The background is a vibrant red color. It features several abstract geometric shapes: a large teal semi-circle in the top-left corner, a blue semi-circle in the top-right corner containing a white circle, a dark blue horizontal bar in the top-right, a teal semi-circle in the bottom-right, and a blue vertical shape in the bottom-left containing a white circle. There are also smaller white circles and curved lines scattered throughout the design.

Appendix I1

Accessibility

Audit Report



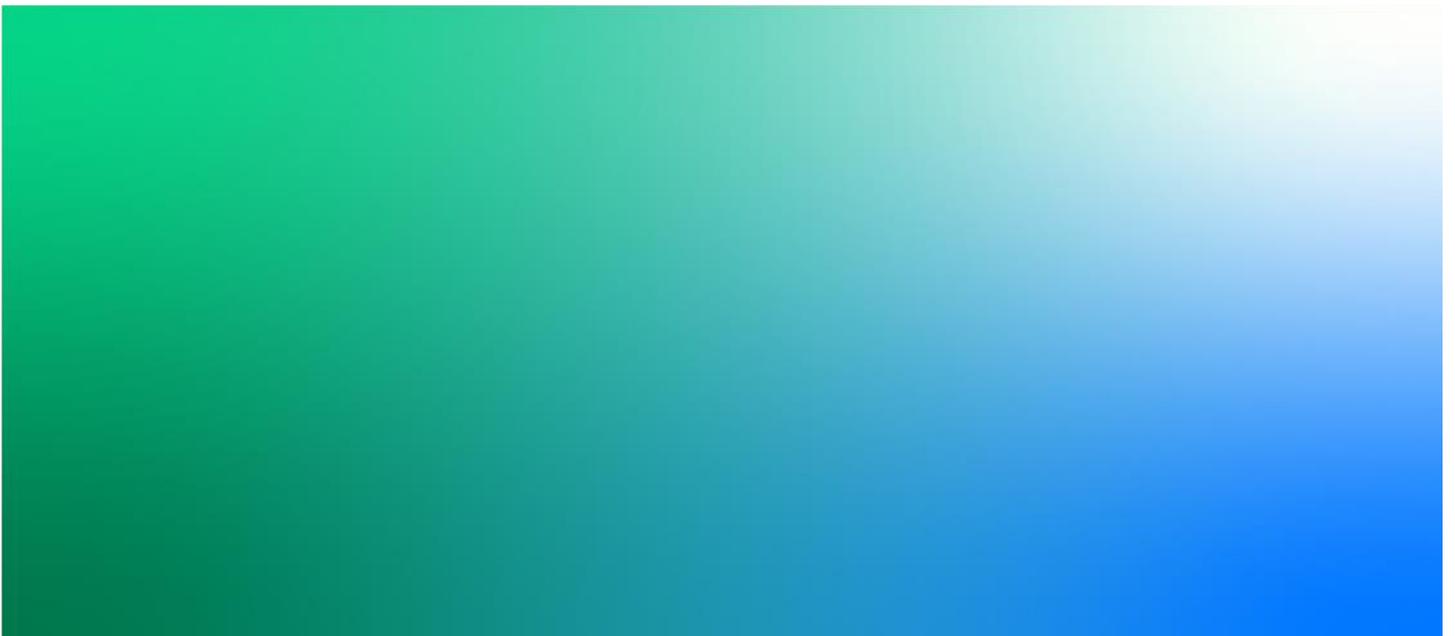
Jacobs

BusConnects Radial Core Bus Corridors Infrastructure Upgrade Programme – Project B

Liffey Valley to City Centre Core Bus Corridor -Accessibility Audit Report

28/10/2021

BCIDB



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1. Introduction

As a part of the Engineering Design Services for the Preliminary Design and Planning Stage through to the end of the Statutory Process of the BusConnects Radial Core Bus Corridors Infrastructure Programme, an audit of the existing infrastructure provided for people with disabilities along the proposed Liffey Valley bus corridor has been carried out. This report outlines the standards and guidelines that should be used to provide suitable infrastructure for people with disabilities, the process and outcomes of the audit and recommended improvements that will bring the existing infrastructure up to standard.

This audit should be read in conjunction with the *Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors* as it will feed into the next stages of design.

1.1 Disability Act 2005

The following is an excerpt from the Disability Act 2005:

26. —

- (1) *Where a service is provided by a public body, the head of the body shall*
 - (a) *where practicable and appropriate, ensure that the provision of access to the service by persons with and persons without disabilities is integrated,*
 - (b) *where practicable and appropriate, provide for assistance, if requested, to persons with disabilities in accessing the service if the head is satisfied that such provision is necessary in order to ensure compliance with paragraph (a), and*
 - (c) *where appropriate, ensure the availability of persons with appropriate expertise and skills to give advice to the body about the means of ensuring that the service provided by the body is accessible to persons with disabilities.*
- (2) *Each head of a public body referred to in subsection (1) shall authorise at least one of his or her officers (referred to in this Act as “access officers”) to provide or arrange for and co-ordinate the provision of assistance and guidance to persons with disabilities in accessing its services.*
- (3) *This section shall come into operation on 31 December 2005.*

34.—*A sectoral plan of the Minister for Transport (“the Minister”) shall contain information concerning—*

- (a) *a programme of projected measures for the provision of access to persons with disabilities to passenger transport services for the general public provided by the Minister or by a public body in relation to which he or she performs functions or by a person or body licensed or regulated by the Minister,*
- (b) *measures to be taken for the purpose of facilitating access by persons with disabilities to such services and the time within which such measures are to be taken,*
- (c) *arrangements proposed to be put in place by the Minister and the Minister for the Environment, Heritage and Local Government to facilitate access to the vehicles providing the passenger transport services by such persons from a public road, and*
- (d) *any other matter which the Minister considers appropriate.*

The Department of Transport, Tourism & Sport’s (DTTAS) Sectoral Plan, under the Disability Act 2005, is called **Transport Access for All (2012)**. This concept is based on the principle of Accessible Public Transport which does not distinguish between people with disabilities and other passengers.

The provision of accessible, affordable and acceptable transport can make a very big difference to the quality of life for people. People can feel cut off from wider community life, and can have serious difficulty accessing basic services, due to a lack of access to transport. This is particularly true for older people and for people with disabilities, although of course it applies to many others as well. One of the core principles of Transport Access for All is that through accessibility improvements to the public transport system for people with disabilities, access for all people will be improved.

Transport Access for All has the stated aim of "continuing to promote the development and introduction of accessible public transport services for the greatest number of people with mobility, sensory and cognitive impairments in the shortest possible time."

Bus stations and bus stop design are included among the areas listed for action in the Sectoral Plan. The plan requires that the needs of mobility-impaired persons must be taken into account when designing bus stops.

