



EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
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Use Type: Town Centre      Auditor: J Lowe      Date of Audit: 11/03/2008  
 Capita Ref: 006      Name: Kilcoole      Address: Co. Wicklow

**Section 1: Town GENERAL ACCESS AND CIRCULATION**

REF:	QUESTION:	Y/N:
1.1	Are general circulatory routes clearly marked out?	Yes
1.2	Are circulation routes suitably surfaced, and slip resistant?	No
329919	208510 An area of the pavement is missing the surface coating and as such is deteriorating and becoming loose and uneven with lying water.	Along Lott Lane. 5m 5 3 €2,400
329680	207658 An area of wide pathway has been constructed but the surface has not been laid. This may be scheduled, however as it lies currently, it is unsuitable for mobility access. It may be a low usage road but no crossing points exist in the vicinity and repair would be required at some point in the future.	Along Newtown Road. 100m 35 4 €5,000
329942	208630 The surface has loose stone spoil across the main pavement. It is a maintenance issue and requires general cleaning either by the associated residence or by local authority cleaning of the public footpath. It is a lower priority as it will not stop access across it but a residual slip hazard exists.	Nearby residential entrance along Lott Lane. 1 4 4 €100
329872	208323 An area of the pavement is missing the surface coating and as such is deteriorating and becoming loose and uneven with lying water. A nearby surface grid is creating a trip hazard.	Path along Lott Lane. 3 14 3 €1,200
1.3	Are routes kept free of snow, ice and fallen leaves?	No
329185	207363 Foliage growth at the corner of a bend with a crossing point makes this a dangerous situation as well as an access route. Maintenance should help alleviate this problem.	Corner of Newtown Road. 1 43 1 €100
329908	208396 Hedge growth is encroaching into the path making the passing width below the minimum required 800mm and recommended 1000mm. It is a maintenance issue and requires clipping either by the associated residence or by local authority	Entrance to Rock Manor Drive along Lott Lane. 1 10,12,13 1 €200
1.4	Are there sufficient forms of accessible transport which provide access to the main roads throughout the town centre?	Yes

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**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		
329849	208274	An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. A dropped kerb on both sides currently exists but these are on the circumference of the bend and need repositioning. No tactiles exist either.	Along Lott Lane.	1	15,16,17	3	€2,500
329596	207457	An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. A dropped kerb on both sides currently exists but these are on the circumference of the bend and need repositioning. No tactiles exist either.	Along Newtown Road.	1	36	4	€2,500
329347	207502	An uncontrolled crossing is recommended at the crossover point on a side road. A dropped kerb on both sides currently exists but no tactiles exist.	Along Newtown Road..	1	45,46,47	4	€2,500
329592	207302	There are a series of crossings in this area that feed into a school area and a discontinuity of a path across from the school forcing pedestrians to cross the road. A review of crossings in this area is required by upgrading the existing crossing points which have dropped kerbs and consideration of a controlled crossing point over the main road.	Around the school perimeter fence on Main Street.	2	37,38,39,40,41,42	2	€10,000
329629	207712	There are a series of crossings in this area that feed along towards the town centre and a discontinuity of a path forces pedestrians to attempt to cross the road. A review of crossings in this area is required by upgrading the existing crossing points which have dropped kerbs and consideration of upgrading the path as referred to in 7.12 records 2 and 3.	Close to road intersection with town centre along Newtown Road.	2	54,55	2	€5,000
329185	207362	There are two crossing points in this area that have lowered kerbs but no tactile to inform visually impaired pedestrians. The paths appear to be fairly new and they feed into a light industrial area. Of more concern is the foliage making the crossing blind to both pedestrians and roads user presence. Refer to 1.3 record 2.	Corner of Newtown Road.	2	43,44	4	€1,600
329785	208060	This area is a new estate and at the time of the audit was restricted by temporary barriers. It appears that there is no crossing scheduled for this area and the new pavement has a high kerb. There is also no crossing point over the main road and this would be required to get into the town centre. There is a nearby cycle route which is not highlighted by tactile messaging.	Entrance to new estate along Lott Lane	2	19,20,21,22	2	€5,000
329908	208395	An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. No dropped kerbs and no tactiles exist. This will also improve the surrounding surface which has some drainage pipe showing.	Entrance to Rock Manor Drive along Lott Lane.	1	9,10,11,12,13	3	€2,500

