	<b>REF: 3.10</b>	<b>QUESTION:</b> Does the stem extend back adjacent to the control box or zebra pole?					<b>Y/N: Yes</b>
	<b>REF: 3.11</b>	<b>QUESTION:</b> Does the stem extend in line with the direction of travel across the road?					<b>Y/N: Yes</b>
	<b>REF: 3.12</b>	<b>QUESTION:</b> 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?					<b>Y/N: Yes</b>
	<b>REF: 3.13</b>	<b>QUESTION:</b> 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?					<b>Y/N: Yes</b>

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		<b>REF: 3.14</b> <b>QUESTION:</b> When pedestrian refuges are part of a crossing, do splitter islands (I take it this is the same as “Staggered islands) have suitable blister surfaces and railings to safely direct visually impaired persons to the opposite crossing point on the island?					<b>Y/N: Yes</b>
<b>Section 4: Town Outskirts UNCONTROLLED CROSSOVERS</b>							
		<b>REF: 4.1</b> <b>QUESTION:</b> Is tactile paving at uncontrolled crossings buff or a colour other than red which provides a contrast with the surrounding surface?					<b>Y/N: Yes</b>
		<b>REF: 4.2</b> <b>QUESTION:</b> Has red material been avoided in the vicinity of any uncontrolled crossing?					<b>Y/N: Yes</b>
		<b>REF: 4.3</b> <b>QUESTION:</b> Is the blistered surface installed along the full width of the flush dropped kerb?					<b>Y/N: Yes</b>
		<b>REF: 4.4</b> <b>QUESTION:</b> Is the back edge of the tactile surface at right angles to the direction of crossing?					<b>Y/N: Yes</b>
		<b>REF: 4.5</b> <b>QUESTION:</b> Are crossings at side roads inset into the side road, approx 1000mm beyond the radius kerb?					<b>Y/N: No</b>
		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 where practically possible:					
327828	211039	At the road junction opposite the Carmelite Convent. Please note that as this is located within a residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	Chapel Road – Carmelite Convent	2	134	3	€2,500
328014	211516	At the junction of The Poplars with Chapel Road.  (Note that in this instance, further investigation should be carried out by the Roads Department to determine whether the existing dropped kerb sections can be extended around the bends of the junction to ensure that a clear 1200mm wide section of dropped kerbing is provided on the line of crossing. Please note that it will also be necessary to provide tactile paving, laid in a suitable manner that will direct someone with impaired vision directly to the opposite crossing point).	Chapel Road – The Poplars	2	135	3	€2,500
328578.	211331.	At the junction of the road opposite the “Lineen Lodge” on the R762. Please note that this should be suitably located to ensure that there will not be an excessive cross fall at the crossing point which could lead to difficulties to a wheelchair user.	R761 – Lineen Lodge	2	136	3	€3,500
328585	212582	At the junction of Rathdown Court with the R761. Please note that tactile paving should also be provided in accordance with Chapter 1.5.2 of the DFT document.	R761 – Rathdown Court	2	137	2	€2,500