For the purposes of the plan, mobility-impaired persons include:

- Persons who are visually impaired, or blind
- Persons who are hard of hearing, or deaf
- Persons with children in buggies
- Wheelchair users and people with crutches

While it is recognised that it will not always be possible to provide conflict-free access for all users to and from buses and/or bus stops, there is an onus on the designer, nevertheless, to ensure in respect of mobility-impaired persons that access is facilitated, and that the highest degree of convenience is afforded them, insofar as is reasonably practicable.

1.2 Project Description

The BusConnects Radial Core Bus Corridors Infrastructure Programme involves implementing dedicated bus lanes and cycle lanes on 12 key bus corridors. The main purposes of this project are to improve journey times, improve accessibility across the city, enhance public transport provision and create a safer environment for cyclists and pedestrians.

The Liffey Valley Bus Corridor route connects the Liffey Valley to Dublin City Centre, via Inchicore and Ballyfermot. Key facilities and services that need to provide access to all along this route are shown in Appendix B. The key facilities and services were identified using the Prime2 data base, developed by Ordnance Survey Ireland to integrate national data in relation to location, and filtering for public areas likely to be sensitive to accessible design requirements. Accessible parking spaces along the Liffey Valley route are included in the infrastructure audit.

1.3 Report Structure

There are five sections along the Liffey Valley Route. The table below outlines these sections and the roads along the route they include.

Table 1.1: Liffey Valley Route Sections

Section	Start of Section	End of Section	Roads Included
1	Fonthill Road	Coldcut Road	Fonthill Road
2	Coldcut Road	Le Fanu Road	Coldcut Road, Ballyfermot Road
3	Le Fanu Road	Inchicore Road Junction	Ballyfermot Road, Sarsfield Road
4	Inchicore Road Junction	South Circular Road Junction	Grattan Crescent, Emmet Road
5	Old Kilmainham	High Street	Old Kilmainham, Mount Brown, James's Street, Thomas Street, High Street

Each chapter of this report focuses on a section of the route and the specific issues identified in the site walkovers as being high risk. Other issues are summarised in each chapter, with a full list in Appendix A and full details provided in Project Mapper.

1.4 Methodology

Prior to the site walkovers occurring, a tablet was set up to streamline the collection of data. This involved creating drop down menus based on what was expected to be seen to meet the standards and guidelines.

The dropdown menus of the potential issues that were to be used during the site walkovers were developed based on the guidelines discussed in Section 7. These were split into five broad categories with multiple sub categories under each, as below:

Table 1.2: Disability Audit Categories

Footpaths	Crossings / Junctions	Bus Stops	Parking	Other
<ul style="list-style-type: none"> ▪ Insufficient footpath width ▪ Broken paving / footway ▪ Bollards in footway ▪ Lamp post in footway ▪ Signpost in footway ▪ Ponding ▪ Footpath not provided ▪ Inappropriately constructed vehicle crossover point ▪ Uneven paving / footway ▪ Broken kerbing ▪ No dropped kerb provided to access beginning of footpath network ▪ No level difference between footpath and cycle lane ▪ Inappropriate street furniture ▪ Incorrect tactile paving at cycle lane 	<ul style="list-style-type: none"> ▪ Incorrect tactile paving at crossing ▪ No crossing facilities provided ▪ No tactile paving at crossing ▪ No dropped kerbs at crossing ▪ Push button incorrectly positioned ▪ No tactile information at push button ▪ Dropped kerbs not flush with crossing ▪ Crossings not aligned ▪ Road Surfacing at Crossing Poor ▪ No pedestrian refuge for long crossing ▪ Green man time not sufficient ▪ Continuous cycle track indicated at signalised pedestrian crossing ▪ Incorrect raised table 	<ul style="list-style-type: none"> ▪ No raised kerb at bus stop ▪ No kassel kerbs ▪ Vehicles parked in bus stop ▪ Bus pole not identified in Braille 	<ul style="list-style-type: none"> ▪ Vehicles parked in footway ▪ No dropped kerbs provided at accessible parking bay 	<ul style="list-style-type: none"> ▪ Unsuitable access for users with disabilities

The issues identified during the site walkovers were also ranked based on their severity levels. Severity levels of high, medium and low were used. These were based on the descriptions in Table 1.3.

Table 1.3: Severity Descriptions

Severity Rating	Description	Example
Low	A severity level of low was considered to present minimal impact to safety or ability to access the service.	Insufficient footpath width where it does not meet the standard width, however it is still wide enough for a wheelchair to fit through would be considered low severity.
Medium	A severity level of medium may present an impact to safety or ability to access the service.	Bus pole not identified in Braille in a low foot traffic area where a blind person may not be able to find the bus stop and therefore use the service.
High	A severity level of high was considered to present an impact to safety or ability to access the service.	No crossing facilities provided for a disabled person to be able to cross the road, hindering ability to cross the road.

A site walkover was held over Wednesday 11 March 2020 and Thursday 12 March 2020 to observe the current infrastructure provided for people with disabilities and identify current issues. On both days there were intermittent showers, which highlight the impacts of ponding, however it was mostly fine. The current conditions were then analysed to determine how they could be improved to be considered in the design process of the corridor.

Figure 1.1 shows all of the data collection points along the length of the route that were captured in a GIS database during the audit.

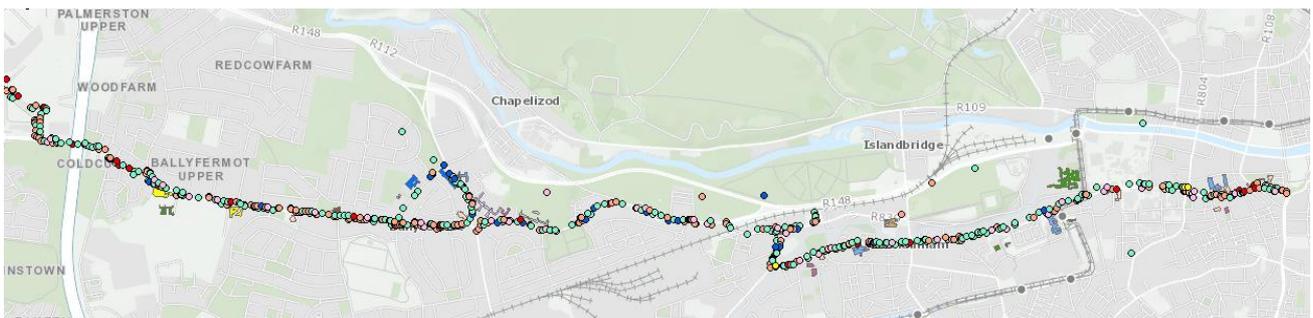


Figure 1.1: Data Collected along the Liffey Valley Route

The points in the GIS database can be filtered by issue type, ID number or severity. Each point also has a link to the attached image showing the issue.

The issue types are also colour coded for ease of recognition. Figure 1.2 shows the colours used for each issue type.



