

## Summary Report - Wicklow CC Accessibility Audits



Wicklow County Council  
COMAIR FIONTAR CHILL MHEANTAIN

# CAPITA SYMONDS

Shillelagh

DESCRIPTION	QTY	Priority	(€) Cost
<b>1 Town GENERAL ACCESS AND CIRCULATION</b>			
<b>1.4</b> There was no evident bus routes along the main route. A general discussion should be given consideration to see if public transport access should be improved. This should also include proper bus stop construction and shelter. Along the main road	4		
<b>2 Town PEDESTRIAN CROSSING POINTS</b>			
<b>2.1</b> This is a T junction that has dropped kerbs either side of minor road however as this is an uncontrolled junction, consideration should be given to placement of tactile paving in accordance with sections 5.1.2 and 5.1.3 of the NDA "Building for Everyone". Secondly the dropped kerbed is angled such that the user will be directed out towards the main road. In this instance, flooding is also evident at one of the dropped kerbs and a redesign and proper gradients should be considered. Entrance to residential area mid way along Station Road	1	3	€2,500
<b>2.1</b> No crossing point exists from one side of the main street to the other. After a feasibility study with road engineers, consideration should be given to either a controlled or uncontrolled crossing dependant on need, traffic flows and pedestrian volumes. A budgetry figure has been included. Along Main Street	1	1	€5,000
<b>2.4</b> This is a T junction that has dropped kerbs either side of minor road however as this is an uncontrolled junction, consideration should be given to placement of tactile paving in accordance with sections 5.1.2 and 5.1.3 of the NDA "Building for Everyone". Secondly the dropped kerbed is angled such that the user will be directed out towards the main road. In this instance, flooding is also evident at one of the dropped kerbs and a redesign and proper gradients should be considered. Station Road leading into a residential area	2	3	
<b>2.7</b> Refer to 2.4.			
<b>7 Town HORIZONTAL CIRCULATION</b>			
<b>7.11</b> Along the main streets, there is generally a lack of suitable seating areas. 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". Main Street	2	3	
<b>7.12</b> An area of pathway approximately 50m is absent across the entrance to a garage at the top end of the main street which is the only route up towards the church from the direction of the town centre. Main Street	50m	3	
<b>8 Town VERTICAL CIRCULATION</b>			
<b>8.6</b> An excellent separation of pedestrian and traffic flows has been introduced with the placement of a footbridge and whilst access is good, the entrance on and off the bridge as well as the safety barriers have poor visual contrast with the surroundings. A band of contrast as detailed in section 5.3.3. NDA "Building for Everyone" should be considered, this band could also be of dual purpose being of high light reflection for periods of low light level. Bridge and surrounding railings on Main Street.	6	2	€1,200
<b>9 Town INFORMATION</b>			
<b>9.1</b> Due to the town being small in size, A tactile plan is unnecessary in this instance. Therefore no further recommendations.			

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**9.3** There is no signage to identify entrances, recommended routes, amenities etc. Due to the town being small in size, signage is deemed unnecessary in this instance. Therefore no further recommendations.

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**10 Town Car Parking**

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<b>10.6</b>	No high level signage for either of the two disabled bays is in situ. Both of the bays are well displayed in blue road markings making high level signage of a lower priority however it should not be discarded as it is an important feature for persons driving past to quickly ascertain that an accessible bay exists. Main Street	2	5	€480
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