

## Summary Report - Wicklow CC Accessibility Audits



Wicklow County Council  
COMAIR ÉCHONTAR CHUI MHEANTAIN

# CAPITA SYMONDS

### Blessington

DESCRIPTION	QTY	Priority	(€) Cost	
<b>1 Town GENERAL ACCESS AND CIRCULATION</b>				
1.1	The path runs out beyond the outskirts of the town, The area to be audited continues along the road but it appears that there is no further amenities beyond this point and as such a low priority exists to extend the path. Main street beyond the local garage.	100m	5	€4,000
1.2	Area along Main Street has poor surfacing which is also subject to heavy surface water. Refer to record 5 section 2.1. Entrance to side road within main street.	30m	2	€3,000
1.3	Growth from the surrounding bushes are starting to encroach significantly into the pedestrian pathways. Maintenance schedules to arrest the encroachment should be implemented. Roundabout at outskirt of Main Street.	1	3	€200
1.3	Rainwater downpipes are frequently allowing water to flow across uncontrolled along the pathway surface. By installing submerged drainage pipe, the water can be easily channeled subsurface onto the road where road drains will collect the excess water. It is recommended that this technique or something similar should be employed in the development of newly laid pedestrian surfaces. Throughout the audit area.			
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 town and residential outskirts.		1	
<b>2 Town PEDESTRIAN CROSSING POINTS</b>				
2.1	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. Main Street nearby community education centre.	1	2	€2,500
2.1	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 however the dropped kerbs are askewed with each other. Any uncontrolled crossing should create a parallel crossing point. Main street heading towards town centre from local garage.	1	3	€2,500
2.1	An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. This will also benefit the quality of the surface which is also in need of repair. The contrast between path and road is also poor at this point. Refer to 1.2. Main Street.	1	2	€2,500
2.1	The crossing point within the main street is a prominent crossing point situated within the main town centre requiring to be traversed in order to maintain passage between shops etc. Town Centre.	1	1	€2,500
2.1	There is a lack of controlled crossing points outwith the town centre in allowing pedestrians to cross the main road which has a high speed, high traffic flow. It is recommended that a review with road engineers should consider the requirement and necessity of pedestrians to cross Main Street at strategic areas such as residential areas or at amenity places such as the community education centre. Strategic points along Main Street.	1	2	€2,500
2.1	A crossing point exists with dropped kerb but no tactile paving is present. This crossing point is subject to a significant amount of mud blocking the entry / exit point of the dropped kerb making it a slip hazard. Along Main Street.	1	2	€2,500

2.1	The crossing point has dropped kerbs, new surfaces but only tactile paving on one side. Upgrading the opposite side is recommended. The existing tactiles are improperly laid and constitute a trip hazard. Side Street along Main Street.	1	2	€1,500
2.1	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. No tactiles exist and the surface on one side could be improved to allow access onto an associated side path. Outskirts of Main Street.	1	3	€2,500
2.1	Crossing point is used as an industrial exit and is situated within the main town. Ideally the crossing point should be highlighted with tactile paving. It is expected that this crossing area is low traffic usage however, the surface and trip hazard is of bigger concern. Entrance nearby parking in the town centre.	2	3	€1,000
2.2	Refer to record 8 question 2.1.			
2.6	At the traffic light controlled crossing, a litter bin is positioned such that it is within the entry/ exit point of the crossing. Repositioning of the bin to a less obtrusive area is recommended. Traffic Lights	1	4	
2.6	Bollards exist and although they protect pedestrians and off road parking, the positioning of one bollard at the corner minimises the passage width to 950 mm which is within legal requirements, however it is less than the recommended 1000mm that allows powered wheelchairs to pass by. Given that this area is in a popular area, repositioning of the bollard is recommended. Town centre.	1	5	€1,000
<b>3 Town CONTROLLED CROSSOVERS</b>				
3.3	The sounder at the controlled crossing is of low audibility. It is especially difficult to hear with background noise levels including nearby traffic movement. Traffic Lights (First Set).	1	1	€250
3.3	The sounder at the controlled crossing is of low audibility. It is especially difficult to hear with background noise levels including nearby traffic movement. Traffic Light (Second set).	1	1	€250
<b>4 Town UNCONTROLLED CROSSOVERS</b>				
4.2	Red tactile paving has been used at the four crossing points around the roundabout. Either this area was earmarked to be controlled or red tactile has been used in error. 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. Four island crossing points at the main roundabout on Main street.	4	4	€1,000
4.5	The crossing and islands are offset and built into the radius of the bend rather than at the straight in the side road. 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. Four island crossing points at the main roundabout on Main street.	4	4	
<b>7 Town HORIZONTAL CIRCULATION</b>				
7.3	No information surfaces have been used at the post box amenity. This may be difficult to achieve without relocation of the post box as a metal grid exists at this point. Along Main street near set of four bollards.	1	4	€2,000
7.7	Tree guards are used along the pathway and although fairly wide, they have no colour contrasting the black paint used. 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. Along Main street.	5	4	€1,000

7.7	Bollards exist which have colour contrasting strip of white against black. As a general note, white on black is not ideal in this situation as it poorly contrasts with the black road surface and white painted lines. The bollards on the opposite side have a gold banding but this is difficult to see due to severe mud covering the bollard and as a maintenance issue, they should be occasionally cleaned. Along Main Street towards the town centre.	20	3	€2,000
7.7	Within the passage area of the pedestrian walkway, pole(s) exists which require pedestrians to avoid or negotiate around. If relocation of the pole to a new less intrusive position is not possible within reasonable costs then poles should be colour contrasted remembering that 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. In this instance the path is wide so a colour contrasting band would be an acceptable solution. Path heading along Main Street into town.	1	3	€200
7.7	Off street parking is a persistent 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.	5	2	€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. Main Street within town centre.	5	3	€1,000
7.7	Four bollards are without colour contrasting. 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. Set of four Bollards along Main Street within town centre.	4	3	€800
7.7	Along the pedestrian path, there is an open grid which is a hazard for persons using canes and walking aids. Ideally this should be changed to a continuous sheet of metal thus eliminating risks. Along the Main Street.	1	4	€600
7.7	Within the passage area of the pedestrian walkway, pole(s) exists which require pedestrians to avoid or negotiate around. If relocation of the pole to a new less intrusive position is not possible within reasonable costs then poles should be colour contrasted remembering that 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. In this instance the path is wide so a colour contrasting band would be an acceptable solution. Path heading along Main Street into town..	1	3	€200
<b>8 Town VERTICAL CIRCULATION</b>				
8.8	A steep ramp exists at the end of a set of bollards and the surface is also poor. The gradient requires to be lessened and appropriate crossing, markings incorporated. Along Main Street nearby set of bollards.	1	1	€2,500
<b>9 Town INFORMATION</b>				
9.1	Tactile information at key areas should be considered throughout the town.			
9.3	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>10 Town Car Parking</b>				
10.1	refer to 10.7.			

---

<b>10.6</b>	One accessible bay was found on the day of the audit, it could not be determined if this was a local authority provided bay. This particular bay had no high level signage and would be difficult for persons without prior local knowledge to know that it existed. Along Main Street back from the road in a car park.	1	2	€250
<b>10.7</b>	There is a lack of disabled parking bays along key areas of the town and areas of high usage such as shops. A review by road engineers should establish need and strategic placement of bays. Throughout town.	4	1	€6,000

---