Figure 1.2: Colour coding of issue types

2. Section 1 – Liffey Valley Shopping Centre to Coldcut Road

2.1 Description of Route

This section of the route includes the road network surrounding Liffey Valley Shopping Centre, Fonthill Road. Figure 2.1 shows this section of the route.

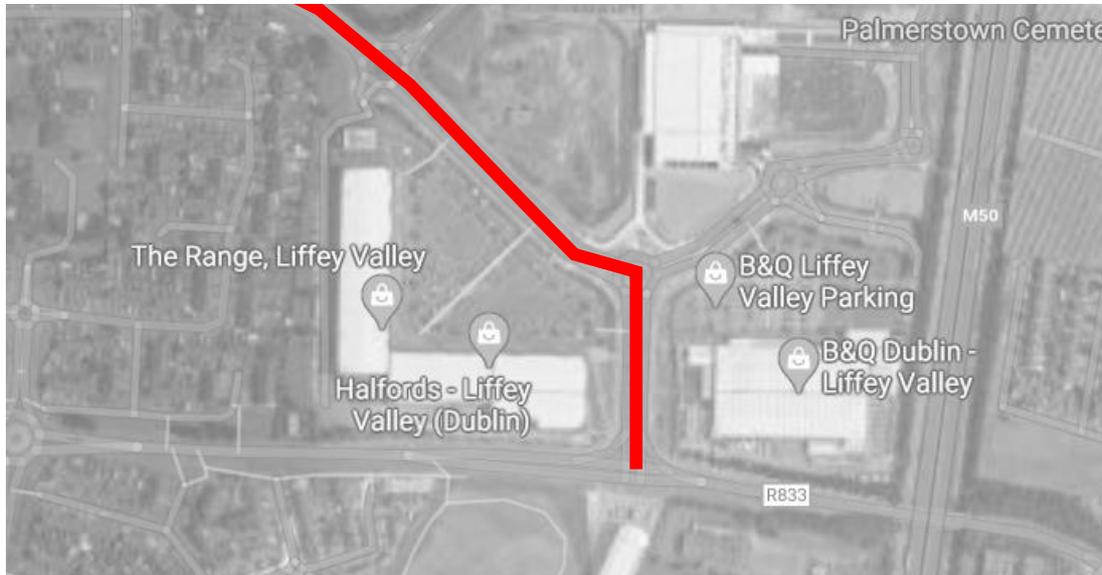


Figure 2.1: Map of Section 1

To date, the community has been consulted on potential design layouts for the length of the route. Below is a list of the points and opinions raised by members of the public at the community consultation that relate to Section 1 of the route:

- Concerns around interaction between cyclists and pedestrians. The types of crossings need to be correct for people with disabilities, uncontrolled crossings aren't suitable for people with disabilities.
- Segregation from cyclists to protect safety of people with disabilities is important.
- Intersection treatments along the length of route need to be adequate for users with disabilities, refuge islands with barriers and railings are not suitable for people with impaired vision and can be hard to manoeuvre for wheelchair users. Interactions with bus stops also need to be considered carefully.

Appendix B shows the main attractors and generators of the entire route, these are also shown in the Project Mapper App. Section 1 of the Liffey Valley route is shown in map 1. There are no buildings of significance identified from the Prime 2 data within the vicinity of this section of the route. However, the Liffey Valley shopping centre is considered a place that is sensitive to disability design requirements. The Liffey Valley shopping centre has its own parking facilities that provide for accessible parking.

Figure 2.2 shows the current bus stops along the Liffey Valley route in the vicinity of the above listed buildings. It is considered that these bus stops currently service the shopping centre well.

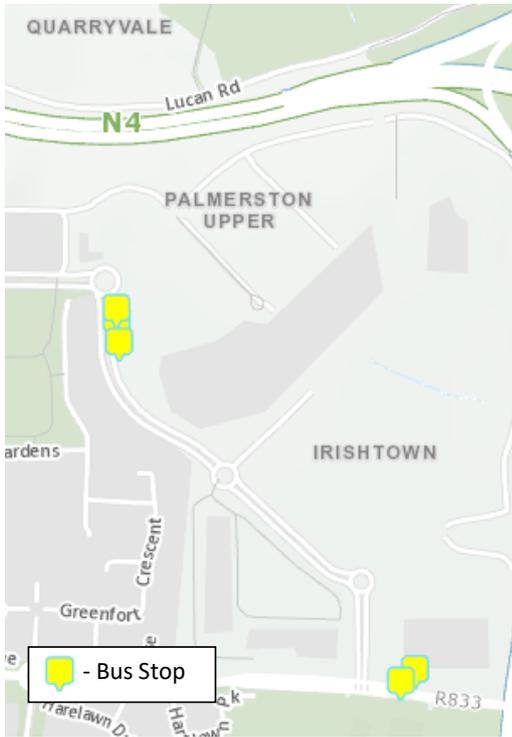


Figure 2.2: Prime2 buildings and nearby bus stops

2.2 Problem Identification

There were 78 identified issues on Section 1 of the Liffey Valley route. Figure 2.3 shows the types of issues identified.