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
328443	212873	At the junction of Rathdown Park with the R761. In any event please note that the existing dropped kerb located on the south side of this junction is considered too high and poses an obstacle to a wheelchair user or a trip hazard to someone with impaired vision or someone with an ambulant disability. Please note that the maximum recommended height of a kerb upstand should not exceed 6mm.  In addition, please note that suitable tactile paving should be provided and laid in a suitable manner that will allow the pattern to direct someone with impaired vision to the respective opposite crossing point.	R761 – Rathdown Park	2	138	2	€2,000
	<b>REF: 4.6</b>	<b>QUESTION:</b> When inset crossovers are not possible, is a tactile surface installed in the line of travel?					<b>Y/N: Yes</b>
	<b>REF: 4.7</b>	<b>QUESTION:</b> Are dropped kerbs directly opposite each other to minimise the crossing distance?					<b>Y/N: Yes</b>
	<b>REF: 4.8</b>	<b>QUESTION:</b> At crossings away from junctions is a flush dropped kerb provided with tactile paving installed to a depth of 800mm?					<b>Y/N: Yes</b>
	<b>REF: 4.9</b>	<b>QUESTION:</b> When pedestrian refuges are part of a crossing, do splitter islands (I take it this is the same as “Staggered islands) have suitable blister surfaces and railings to safely direct visually impaired persons to the opposite crossing point on the island?					<b>Y/N: Yes</b>
	<b>REF: 4.10</b>	<b>QUESTION:</b> 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?					<b>Y/N: Yes</b>
	<b>REF: 4.12</b>	<b>QUESTION:</b> Is there an absence of an upstand where the footway crosses the vehicle crossover?					<b>Y/N: Yes</b>
	<b>REF: 4.13</b>	<b>QUESTION:</b> Is there a contrast in colour and tone between footways and carriageways?					<b>Y/N: Yes</b>
	<b>REF: 4.14</b>	<b>QUESTION:</b> Are there barriers present where the carriageway is flush with the footway around an entire junction, other than any controlled crossings?					<b>Y/N: Yes</b>
	<b>REF: 4.15</b>	<b>QUESTION:</b> If traffic flow is high on a vehicle crossover, is the crossing treated as an uncontrolled crossing in its design?					<b>Y/N: No</b>
		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:					

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
328416	212895	At both the entrance and exit to the Esso Garage located on the R761. In addition, please note that it will also be necessary to form suitable dropped kerbs at these locations where the upstand exceeds 6mm to allow a barrier free circulation route for wheelchair users, particularly as there is a cross slope at these locations. (Ideally the sections of pavement and driveways consisting of the cross-slope should be replaced with a level surface, but it is acknowledged that this will not be practically reasonable under the circumstances).	R761 – Esso Garage	4	139,140	2	€4,000
328677	212122	At the entrance to the new office car park located on the R761 opposite Tesco.	R761 – New Office Development	2	141	3	€1,000
.327917.	.210790.	At both the entrance and the exits to “Pattersons Garage” on the R762. Please note that it will also be necessary to provide dropped kerbs at each of the four locations to allow a barrier-free pedestrian circulation route.	R762 – Garage	4	142	2	€4,500
327754	210830	At the entrance to the “Wicklow Arms” car park on the R762. Note that a dropped kerb should also be provided at the side of the junction adjacent to the pub, as the existing kerb upstand poses an obstruction to a wheelchair user and a trip hazard to someone with impaired vision or someone with an ambulant disability.	R762 – Wicklow Arms Pub	2	143	2	€1,700
328956	212693	At the entrance to Rathdown Close on Rathdown Road.	Rathdown Road – Rathdown Close	2	144	3	€1,000

**Section 7: Town Outskirts HORIZONTAL CIRCULATION**

<b>REF: 7.1</b>	<b>QUESTION:</b> Have guidance path surfaces been used sparingly to guide people around obstacles?	<b>Y/N: Yes</b>
<b>REF: 7.2</b>	<b>QUESTION:</b> Do the bars run in the direction of pedestrian travel?	<b>Y/N: Yes</b>
<b>REF: 7.3</b>	<b>QUESTION:</b> Have information surfaces been used to draw attention to amenities such as phone kiosk, post boxes, or information points?	<b>Y/N: Yes</b>
<b>REF: 7.4</b>	<b>QUESTION:</b> Are information surfaces level with the surrounding footway?	<b>Y/N: Yes</b>
<b>REF: 7.5</b>	<b>QUESTION:</b> Does the surface extend the full width of the amenity or 800mm, whichever is greater?	<b>Y/N: Yes</b>
<b>REF: 7.6</b>	<b>QUESTION:</b> Does a space of 400mm exist between the amenity and surface?	<b>Y/N: Yes</b>

