

Summary Report - Wicklow CC Accessibility Audits



Wicklow County Council
COMHAIR FIONTAR CHILL MHEANTAIN

CAPITA SYMONDS

Rathdrum

| DESCRIPTION | QTY | Priority | (€) Cost |
|---|-----|----------|----------|
| 1 Town GENERAL ACCESS AND CIRCULATION | | | |
| 1.1 | | | |
| 1.2 This surface is badly damaged, uneven and a trip hazard. Resurfacing is recommended. Junction with Main street and back lane to Fairgreen. | 20m | 1 | €4,000 |
| 1.2 An area of pavement is cracked and uneven. Brewery Lane. | 5m | 4 | €1,000 |
| 1.4 Public transport particularly in the form of buses is limited in places. A review of bus stops including what measures should be taken to allow wheelchair access onto buses with wheelchair facilities should take place with representatives of the local bus companies. Access across to bus stops on the opposite side of any paved area should also be considered as should provision of shelters and alternative information signs for example braille. Throughout the town particularly on main road. | | | |
| 2 Town PEDESTRIAN CROSSING POINTS | | | |
| 2.1 An uncontrolled crossing is recommended at the crossover point of a side road. Dropped kerbing exists Note: the path to which it leads is recommended to be widened (below 800mm in places) but is outwith the audited pathways. No tactile paving exists. Entrance to path onto Fairgreen. | 1 | 4 | €2,500 |
| 2.1 No crossing point exists in this area. It is at the bottom of a steep hill and persons may heavily rely on the public transport provided in the form of bus stops which are only accessible by traversing the road which is busy and fast at this point and at a bend. Ideally a controlled crossing should be considered. Bottom of Lower Street. | 2 | 2 | €5,000 |
| 2.1 An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. The crossing should be across the main road as nothing exists in this area. Dropped kerbing exists further up on one side of the main road and could be used. No tactile paving exists. T junction where side road goes downhill next to car park on Lower Street. | 1 | 4 | €2,500 |
| 2.1 An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. Dropped kerbing exists but the surface is also in need of repair (Refer to 1.2). No tactile paving exists. Junction with Main street and back lane to Fairgreen. | 1 | 3 | €2,500 |
| 2.6 There is a bench provided which is not ideal due to the design (lack of arm rests), it is old and in need of upgrading. It is also recessed onto the grassed area and has no hardstanding area around it. Likewise there is a high kerb making access difficult for persons with mobility problems. Provide new bench and area of hardstanding and dropped kerb access. Bench on edge of grassed area in Fairgreen. | 1 | 4 | €2,000 |
| 2.7 The road and pavement are one and the same, they should be demarcated by kerbing or road paint. Out of town car park on Railway Station access. | 1 | 4 | €1,000 |
| 7 Town HORIZONTAL CIRCULATION | | | |
| 7.3 Information surfaces should be placed into the pavement surface. The box is also positioned too high and consideration should be given to lowering the height for persons in a seated position for example. P.O. Box wall mounted on Lower Street. | 1 | 4 | €800 |

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| 7.7 | Off street parking is a persistant problem at several locations within the town. Due to time of day variations and the audit being a snapshot an estimate of five locations has been included and this could be in the form of several solutions such as paint markings, high level signage restricting parking, bollards etc. Part of the solution should include secondary measures such as additional controlled parking, out of town parking connected with public transport and community education. Throughout the town.. | | | |
| 7.7 | Throughout the town centre area, passage is severly interrupted by the common occurrence of steps from residences out into the pedestrian walkway. In extreme cases, the passage is all but virtually blocked. In lesser cases, they are a hazard for persons with visual problems due to poor contrasting. Throughout the town. | 10 | 1 | €5,000 |
| 7.7 | There are lamposts along the pedestrian path which require colour contrasting to highlight their presence. Reflective banding should also be considered for low level light conditions. Guidance on positioning and type can be found in section 5.3.3 "building for everyone" of the NDA. Throughout the town and along Brewery Lane. | 4 | 4 | €800 |
| 7.10 | This area from the exit at the car park upto the town centre back through to the other car park has a series of poor paths / surfaces and steps. As such this entire street is needing considerable works and rather than treat every problem independently they have been summarised here. A montage of photos has been included. An immediate problem is that the paths either side of the road are poor in width with many kerbstones, steps and poles needing to be overcome. By concentrating on one side of the road, a path can be made accessible through widening without encroaching significantly into the roadspace. Other measures could be used such as one way traffic flows, chicanes, light signal control. A main reason that paths are inaccessible is the constant of road parking. A budgetry figure has been included but this may not be realistic depending on what measures are finally approved. Along the main thoroughfare of the town. | 200m | 1 | €20,000 |
| 7.11 | No seating exists throughout the town (except at north end at fairgreen but this is inaccessible refer to 2.6). It is especially noticeable that the bottom end of the town has no seating or shelter at the bus stop areas. Bottom of Lower Street and througout the town. | 4 | 3 | €6,000 |
| 7.12 | A length of paving stops and this is a route for pedestrians to get to residential areas. At present persons must use traffic road areas to continue their journeys. Brewery Lane. | 40m | 4 | €8,000 |
| 7.12 | Two areas of paving ends and this is the main access path up towards the college. This means that persons must use the road to get to the college. A path can be constructed to provide a continuous route from the town center direction to the college entrance. Lane next to Fairgreen heading towards the college. | 50m | 3 | €10,000 |
| 8 Town VERTICAL CIRCULATION | | | | |
| 8.1 | A single vertical step exists just up from some local shops. It is an unnecessary obstacle and it is recommended that the surface is regraded to remove it and provide a low incline gradient. Back Lane heading towards Fairgreen from direction of Main Street. | 10m | 2 | €2,000 |
| 8.1 | A series of four vertical step exists just up from some local shops. It may be an unnecessary obstacle and it is recommended that the surface is regraded to remove it and provide a low incline gradient if this is possible. Otherwise handrails, appropriate nosings and an alternative ramp needs to provided. Budget has been provided on the assumption that the pavement can be regraded. Back Lane heading towards Fairgreen from direction of Main Street. Near singular step. | 20m | 2 | €4,000 |
| 10 Town Car Parking | | | | |
| 10.7 | No Parking bays were evident especially near the tourist information office which is an obvious amenity requiring access. This area was under reconstruction works so a disabled bay may have existed, however no temporary disabled bay was evident. Likewise no disabled parking was evident throughout the town except in the out of towncar parks. Throughout the town center especially in the town square. | 3 | 2 | €3,240 |