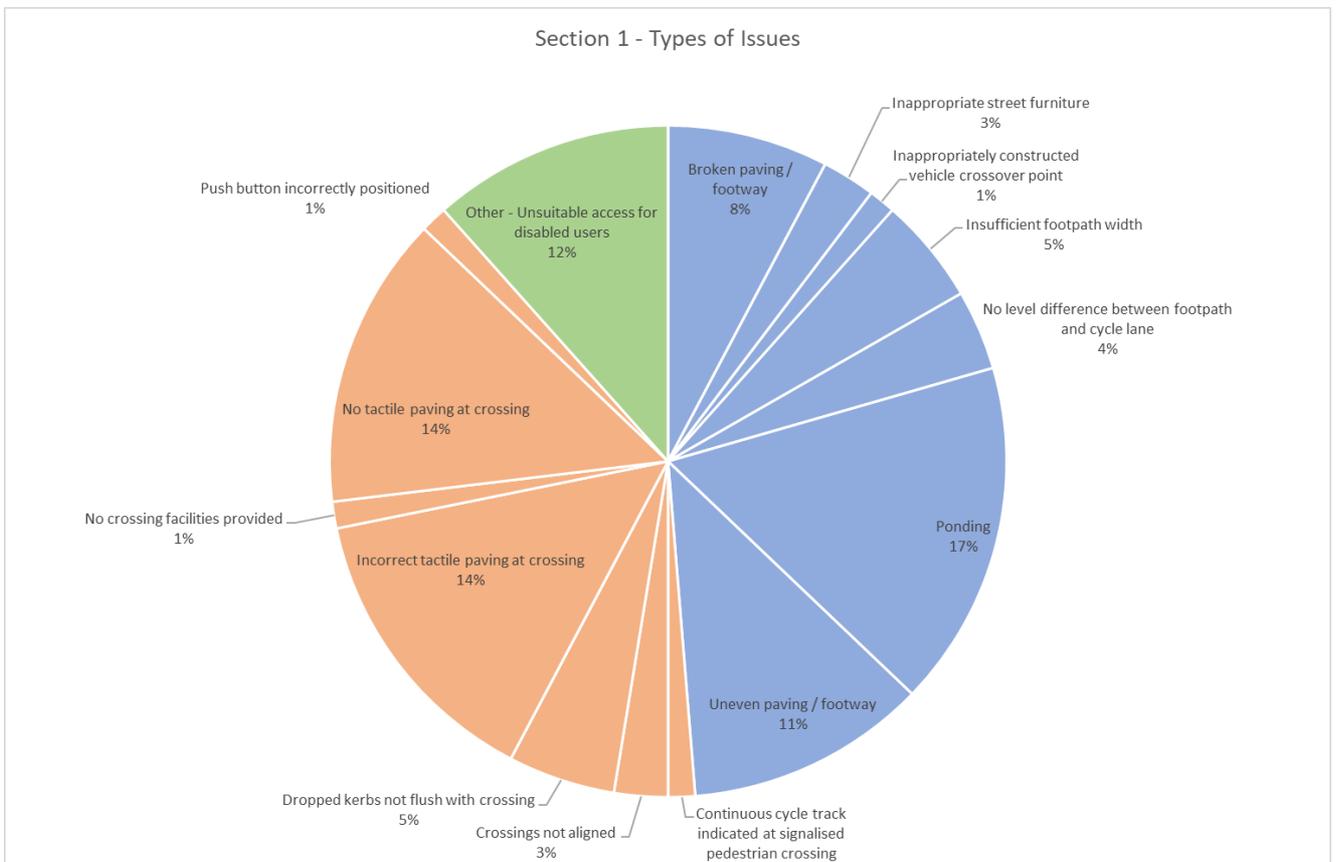


Figure 2.3: Break Down of Types of Issues Identified

2.2.1 Footpaths

Of the identified issues, approximately 50% were to do with the quality of the footpath. 15 of the footpath issues are due to uneven or broken paving. 13 of the footpath issues are due to the unevenness of the path creating ponding. There is a cycleway adjacent to the footpath throughout this section of the route which is not grade separated from the footpath. Sections of the footpath are less than the required width, however these extend into the cycle path which is level with the footpath. There are two instances of inappropriate street furniture, a road sign that is too low (Figure 2.5) and crosses the entire footpath and some bollards in the way of the tactile paving. There is one inappropriately constructed crossover point, as it is flush with the road.



Figure 2.4: Road sign too low

There are two footpath issues which are considered high severity - 341 and 364. These are discussed in Table 2.1.

2.2.2 Crossings / Junctions

Nonstandard crossing facilities make up 40% of the identified issues. These issues include no tactile paving, incorrect tactile paving, dropped kerb not being flush at crossings and crossings not aligned. There was one instance of no crossing facilities being provided and one instance of a push button being incorrectly positioned.

There are six crossing or junction issues which are considered high severity - 374, 381, 383, 384, 385 and 639. These are discussed in Table 2.1.

For more detailed information of the crossings / junctions issues, see the orange points in the Project Mapper App.

2.2.3 Other

Other issues identified include push buttons that aren't working correctly (no pulse or no audible indicator), sections of the route that have a footpath only on one side of the road and the footpath ending with no signage or markings to indicate the end of the path.

For more detailed information of the other issues, see the red points in the Project Mapper App.

Of the 78 issues identified on this section of the route, eight were considered high severity, 30 were considered medium severity and 40 were considered low severity, as shown in Figure 2.5. Table 2.1 details the issues identified as high severity by Object ID, along with the Irish Transverse Mercator co-ordinates and a proposed solution to the issues. The remaining issues are listed in Appendix A.

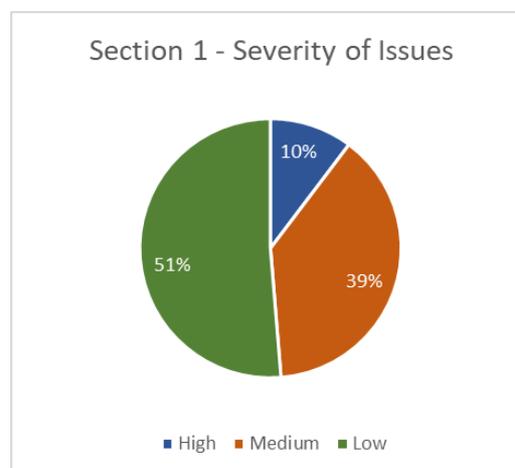


Figure 2.5: Severity of Issues Identified in Section 1

Table 2.1: High Severity Issues in Section 1

<p>341 - No level difference between footpath and cycle lane</p>	<p>364 - Inappropriately constructed vehicle crossover point (due to driveway being flush with road)</p>	<p>374 - No tactile paving at crossing – path crosses cycle lane</p>	<p>381 - No tactile paving at crossing</p>
<p>This is located within the Liffey Valley shopping centre road network, near the start of the route. It is considered high severity due to the risk of collision between pedestrians and cyclists.</p>	<p>This is located within the Liffey Valley shopping centre road network. It is considered high severity due to the risk of visually impaired pedestrians not being aware of the presence of a kerb and veering into the carriageway.</p>	<p>This is located within the Liffey Valley shopping centre road network. It is considered high severity due to the risk of collision between pedestrians and cyclists.</p>	<p>This is located within the Liffey Valley shopping centre road network. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.</p>
			
<p>707169,735144 (Map 1)</p>	<p>706810,734716 (Map 3)</p>	<p>707028,73452 (Map 4)</p>	<p>707177,734355 (Map 5)</p>
<p>Solution: Create delineation between the footpath and cycle path.</p>	<p>Solution: Raise the driveway to meet the required standard height.</p>	<p>Solution: Provide required tactile paving for those crossing the path to determine the difference between the cycle path and the footpath.</p>	<p>Solution: Provide required tactile paving.</p>
<p>383 - No tactile paving at crossing</p>	<p>384 - No tactile paving at crossing</p>	<p>385 - No tactile paving at crossing</p>	<p>639 - No crossing facilities provided</p>
<p>This is located within the Liffey Valley shopping centre road network, near the start of the route. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.</p>	<p>This is located within the Liffey Valley shopping centre road network, near the start of the route. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.</p>	<p>This is located within the Liffey Valley shopping centre road network, near the start of the route. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.</p>	<p>This is located within the Liffey Valley shopping centre road network, near the start of the route. It is considered high severity as a lack of a crossing at this point requires an unreasonable diversion and makes crossing inaccessible.</p>
			
<p>707180,734307 (Map 5)</p>	<p>707173,734278 (Map 5)</p>	<p>707187,734273 (Map 5)</p>	<p>706911,734988 (Maps 1 & 2)</p>
<p>Solution: Provide required tactile paving.</p>	<p>Solution: Provide required tactile paving.</p>	<p>Solution: Provide required tactile paving.</p>	<p>Solution: Provide crossing facilities.</p>

3. Section 2 – Coldcut Junction to Le Fanu Road

3.1 Description of Route

This section of the route includes the road network along Coldcut Road and Ballyfermot Road until the intersection with Le Fanu Road. Figure 3.1 shows this section of the route.