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS	
<b>REF: 7.7</b>		<b>QUESTION:</b> Are pedestrian routes free of hazards?					<b>Y/N:</b>	<b>No</b>
		As noted in 2.1 above, Applewood Heights consists of a residential area. There are a number of locations throughout Applewood Heights residential area where house owners have allowed the bushes and trees to overgrow, and as a result restricts the clear width of the respective pavements. It should be brought to the attention of the house owners that it is their responsibility to maintain their bushes and trees to ensure that they do not encroach onto the pavement and therefore pose a hazard to passing pedestrians, particularly those with impaired vision or wheelchair users.	Applewood Heights	6	47,145,146,147,148,149	4	€50	
328780	212137	The small steps on the pavement along Belleview Road (as it leads into Tesco) could act as a trip hazard to someone with impaired vision and should therefore be levelled/ramped out to ensure a smooth surface along this section of pavement.	Belleview Road – Tesco Entrance	3	150	2	€250	
328460.	212760.	A colour contrasting reflective band should be applied to the lamppost located outside Blackthorn House on Chapel Road to highlight its location to someone with impaired vision. This should be located at a height of approximately 1500mm above ground level.  Ideally the pole should be located clear of the pavement width and this should be considered at a future date when the poles are being replaced.	Chapel Road – Blackthorn House	1	151	2	€100	
327803	210937	As a result of the overhang on the roof from Ivory Cottage (which is located next to the Horse and Hound Pub), on Chapel Road, and a narrow pavement width, the clear unobstructed width of the pavement is only approximately 600mm. This is hazardous to someone with impaired vision and would also cause an obstruction, if not a barrier, to a wheelchair user. Furthermore, the surface of the pavement is damaged and requires to be repaired to provide a smooth trip-free surface. In addition, cars tend to park tight at the side of the pavement which poses further obstructions and hazards to those with a disability.  Consultation should therefore be taken with Roads Department to determine how much the pavement can be widened to provide a safe unobstructed width. In the circumstances, it is considered that a minimum 1500mm should be provided, if at all possible. With regards to the roof overhang, it may be appropriate to form a tapping rail in line with the outermost part of the roof as detailed in Figure 9 of Section 5.3.2 of the NDA document. Please note that a suitable dropped kerb arrangement should be provided at the lane at the south side of the Horse and Hound Pub.	Chapel Road – Ivory Cottage	25m	152,153	1	€8,000	