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329652	208166	This area has two bus stops on opposite sides of the road and will be heavily used by persons of low mobility due to the health centre in close proximity. As this road is high with traffic flows and the main route within the town, crossing points should be available and a controlled crossing point should be considered. A zebra style crossing point has been budgeted for.	Main Street next to health centre.	1	59,60,61	2	€5,000
329914	208476	An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. No dropped kerbs and no tactiles exist.	Residential Entrance at Bayview Close along Lott Lane.	1	6,7,8	3	€2,500
329945	208653	An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. A dropped kerb on both sides currently exists but these are on the circumference of the bend and need repositioning. No tactiles exist either.	Residential opening along Lott Lane	1	1,2,3	3	€2,500
<b>REF: 2.2</b>		<b>QUESTION:</b> Are all crossovers flush with the carriageway?					<b>Y/N: Yes</b>
<b>REF: 2.3</b>		<b>QUESTION:</b> Is the surface slip resistant?					<b>Y/N: Yes</b>
<b>REF: 2.4</b>		<b>QUESTION:</b> Is blistered tactile paving present at all crossovers where the kerb upstand has been removed?					<b>Y/N: Yes</b>
<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: 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: 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: No</b>
329816	208155	There is no boundary along the road and pavement making colour contrast poor. Either install a dropped kerb or demarcate the road boundary with road paint.	Along Lott Lane.	5m	18	3	€1,000

**Section 3: Town CONTROLLED CROSSOVERS**

<b>REF: 3.1</b>		<b>QUESTION:</b> Is the blistered tactile paving at controlled crossings red?					<b>Y/N: Yes</b>
<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 crossovers?					<b>Y/N: Yes</b>
<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>

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		<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: No</b>
329671	207869	This crossing point has been constructed and appears to be meant as a controlled crossing point using red tactile paving and white zebra road markings. There is however no zebra poles or traffic lights with sounder as such the crossing in respect to car drivers could be viewed as uncontrolled making red tactile paving unsuitable. Install Zebra poles.	Nearby the road intersection along Main Street.	2	33,34	2	€3,000
		<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>
		<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>

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**Section 4: Town UNCONTROLLED CROSSOVERS**

REF:	QUESTION:	Y/N:	ANSWER:
4.1	Is tactile paving at uncontrolled crossings buff or a colour other than red which provides a contrast with the surrounding surface?	No	
329435	207566	Red tactile paving has been used at the crossing point to a residential area. Either this area was earmarked to be controlled or red tactile has been used in error. Secondly too much tactile paving has been used. Refer to NDA for guidelines from section 5.1.4 of NDA "Building for Everyone". As the crossing is now built, money and priorities at other junctions should precede changes at this point hence a low priority has been assigned. It is more important to realise future proper use in building projects.	Entrance to residential Area along Newtown Road.
4.2	Has red material been avoided in the vicinity of any uncontrolled crossing?	Yes	
4.3	Is the blistered surface installed along the full width of the flush dropped kerb?	Yes	
4.4	Is the back edge of the tactile surface at right angles to the direction of crossing?	Yes	
4.5	Are crossings at side roads inset into the side road, approx 1000mm beyond the radius kerb?	Yes	
4.6	When inset crossovers are not possible, is a tactile surface installed in the line of travel?	Yes	
4.7	Are dropped kerbs directly opposite each other to minimise the crossing distance?	Yes	
4.8	At crossings away from junctions is a flush dropped kerb provided with tactile paving installed to a depth of 800mm?	Yes	
4.9	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?	Yes	
4.10	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?	Yes	
4.12	Is there an absence of an upstand where the footway crosses the vehicle crossover?	Yes	
4.13	Is there a contrast in colour and tone between footways and carriageways?	Yes	
4.14	Are there barriers present where the carriageway is flush with the footway around an entire junction, other than any controlled crossings?	Yes	