Figure 3.1: Map of Section 2

To date, the community has been consulted on potential design layouts for the length of the route. Below is a list of the points and opinions raised by members of the public at the community consultation that relate to Section 2 of the route:

- Concerns around interaction between cyclists and pedestrians, including at bus stops. The types of crossings need to be correct for people with disabilities, uncontrolled crossings aren't suitable for people with disabilities.
- Intersection treatments along the length of route need to be adequate for users with disabilities, refuge islands with barriers and railings are not suitable for people with impaired vision and can be hard to manoeuvre for wheelchair users. Interactions with bus stops also need to be considered carefully.
- Segregation from cyclists to protect safety of people with disabilities is important.

Appendix B shows the main attractors and generators of the entire route, these are also shown in the Project Mapper App. Section 2 of the Liffey Valley route is shown across maps 1, 2 and 3. There are five buildings of significance identified from the Prime 2 data within the vicinity of this section of the route. These are:

- Linn Dara Inpatient Unit CAMHS;
- Cherry Orchard Hospital;
- Ballyfermot Primary Care Centre;
- St Matthews Church; and
- Ballyfermot Community Civic Centre.

These buildings are all considered to be places that are sensitive to disability design requirements and therefore access and facilities should be provided in the vicinity to make them easy to access for people with disabilities. There are likely to be other buildings in the area that require access for users with disabilities that are not identified in the Prime 2 study, which only identified prioritised buildings within 100m of the corridor. All of these buildings have private parking to provide for accessible parking spaces.

Figure 3.2 shows the current bus stops along the Liffey Valley route in the vicinity of the above listed buildings. It is considered that these bus stops currently service the identified buildings well, there are crossings provided

where bus stops are across the road. However, when the locations of bus stops are being investigated, the locations of the bus stops near the Ballyfermot Primary Care Centre and the St Matthews Church could be moved closer.

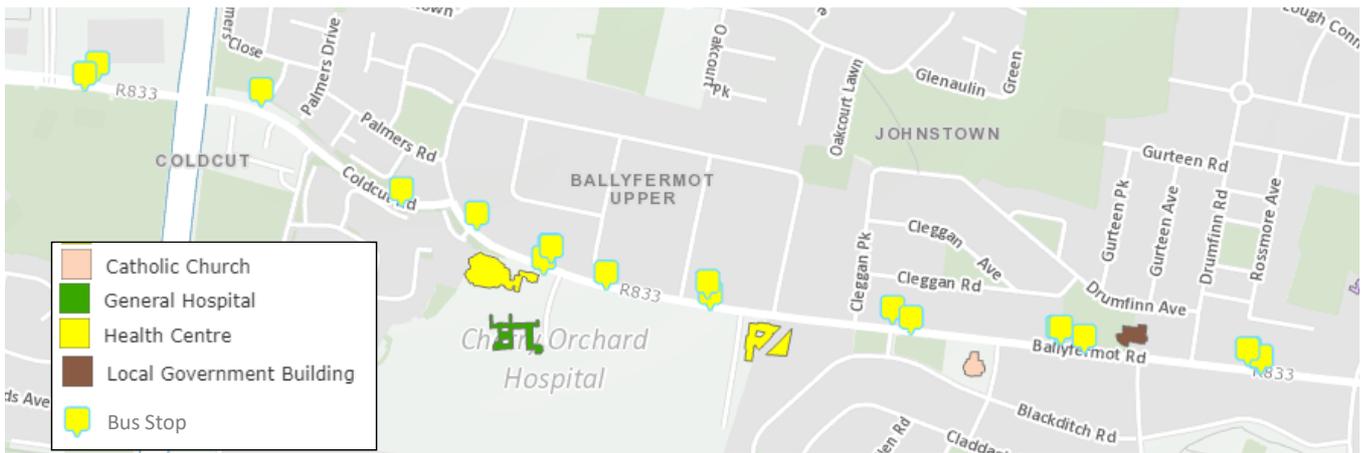


Figure 3.2: Prime2 buildings and nearby bus stops

3.2 Problem Identification

There were 151 identified issues on Section 2 of the Liffey Valley route. Figure 3.3 shows the types of issues identified. The identified issues were made up of 44% footpath issues, 39% crossing values, 7% bus stop issues, 2% parking issues and the remaining 7% fall into the 'other' category.