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
328138	211695	<p>The provision of safety barriers outside the local school on Chapel Road restricts the general circulation route for a wheelchair user. As these are provided for the safety of children, discussions should be held between the Education Authority and the Roads Department in an attempt to provide an alternative suitable design that will allow the free circulation for wheelchair users. In any event, please note that the width of the pathway should be at least 1200mm clear of the obstructions.</p> <p>In addition, suitable dropped kerb arrangements should be provided to allow a barrier free circulation route past the school car park. (Note that this consists of loose granular material and may act as a slip hazard to someone with impaired vision. Therefore all loose stones should be removed.</p> <p>Referring to Chapter 1.5.4.2 of the DFT document, tactile paving should also be provided at either side of the entrance leading into the car park for the benefit of those with impaired vision.</p>	Chapel Road – School	2	154,155	1	€2,500
328358	212705	The pavement along Chapel Road, opposite St Kilian's Blacklion Chapel, has a significant cross slope which could pose difficulties to wheelchair users. This should, therefore, be resurfaced and re-levelled to ensure that it has a maximum cross fall of 1:50 in accordance with Section 5.1.3 of the NDA document.	Chapel Road – St Kilian's Chapel	20m	156	3	€5,000
327819	210972	The step at the vehicular crossover at Wyndham on Chapel Road should be removed and replaced with a suitable ramp to allow a barrier free crossing point at this location. In addition, please note that the road drainage gully should be relocated clear of this crossing point, as it currently poses a trip hazard to someone with impaired vision.	Chapel Road – Wyndham	2	157	2	€2,000
328635.	212188.	The height between the pavement and the bottom of the street signage at the bottom of Grattan Park is only approximately 1500mm. This could pose as a hazard to someone with impaired vision and should be raised accordingly, to ensure that the bottom of the sign is at least 2.2m above the ground level, in accordance with Figure 9 of Section 5.3.2 of the NDA document.	Grattan Park	2	158	2	€250
328396	212111	<p>There is a considerable side slope on the pavement outside no's 1 &amp; 2 Grattan Park. This may pose difficulties for a wheelchair user and should be levelled with a maximum recommended cross fall of 1:50, in accordance with Chapter 5.1.3 of the NDA document.</p> <p>However, as this pavement only serves a number of houses, it is considered to have low priority and the Council should therefore carry out an assessment of need to determine when the work should be carried out.</p>	Grattan Park – No's 1 – 2	10m	159	3	€8,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
328403	212074	During the survey it was noted that a number of cars park on the pavement outside No's 10 & 12 Grattan Park and could result as an obstruction to wheelchair users and those with impaired vision. This should therefore be monitored and, where necessary, parking restrictions should be implemented to ensure that all pedestrian circulation routes are kept free at all times.	Grattan Park – No's 10 & 12	1	160	4	€0
329500	211958	The water toby sign which currently stands at the corner of Killincarrig Road and Hillside Road should be relocated to the outmost edge of the pavement as it currently poses a trip hazard to someone with impaired vision. Please note that the pavement area around the toby should be repaired as necessary.	Killincarrig Road – Hillside Road	1	161	1	€600
329687	211546	The overgrowing ivy along the side of the pavement on Mill Road between St Vincent's Road and Charlesland Road should be cut back as it is currently extending over the pavement and poses a hazard to someone with impaired vision.  This should be brought to the attention of the adjacent house owner and should be requested to cut it back as necessary.	Mill Road	30m	162	4	€0
329040.	212818.	The gap at the side of the Eircom cover at the corner of Mountain View Park with New Road should be in-filled, as it currently poses a trip hazard to someone with impaired vision.	Mountain View Park – New Road.	1sqm	120	2	€200
329031	212915	The damaged sections of pavement at the driveway entrances to the 2 new houses that are currently being built on New Road should be repaired and brought up to the same level as the existing pavement, as they currently pose a trip hazard to someone with impaired vision and an obstruction to wheelchair users.	New Road – New houses	2	163	1	€1,000
328665	210889	The height of the road signs on Newcastle Road approaching the roundabout with its junction with the R762 may pose a hazard to those with impaired vision due to the proximity to the ground level. Referring to section 5.3.2, Figure 9 of the NDA document there should be a minimum height of 2.2m between the ground level and the underside of any such signage. Therefore the level of the signs should be raised accordingly.  In addition, reflective colour contrasting bands should be applied to both sign posts and the adjacent lamp posts, at an approximate height of 1500mm above ground level, for the benefit of those with impaired vision.	Newcastle Road	3	164	2	€500

