



Wicklow County Council  
 OOR-HAILE CHONTAE CHILL KHANTAIN

## Access Audit Summary Sheet

CAPITA SYMONDS

Subject: **Kilcoole**

Audited: **11 March 2008**

Details: **Co. Wicklow**

### Accessibility Grade

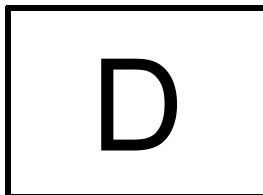
A - Wholly Compliant

B- Satisfactory, minor works needed

C - Poor. Major alterations required

D - Significant issues which severely restrict access and service operations. Major capital works required

### Allocated Grading



Estimate of Totals	No of Alterations	Estimated Costs
Priority 1	4	€22,800
Priority 2	8	€40,000
Priority 3	8	€15,560
Priority 4	7	€13,000
All Costs	28	€91,360

Auditor:	J Lowe
Signed:	
Date:	

### Summary Statement

Kilcoole Town Centre, Co. Wicklow

The area audited was found to be generally of poor accessibility particularly in the town square area however there are ongoing roadworks and presumably improvements to pathways. Throughout the audit area there was a distinct lack of uncontrolled crossings and no provision of controlled crossings. In several instances red tactile paving has been used which is not consistent with recommendations for uncontrolled crossing; Sections 5.1.2 and 5.1.3 of NDA "Building for everyone". At the top of Main Street (Tesco's) a ramp and staircase has recently been provided, however each one is dissected by way of a car entrance for which no crossing at the road junction has been provided for persons having to use their required method of entry to the shopping area. An area of path leading from Newtown Road into the main road intersection on Main Street is absent and persons can only access Main Road either by continuing along the road or by way of an alternative small badly surfaced path sign posted Lower Green. Bus stops along the main road were difficult to reach due to the lack of strategic crossings should persons wish to access buses going in the opposite direction to the path they were on. This town has in general cars parked along the roadside with only the occasional off road parking to note. Out of town problems mainly consist of occasional poor surface and trip hazards within the pavement, lack of dropped kerbs or crossing points.

As with most of the towns audited, considerable parking problems exist with an inherent attitude to off road parking at the expense of pedestrians. This is particularly problematic and of safety concern for vulnerable groups including disabled persons or children. A consultation with road safety engineers should be implemented considering measures such as alternative parking, out of town parking, bollards and restricted parking road markings, public education.

A common, historical building practice is for rain downpipes to filter water across paving areas. This creates a potential slip hazard particularly in combination with foliage or icing at times of extreme cold. A design element of including a "below surface channel" should be employed with any future pavement works. This has been employed in some instances and is a cheap design incorporation but should become common practice.

A common, historical building practice especially in smaller towns with cottage dwellings is for access in and out of the house via steps. These steps protrude out onto the public footpath and are a trip hazard especially as they are of very low visual contrast. Secondly the steps conflicts with the access provided along the footpath by taking away the available width making it extremely difficult for persons to traverse pass.

Regarding public transport, it is recommended that discussions with representatives of Bus Eirann should take place to provide supportive facilities such as wheelchair access. Most existing bus stops do not provide any shelter from the elements. It would be of good practice including general benefit for all the public to consider strategic placement of shelters.

Along the main streets, there is generally a lack of suitable seating areas. Those seats that are currently in place are without arm rests. A review of providing seats at regular intervals along main thoroughfares should take place. Following guidelines from section 5.3.7 of NDA "Building for Everyone". The main access audit was carried out by John Lowe and is based on the conditions encountered during an inspection on March 2008.