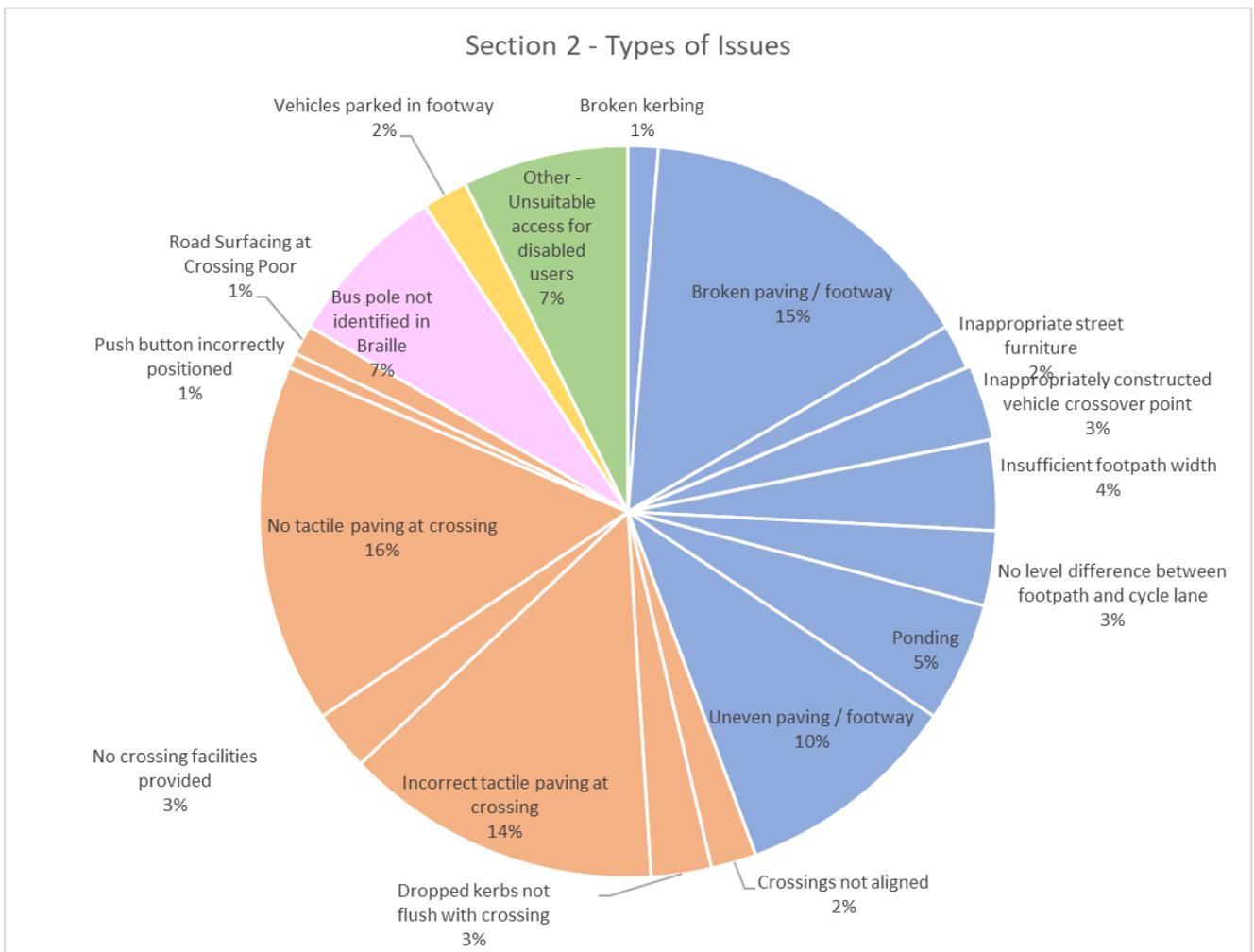


Figure 3.3: Break Down of Types of Issues Identified

3.2.1 Footpaths

57% of the issues relating to the footpaths were due to broken or uneven paving. The remaining issues are related to ponding (8), no grade separation between the cycle path and the footpath (5), footpath width not to standard (6), inappropriately constructed crossover points (5), inappropriately located street furniture (3) and broken kerbing (2).

One example of inappropriate street furniture is a bus stop in the footpath along with no level difference between the cycle path and the footpath or any markings to show the cycle path should now be a shared path, Figure 3.5.

There are nine footpath issues which are considered high severity – 394, 397, 412, 427, 440, 441, 443, 444 and 448. These are discussed in Table 3.1.

For more detailed information of the footpath issues, see the green points in the Project Mapper App.



Figure 3.4: Inappropriate street furniture

3.2.2 Crossings / Junctions

The main crossing point issues were 24 crossings with no tactile paving and 21 crossings with incorrect tactile paving. There were four crossings with no facilities provided at all. There were three crossings that aren't aligned and two crossings with poor road surface quality. There were four crossings with dropped kerbs not flush with the road. There was one push button not correctly positioned.

There are six crossing or junction issues which are considered high severity – 392, 402, 442, 446, 447 and 452. These are discussed in Table 3.1.

For more detailed information of the crossings / junctions issues, see the orange points in the Project Mapper App.

3.2.3 Bus Stops

The 11 bus stop issues were for 11 bus stops that do not have braille identification on them.

For more detailed information of the bus stop issues, see the pink points in the Project Mapper App.

3.2.4 Parking

There were three instances of vehicles parking in the footpath.

There is one parking issue which is considered high severity – 449. This is discussed in Table 3.1.

For more detailed information of the parking issues, see the blue points in the Project Mapper App.

3.2.5 Other

The other issues involve lack of markings to indicate the start or end of shared space, a dropped kerb with no crossing associated with it and a push button that isn't working.

There are three other issues which are considered high severity – 396, 398 and 411. These are discussed in Table 3.1.

For more detailed information of the other issues, see the red points in the Project Mapper App.

Of the 151 issues identified, 20 of them were considered high severity, 38 were considered to be of medium severity and 93 were considered to be low severity, as shown in Figure 3.5. Table 3.1 details the issues identified as high severity by Object ID, along with the Irish Transverse Mercator co-ordinates and a proposed solution to the issues. The remaining issues are listed in Appendix A.

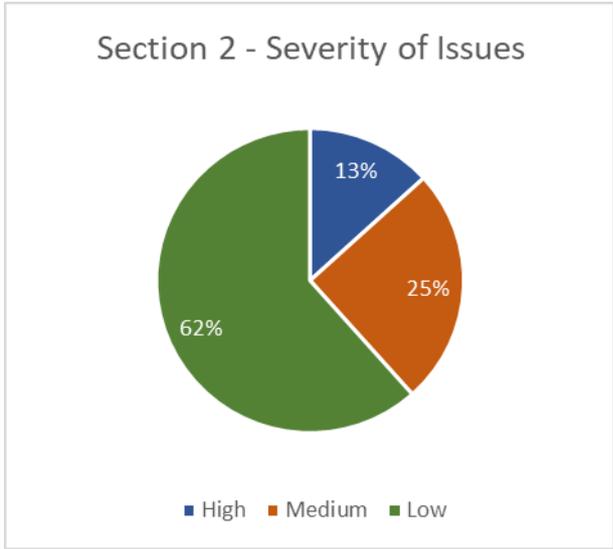


Figure 3.5: Severity of Issues Identified in Section 2

Table 3.1: High Severity Issues in Section 2

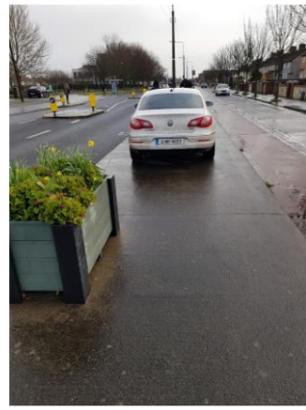
<p>392 - No tactile paving at crossing</p>	<p>394 - No level difference between footpath and cycle lane</p>	<p>396 - Unsuitable access for users with disabilities</p>	<p>397 - Uneven paving / footway</p>
<p>This is located on Coldcut Road just west of the M50. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.</p>	<p>This is located on Coldcut Road just west of the M50. It is considered high severity due to the risk of collision between pedestrians and cyclists.</p>	<p>This is located on Coldcut Road just west of the M50. It is considered high severity due to the risk of collision between pedestrians and cyclists.</p>	<p>This is located on Coldcut Road on the bridge above the M50. It is considered high severity due to the presence of trip hazards close to the kerb which could result in a fall into traffic. The area also has high noise levels which could make it more difficult for pedestrians to hear hazards.</p>
			
<p>707288,734233</p>	<p>707320,734235</p>	<p>707411,734225</p>	<p>707444,734222</p>
<p>Solution: Provide required tactile paving.</p>	<p>Solution: Create delineation between the footpath and cycle path.</p>	<p>Solution: Provide tactile paving to indicate the change from shared path to seperated cycle path and footpath.</p>	<p>Solution: Implement more suitable paving which is even.</p>
<p>398 - Unsuitable access for users with disabilities</p>	<p>402 - No tactile paving at crossing</p>	<p>411 - Unsuitable access for users with disabilities</p>	<p>412 - No level difference between footpath and cycle lane</p>
<p>This is located on Coldcut Road just east of the M50. It is considered high severity due to the risk of collision between pedestrians and cyclists.</p>	<p>This is located on Coldcut Road just east of the M50. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.</p>	<p>This is located on Coldcut Road just east of the M50. It is considered high severity due to the risk of collision between pedestrians and cyclists.</p>	<p>This is located on Coldcut Road just east of the M50. It is considered high severity due to the risk of collision between pedestrians and cyclists.</p>
			