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
328633	211058	<p>The overgrown hedge at the derelict house next to David Martin Hair Salon on the R761 should be trimmed back as it currently extends over the pavement surface. This would pose an obstruction to wheelchair users and also a hazard to those with impaired vision or those who may have an ambulant disability.</p> <p>It is acknowledged that this is bordering onto private property, but as noted above, the house is currently empty and in a derelict state. It may therefore be necessary for the Council to carry out the necessary works.</p>	R761	10m	165		
328604	211390	The wire supporting the light pole outside the house named "Castlecrest" on the R761 may be difficult to notice by someone with impaired vision and could therefore pose a hazard. To rectify this matter, reflective colour contrasting tape should be applied to the wire up to a height of approximately 1800mm. (This will also include the bracket that is attached to the pavement).	R761 – Castlecrest	1	166	2	€350
328601	211218	The slope of the pavement at the vehicular entrance to "Cherry House" on the R761 is considered to be excessive and may cause difficulties for wheelchair users. As such, the pavements should be re-graded at this location to provide slopes of 1:12 where possible.	R761 – Cherry House	2	167	2	€800
328668	212302	The bush that is currently growing at the side of the pavement on the R761 opposite "Cobweb Cottage" should be removed as it not only poses an obstruction to a wheelchair user but also a hazard to someone with impaired vision or someone with an ambulant disability.	R761 – Cobweb Cottage	1	168	1	€300
328626	211480	A suitable dropped kerb arrangements should be provided at the end of the pavement along the R761 as it leads into Kindlestown Lower from the south entrance. To assist those with impaired vision or wheelchair users, potholes and the cracks in the road should be in-filled to provide a smooth trip free surface in the area adjacent to the dropped kerb.	R761 – Kindlestown Lower	2	169	3	€500
328674	212133	The silver coloured traffic bollards located around the new office development on the R761 may not be readily noticed by someone with impaired vision. It is therefore recommended that each bollard is highlighted by using a colour contrasting reflective strip around the top of them to allow them to be more easily noticed.	R761 – New Office Development	45	170	2	€500
328386	213002	The bus shelter located outside the new Spar on the R761 reduces the clear pavement width to approximately 700mm and therefore could pose an obstruction to a wheelchair user. As such the shelter should be relocated to ensure that a minimum clear width of 1200mm is provided at all times.	R761 – Spar	1	171	1	€900
328380	213012	The bollards provided at the entrance to the Spar Shopping Centre on the R761 are very similar in colour to the adjoining pavements. As such they may not be readily seen or noticed by someone with impaired vision and colour contrasting reflective strips should be applied around the top perimeter of each bollard.	R761 – Spar Shopping Centre	11	172	2	€250



EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
328629	210961	The overgrowing bushes and shrubs along the edge of the pavement at the roundabout of the R761 and R762 may pose a hazard to those with impaired vision and an obstruction to wheelchair users. As such, the shrubbery should be cut back clear of the pavement line and suitably maintained.	R761/R762 Roundabout	50m	173,174	4	€600
327824	210791	The pavement along the R762 as it approaches Chapel Road from Greystones is fairly narrow, damaged and slopes out towards the road. This is considered to be hazardous to wheelchair users and possibly those with an ambulant disability. As such, the pavement should be resurfaced along this area, ideally with a maximum cross-fall of 1:50, in accordance with Section 5.1.3 of the NDA document.	R762 – Chapel Road	125m	175,176	2	€5,000
328377.	210836.	The lamp post and supporting cable that is currently located in the middle of the pavement on the R762 at the junction with Delgany Wood should be relocated to the outer edge of the pavement, as it currently poses a hazard to those with impaired vision and also an obstruction to wheelchair users.  Although this has been given a priority 2, it is recommended that a colour contrasting reflective band is applied to the lamppost immediately. This should be located at a height of approximately 1500mm. In addition, the cable should also be highlighted from ground level up to a minimum height of 1500mm for the benefit of those with impaired vision.	R762 – Delgany Wood	2	177	2	€750
328471	210853	Reflective colour contrasting strips should be applied to the lamp and sign posts adjacent to The Wendon Brook housing development on the R762, located at a height of approximately 1500mm above ground level for the benefit of those with impaired vision. Similarly, colour contrasting tape should be applied to the cable supporting the lamp post up to a minimum height of 1500mm.  In addition the hole in the pavement adjacent to this location should be in-filled and brought up to the same level as the adjacent pavement surface, as it currently poses a trip hazard to someone with impaired vision and an obstruction to a wheelchair user.	R762 – New Housing Development	4	178	2	€1,000
327717	210774	The pavement on the bend of the R762, opposite the Old Rectory, is fairly narrow and slopes out towards the main road. This may pose difficulties for a wheelchair user and should therefore be widened to at least 1200mm and brought up to a level surface across the width of it.	R762 – Old Rectory	5m	179	3	€1,000