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		<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: Yes</b>
<b>Section 6: Town CORDUROY HAZARD WARNING SURFACES</b>							
		<b>REF: 6.1</b>	<b>QUESTION:</b> Is the profile of corduroy surface bars 6mm high, 20 mm wide and spaced 50mm between bars?				<b>Y/N: Yes</b>
		<b>REF: 6.2</b>	<b>QUESTION:</b> Are corduroy hazard warning surfaces used appropriately? (top and bottom of steps, foot of ramp to an on street LRT, level crossing, railway platform, footway joins shared route)				<b>Y/N: Yes</b>
		<b>REF: 6.3</b>	<b>QUESTION:</b> Do bars run transversely across the direction of pedestrian travel?				<b>Y/N: Yes</b>
		<b>REF: 6.4</b>	<b>QUESTION:</b> Does the surface start 400mm from the hazard?				<b>Y/N: Yes</b>
		<b>REF: 6.5</b>	<b>QUESTION:</b> Is the surface laid to a depth of 800mm?				<b>Y/N: Yes</b>
		<b>REF: 6.6</b>	<b>QUESTION:</b> Does the surface extend at least 400mm beyond the width of the hazard on either side?				<b>Y/N: Yes</b>
		<b>REF: 6.7</b>	<b>QUESTION:</b> On ramps to light rapid transit (LRT) platforms is the surface installed across the full width of the bottom of the ramp?				<b>Y/N: Yes</b>
		<b>REF: 6.8</b>	<b>QUESTION:</b> Does the corduroy surface extend the full width across the footway with a depth of 800mm?				<b>Y/N: Yes</b>
		<b>REF: 6.9</b>	<b>QUESTION:</b> If there is a shared pedestrian – cycle track is there a ladder pattern (against travel) on the footpath and a tramline pattern (towards travel) on the cycle path?				<b>Y/N: No</b>
329347	207501	Install appropriate patterns.	Cycle path ending along Newtown Road.	1	44,45	4	€500
		<b>REF: 6.10</b>	<b>QUESTION:</b> Has the tactile surface been laid at the beginning and end of the route, at regular intervals and at any junctions?				<b>Y/N: Yes</b>
		<b>REF: 6.11</b>	<b>QUESTION:</b> Has a delineator strip been installed between the routes?				<b>Y/N: Yes</b>
		<b>REF: 6.12</b>	<b>QUESTION:</b> Have appropriate symbols been used to inform users of the different sides?				<b>Y/N: Yes</b>
		<b>REF: 6.13</b>	<b>QUESTION:</b> Have colour and texture been used to assist blind and partially sighted people?				<b>Y/N: Yes</b>
		<b>REF: 6.14</b>	<b>QUESTION:</b> Where a footpath joins a shared route on the cycle track side, has corduroy tactile paving been installed to warn users of the hazard?				<b>Y/N: Yes</b>

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**Section 7: Town 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>
	<b>REF: 7.7</b>	<b>QUESTION:</b> Are pedestrian routes free of hazards?					<b>Y/N: No</b>
329680	207911	Ongoing works were present at the time of the audit so it is difficult to determine the outcome of the accessibility of crossings etc. in this area. Any works should look to conform with standards devised by the NDA and listed in "Building for Everyone" in sections 5.5.1 and 5.5.2	Town Centre.	1	28,29,30,31,32	5	
	<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>
	<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: Yes</b>
	<b>REF: 7.10</b>	<b>QUESTION:</b> Are pedestrian routes a minimum of 1800mm wide?					<b>Y/N: Yes</b>
	<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: No</b>
329680	207910	No path exists into the town centre from Lott Lane which caters for several residential areas including a new estate under construction. A small byelane named "lower green" could be used as an alternative but would need to be reviewed and assessed for suitability including proper wide surfaces and signage. Failing this a path or access route is required to allow movement into the town centre. This currently includes walking along a road round a narrowing bend and traffic junction.	Lott Lane at the intersection with Sea Road and Main Street.	200m	23,24,25,26,27,28,29,30,31,32	1	€20,000

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329507	207624	Path runs out near the exit of Newtown road towards Main Street. There is no crossing alternative. Surfacing of the path would allow access.	Newtown road towards Main Street	30m	50	2	€3,000
329577	207675	Path runs out near the exit of Newtown road towards Main Street. There is no crossing alternative. Surfacing of the path would allow access.	Newtown road towards Main Street (2nd area).	30m	51,52,53	2	€3,000
<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>