<p>707487,734221</p>	<p>707576,734191</p>	<p>707706,734090</p>	<p>707807,734052</p>
<p>Solution: Provide tactile paving to indicate the change from shared path to seperated cycle path and footpath.</p>	<p>Solution: Provide required tactile paving.</p>	<p>Solution: Provide tactile paving to indicate the change from shared path to seperated cycle path and footpath.</p>	<p>Solution: Create delineation between the footpath and cycle path.</p>

427 - Uneven paving / footway	440 - Inappropriately constructed vehicle crossover point	441 - No level difference between footpath and cycle lane	442 - No tactile paving at crossing (both sides of the crossing)
<p>This is located on Ballyfermot Road outside Cherry Orchard Hospital. It is considered high severity due to the presence of a trip hazard which could result in a fall into traffic.</p>	<p>This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity due to the risk of visually impaired pedestrians not being aware of the presence of a kerb and veering into the carriageway.</p>	<p>This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity due to the risk of collision between pedestrians and cyclists.</p>	<p>This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.</p>
			
<p>708104,733905</p>	<p>708585,733821</p>	<p>708620,733818</p>	<p>708648,733815</p>
<p>Solution: Implement more suitable paving which is even.</p>	<p>Solution: Raise the driveway to meet the required standard height.</p>	<p>Solution: Create delineation between the footpath and cycle path.</p>	<p>Solution: Provide required tactile paving.</p>
443 - Inappropriate street furniture	444 - Inappropriately constructed vehicle crossover point	446 - No crossing facilities provided (both sides of the crossing)	447 - No crossing facilities provided
<p>This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity due to the risk of collision between pedestrians and cyclists.</p>	<p>This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity due to the risk of visually impaired pedestrians not being aware of the presence of a kerb and veering into the carriageway.</p>	<p>This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity as there are no alternatives to crossing at this point and it makes crossing inaccessible.</p>	<p>This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity as there are no alternatives to crossing at this point and it makes crossing inaccessible.</p>
			
<p>708679,733810</p>	<p>708792,733817</p>	<p>708839,733792</p>	<p>708857,733792</p>
<p>Solution: Improve the interaction between the cycle path, footpath and bus stop.</p>	<p>Solution: Raise the driveway to meet the required standard height.</p>	<p>Solution: Provide crossing facilities.</p>	<p>Solution: Provide crossing facilities.</p>
448 - Inappropriately constructed vehicle crossover point	449 - Vehicles parked in footway	452 - Incorrect tactile paving at crossing	
<p>This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity due to the risk of visually impaired pedestrians not being aware of the presence of a kerb and veering into the carriageway.</p>	<p>This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity as it makes the path inaccessible to people using wheelchairs or walking aides.</p>	<p>This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity as incorrect tactile paving makes visually impaired pedestrians unaware of the type of crossing and could lead to dangerous crossing movements.</p>	



708912,733788

Solution: Raise the driveway to meet the required standard height.



708950,733781

Solution: Enforce no parking on footpath in this area.



709078,733767

Solution: Provide correct tactile paving and improve interaction of cycle path and crossing.

4. Section 3 – Le Fanu Road to Inchicore Road Junction

4.1 Description of Route

This section of the route includes the road network along Ballyfermot Road and Sarsfield Road until the intersection with Inchicore Road, as well as Le Fanu Road and Kylemore Road which create a loop in this section of the route. Figure 4.1 shows this section of the route.



Figure 4.1: Map of Section 3

To date, the community has been consulted on potential design layouts for the length of the route. Below is a list of the points and opinions raised by members of the public at the community consultation that relate to Section 3 of the route:

- There are residents along this section who require disability access for their property.
- The Clayton Hotel has had modifications done due to mobility access and requires consideration for these to be kept and for access to the hotel to be considered.
- Concerns around interaction between cyclists and pedestrians, including at bus stops. The types of crossings need to be correct for people with disabilities, uncontrolled crossings aren't suitable for people with disabilities.
- Intersection treatments along the length of route need to be adequate for users with disabilities, refuge islands with barriers and railings are not suitable for people with impaired vision and can be hard to manoeuvre for wheelchair users. Interactions with bus stops also need to be considered carefully.
- Segregation from cyclists to protect safety of people with disabilities is important.

Appendix B shows the main attractors and generators of the entire route, these are also shown in the Project Mapper App. Section 3 of the Liffey Valley route is shown across maps 3 and 4. There are nine buildings of significance identified from the Prime 2 data within the vicinity of this section of the route. These are:

- De La Salle Monastery;
- St John's College De La Salle;
- Kylemore Music College;
- BCFE Art Block;
- The Ballyfermot Road shopping strip;
- Church of Our Lady of the Assumption;
- St Raphael's National School;
- St Gabriel's Primary School; and
- De La Salle National School.

These buildings are all considered to be places that are sensitive to disability design requirements and therefore access and facilities should be provided in the vicinity to make them easy to access for people with disabilities.

There are likely to be other buildings in the area that require access for users with disabilities that are not identified in the Prime 2 study, which only identified prioritised buildings within 100m of the corridor. All of these buildings have private parking to provide for accessible parking spaces, including along the parking strip at the Ballyfermot Road shops.

Figure 4.2 shows the current bus stops along the Liffey Valley route in the vicinity of the above listed buildings. It is considered that these bus stops currently service the identified buildings well, there are crossings provided where bus stops are across the road. When potential new bus stop locations are being considered, one could be located outside of De La Salle Monastery and St John’s College De La Salle.

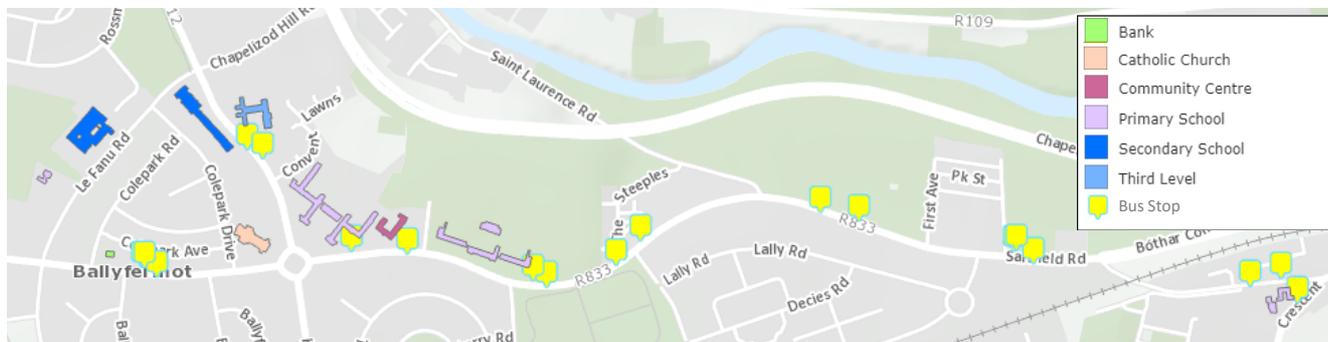


Figure 4.2: Prime2 buildings and nearby bus stops

4.2 Problem Identification

There were 174 identified issues on Section 3 of the Liffey Valley route. Figure 4.3 shows the types of issues identified.