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
327760	210831	<p>It would appear that chairs and tables are regularly placed outside the Wicklow Arms Pub (on the R762) and therefore block the pavement to wheelchair users, those with an ambulant disability and those with impaired vision. This should be brought to the attention of the owners of the public house and advise them of their responsibilities to maintain a clear circulation route.</p> <p>In addition, colour contrasting reflective bands should be applied around the top of the bollards that are located outside the pub for the benefit of those with impaired vision.</p>	R762 – Wicklow Arms Pub	1	180	4	€0
328593	212661	The overgrown bushes at the top of Rathdown Road (close to the junction with R761) should be trimmed back in line with the back edge of the pavement, as they currently pose an obstruction to wheelchair users and a hazard to those with impaired vision.	Rathdown Road	7m	181	4	€300
328780	212652	A suitable dropped kerb arrangement should be provided at one side of the vehicular entrance to "Vela Cottage" on Rathdown Road, as the current kerb upstand poses a barrier to wheelchair users and a trip hazard to those with impaired vision and also those with an ambulant disability.	Rathdown Road – Vela Cottage	1	182	1	€750
329635	211623	The protruding tree routes on the pavement of St Vincent's Road act as a trip hazard to someone with impaired vision. In the circumstances, it is considered that the best course of action around this problem is to re-grade the pavement to ensure that the top surface passes over the routes. Further advice should be taken from a tree surgeon with respect to this matter.	St Vincent's Road	1	183	2	€800
329367	211777	<p>Some dropped kerbs should be provided at the vehicular entrance to "The Gables" house, located on Whitshed Road. Note that as this is a quiet residential area, the Council should carry out an assessment of need to determine when the work should be carried out. (Priority 3).</p> <p>Please note that a colour contrasting reflective band should be applied to the adjacent lamppost at a height of approximately 1500mm above ground level, to allow it to be more easily noticed by someone with impaired vision. (Priority 2).</p>	Whitshed Road – The Gables	2	184	3	€1,500
329298	211758	The height of the dropped kerb on the west side of the vehicular entrance to Whitshed Lodge, on Whitshed Road, is in excess of the maximum recommended height of 20mm. This should be reduced to a preferable height of 6mm, for the benefit of those with a disability. As this is a quiet residential area, it may be more practical to provide an angular section of concrete between the top level of the dropped kerb and the road surface, in this instance.	Whitshed Road – Whitshed Lodge	1	185	2	€100
<b>REF: 7.8</b>		<b>QUESTION:</b> Does the lighting installation take into account the needs of people with visual impairments?					<b>Y/N: Yes</b>

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS	
<b>REF: 7.9</b>		<b>QUESTION:</b> Are junctions between different surfaces smooth to ensure that they do not present a tripping hazard or cause visual confusion?					<b>Y/N:</b>	<b>Yes</b>
<b>REF: 7.10</b>		<b>QUESTION:</b> Are pedestrian routes a minimum of 1800mm wide?					<b>Y/N:</b>	<b>No</b>
327828.	211039.	<p>The pavement on the opposite side of the road from the Carmelite Convent on Chapel Road is fairly narrow and may cause difficulties for a wheelchair user. However it is noted that the adjacent road surface is also generally narrow at this location, therefore it may not be practically reasonable to request that this pavement is widened. As such consultation should take place with the Roads Department to determine whether this would be possible.</p> <p>It is assumed that this is generally a quiet area, however, should it be busy during times of mass, consideration should be given to the safety of parishioners attending the service.</p> <p>In addition, consideration should also be given to providing a pedestrian crossing point at this location should there be regular visitors to the convent. This should be formed in accordance with Chapter 1.5.2 of the DFT document.</p>	Chapel Road – Carmelite Convent	50m	186	4	€5,000	
327765.	210838.	The width of the pavement outside “Mack Bros” on Chapel Road is only approximately 700mm wide and blends into the road surface, at the junction with the R762. As the adjacent pavements are of suitable width, it is considered that this pavement should be widened to at least 1200mm and the edge of the pavement should be highlighted to provide contrast between the pavement and the road surfaces.	Chapel Road – Mack Bros	50m	187	3	€4,000	
328458	212767	The width of the pavement outside Shannon House on Chapel Road should be extended to at least 1200mm to allow adequate space for a wheelchair user and someone with an ambulant disability to pass along this section of pavement.	Chapel Road – Shannon House	5	188	2	€1,000	
329842	211651	<p>The pavement along the opposite side from the Council Offices on Mill Road should be widened to a preferable minimum width of 1500mm along its entire length, in accordance with Section 5.1.3 of the NDA document and BS8300.</p> <p>Note, however, that a priority 3 can be allocated to this item, on condition that a suitable provision is made for a crossing point over Mill Road at both ends of this section of narrow pavement. As Mill Road is a busy road, consultation should be taken with the Roads Department to determine whether it will be necessary to form controlled crossing points at these locations.</p> <p>In addition, reference should also be made to Chapter 5 of the DFT document in respect of suitable tactile paving where footpaths cross over cycle paths.</p>	Mill Road	4	189	1	€20,000	