#### Section 8: Town VERTICAL CIRCULATION

<b>REF: 8.1</b>		<b>QUESTION:</b> Is the location of any steps clearly indicated by use signage/colour contract/texture/lighting?					<b>Y/N: Yes</b>
<b>REF: 8.2</b>		<b>QUESTION:</b> Do any steps have a handrail to both side(s) and does it extend 300mm beyond the top and bottom of any flight?					<b>Y/N: Yes</b>
<b>REF: 8.3</b>		<b>QUESTION:</b> Is any level change clearly lit?					<b>Y/N: Yes</b>
<b>REF: 8.4</b>		<b>QUESTION:</b> Are treads and risers uniform?					<b>Y/N: Yes</b>
<b>REF: 8.5</b>		<b>QUESTION:</b> Are nosings identifiable?					<b>Y/N: No</b>
329628	208324	Install appropriate nosings	Ramp at Tesco entrance on Main Street.	8	62,64	3	€960
<b>REF: 8.6</b>		<b>QUESTION:</b> Is the location of any ramp clearly indicated by use signage/colour contract/texture/lighting?					<b>Y/N: Yes</b>
<b>REF: 8.7</b>		<b>QUESTION:</b> Are steps available as an alternative to any ramp or ramped surface?					<b>Y/N: No</b>
329628	208325	To get from the steps to the installed ramp from southern end of the town, the road must be crossed and no tactile paving or dropped kerbs exist. Install suitable crossing.	Tesco store on Main Street.	1	63,64	1	€2,500
<b>REF: 8.8</b>		<b>QUESTION:</b> Have all ramps got a suitable gradient in respect to their length?					<b>Y/N: Yes</b>
<b>REF: 8.9</b>		<b>QUESTION:</b> Do any ramps have a handrail to both side(s) and does it extend 300mm beyond the top and bottom of any flight?					<b>Y/N: Yes</b>

#### Section 9: Town INFORMATION

<b>REF: 9.1</b>		<b>QUESTION:</b> Is there a tactile plan of the town centre?					<b>Y/N: Yes</b>
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		<b>REF: 9.2</b>	<b>QUESTION:</b> If orientation information is available to the public, is it available in alternative formats?				<b>Y/N: Yes</b>
		<b>REF: 9.3</b>	<b>QUESTION:</b> Are all relevant locations clearly signed?				<b>Y/N: No</b>
		There is no signage to identify entrances, recommended routes, amenities etc. A review of pedestrian traffic throughout the area and hence a corresponding requirement for signage should take place. The provision of any signage needs to take into account requirements for persons of various disabilities. This could include braille signage. Any visual signage should have a text height of a minimum of 60mm, the background of the signboard should be white and the text should be black or blue.					
		<b>REF: 9.4</b>	<b>QUESTION:</b> Does the signage system incorporate colour/tone/ contrast and upper and lower case lettering?				<b>Y/N: Yes</b>
<b>Section 10: Town Car Parking</b>							
		<b>REF: 10.1</b>	<b>QUESTION:</b> If required, are there any accessible parking spaces provided?				<b>Y/N: Yes</b>
		<b>REF: 10.2</b>	<b>QUESTION:</b> Are on street accessible bays provided in a safe location?				<b>Y/N: Yes</b>
		<b>REF: 10.3</b>	<b>QUESTION:</b> Does the accessible bay have a drop kerb to the rear to allow disabled motorists access to the walkway?				<b>Y/N: Yes</b>
		<b>REF: 10.4</b>	<b>QUESTION:</b> Is the accessible car parking surface even and free from loose stones?				<b>Y/N: Yes</b>
		<b>REF: 10.5</b>	<b>QUESTION:</b> Are accessible bays adequately lit?				<b>Y/N: Yes</b>
		<b>REF: 10.6</b>	<b>QUESTION:</b> Are accessible bays adequately signed?				<b>Y/N: Yes</b>
		<b>REF: 10.7</b>	<b>QUESTION:</b> 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)				<b>Y/N: No</b>
		There is a lack of disabled parking bays along key areas of the town and areas of high usage such as shops. In particular the health centre should have a disabled bay. A review by road engineers should establish need and strategic placement of bays.		Throughout town.	4	2	€6,000