

Summary Report

Cork County Council Access Audits - Sch 8



Wicklow County Council
COMHAIRÉ CHONTAE CHIR | MHANT SIN
Kilcoole

CAPITA SYMONDS

| Question | Easting | Northing | DESCRIPTION | QTY | (€) Cost |
|--|---------|----------|--|------|----------|
| Kilcoole | | | | | |
| Priority: | | | | | |
| 9 Town INFORMATION | | | | | |
| Kilcoole | | | | | |
| Priority: 1 | | | | | |
| 1 Town GENERAL ACCESS AND CIRCULATION | | | | | |
| 1.3 | 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 | €100 |
| 1.3 | 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 | €200 |
| 7 Town HORIZONTAL CIRCULATION | | | | | |
| 7.12 | 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 | €20,000 |
| 8 Town VERTICAL CIRCULATION | | | | | |
| 8.7 | 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 | €2,500 |

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| Kilcoole | | | | | |
| Priority: 2 | | | | | |
| 2 Town PEDESTRIAN CROSSING POINTS | | | | | |
| 2.1 | 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 | €5,000 |
| 2.1 | 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 | €5,000 |
| 2.1 | 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 | €5,000 |
| 2.1 | 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 | €10,000 |
| 3 Town CONTROLLED CROSSOVERS | | | | | |
| 3.10 | 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 | €3,000 |
| 7 Town HORIZONTAL CIRCULATION | | | | | |
| 7.12 | 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 | €3,000 |
| 7.12 | 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 | €3,000 |
| 10 Town Car Parking | | | | | |
| 10.7 | | | 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 | €6,000 |

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| Priority: 3 | | | | | |
| 1 Town GENERAL ACCESS AND CIRCULATION | | | | | |
| 1.2 | 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 | €1,200 |
| 1.2 | 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 | €2,400 |
| 2 Town PEDESTRIAN CROSSING POINTS | | | | | |
| 2.1 | 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 | €2,500 |
| 2.1 | 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 | €2,500 |
| 2.1 | 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 | €2,500 |
| 2.1 | 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 | €2,500 |
| 2.7 | 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 | €1,000 |
| 8 Town VERTICAL CIRCULATION | | | | | |
| 8.5 | 329628 | 208324 | Install appropriate nosings Ramp at Tesco entrance on Main Street. | 8 | €960 |

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| Priority: 4 | | | | | |
| 1 Town GENERAL ACCESS AND CIRCULATION | | | | | |
| 1.2 | 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 | €5,000 |
| 1.2 | 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 | €100 |
| 2 Town PEDESTRIAN CROSSING POINTS | | | | | |
| 2.1 | 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 | €2,500 |
| 2.1 | 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 | €2,500 |
| 2.1 | 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 | €1,600 |
| 4 Town UNCONTROLLED CROSSOVERS | | | | | |
| 4.1 | 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. | 1 | €800 |
| 6 Town CORDUROY HAZARD WARNING SURFACES | | | | | |
| 6.9 | 329347 | 207501 | Install appropriate patterns. Cycle path ending along Newtown Road. | 1 | €500 |
| Kilcoole | | | | | |
| Priority: 5 | | | | | |
| 7 Town HORIZONTAL CIRCULATION | | | | | |
| 7.7 | 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 | |