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		At least two of the picnic benches provided in the picnic area on mill Road should be designed as illustrated in Figure 12 of Section 5.3.8 of the NDA document, for the benefit of those with a disability. In addition, suitable pathed access should be provided to each of these picnic benches, constructed in accordance with Sections 5.1.2 and 5.1.3 of the NDA document.	Mill Road – Picnic Area	2	190	2	€300
329663	211529	The path providing access to the crossing point over Mill Road adjacent to St Vincent's Road, should be widened to at least 1200mm along its entire length. Please ensure that the adjacent grass area is maintained to ensure that it does not encroach onto the path surface.  In addition, please note that buff coloured blister tactile paving should be provided at the crossing point across the road.	Mill Road – St Vincent's Road	2	191	1	€350
328850	210929	The pavement along New Road is only approximately 600mm in width as a result of overgrown bushes and hedges along this section of the pavement. This will act as an obstruction and a barrier to wheelchair users and should be cut back to provide a clear pavement width of at least 900mm but preferably 1200mm. Please note that it may also cause difficulties to those relying on the assistance of walking aids.  It should also be noted that this section of pavement is uneven and bumpy in places, including the protrusion of service covers. These all pose a trip hazard to someone with impaired vision and an obstacle to wheelchair users. As such it is recommended that this path is resurfaced as necessary.  Please note that as this is within a residential area, the Council should carry out an assessment of need to determine when the work should be carried out.	New Road	40m	192,193	3	€10,000
328392	210843	The pavement along the north side of the R762, adjacent to the house named "Etterby", should be widened to at least 1200mm in width along this area of road. Please note that the pavement surface is also uneven and bumpy and will pose difficulties to wheelchair users, those with impaired vision and those with an ambulant disability and as such should be upgraded, in any event.	R762 – Etterby	25m	194	2	€3,500
327543	210776	The pavement along the R762 between the "Dulgany Inn" and the junction with the N11 reduces to approximately 700mm in width. This would not generally allow the safe passage for a wheelchair user and may pose difficulties for someone with impaired vision or someone with an ambulant disability. However, it is acknowledged that this is wholly within a rural area and does not lead directly to another residential area. As such it is considered that it will not be practically reasonable to request that this pavement width is widened along its length. Therefore no further action is deemed necessary in this instance.	R762 – N11	1kn	195	4	€0

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
		<b>REF: 7.11</b>	<b>QUESTION:</b> Is suitable seating provided at regular intervals?				<b>Y/N: Yes</b>
		<b>REF: 7.12</b>	<b>QUESTION:</b> Is general circulation available to all areas by way of accessible routes?				<b>Y/N: Yes</b>
		<b>REF: 7.13</b>	<b>QUESTION:</b> Is town centre signage suitably positioned, sized with necessary colour and tonal contrast between letters and background? Is there alternative pictorial signage where possible?				<b>Y/N: Yes</b>