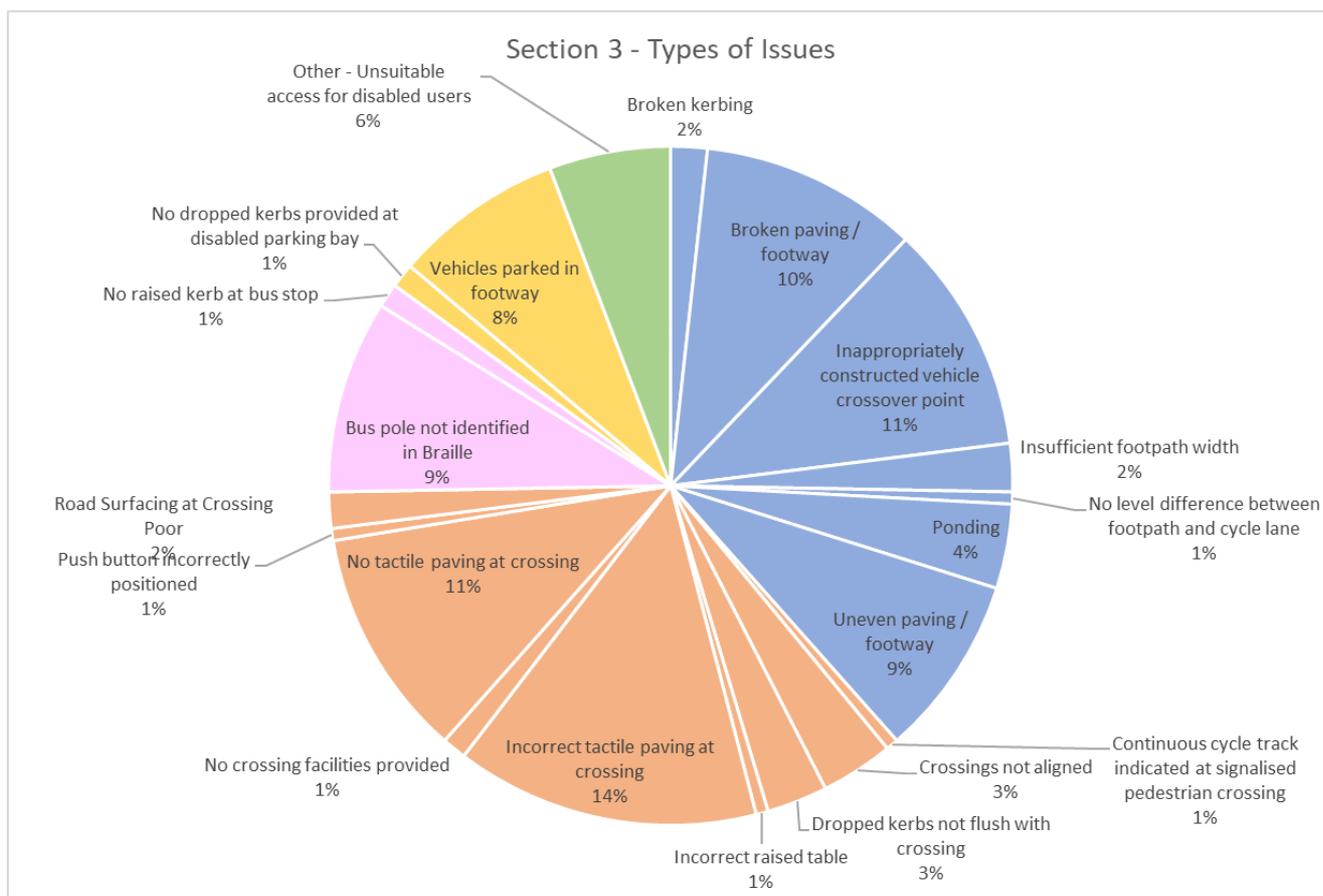


Figure 4.3: Break Down of Types of Issues Identified

4.2.1 Footpaths

There were 19 crossing points along this section of the route that were inappropriately constructed. There were 18 reported broken sections of paving, 15 uneven sections of paving and seven sections of paving with ponding. There were four sections of footpath with insufficient width, mostly due to lighting poles or barriers being in the way. There were three sections of broken kerbing. There was no grade separation between the cycle path and the footpath along this section of the route.

There are three footpath issues which are considered high severity – 469, 810, and 838. These are discussed in Table 4.1.

For more detailed information of the footpath issues, see the green points in the Project Mapper App.

4.2.2 Crossings / Junctions

19 crossings along this section of the route had no tactile paving provided and 25 crossings had incorrect tactile paving. Two crossings had no facilities provided. There were three crossings which had poor road surfacing, six crossings that weren't aligned and five crossings that did not have flush dropped kerbs. There was one incorrectly positioned push button.

There are ten crossing or junction issues which are considered high severity – 473, 474, 486, 488, 503, 508, 509, 743, 829 and 843. These are discussed in Table 4.1.

For more detailed information of the crossings / junctions issues, see the orange points in the Project Mapper App.

4.2.3 Bus Stops

There are 16 bus stops along this section of the route which are not identified in braille. Two of these bus stops do not have a raised kerb sufficient for access to the bus, one of these is shown in Figure 4.4.



Figure 4.4: No raised kerb for length of bus stop

For more detailed information of the bus stop issues, see the pink points in the Project Mapper App.

4.2.4 Parking

The parking related issues along this section of the route include 14 instances of vehicles parking on the footpath and two accessible parking bays with no dropped kerb provided.

There is one parking issue which is considered high severity – 770. This is discussed in Table 4.1.

For more detailed information of the parking issues, see the blue points in the Project Mapper App.

4.2.5 Other

Of the other issues, there were seven push buttons identified as not working – either without an audible indicator or not pulsing correctly, the remaining were due to the shared path starting or ending without being clearly marked to indicate that cyclists will be joining the footpath.

For more detailed information of the other issues, see the red points in the Project Mapper App.

Of the 174 issues identified, 14 were considered high severity, 23 were considered medium severity and 135 were considered low severity, as shown in Figure 4.5. Table 4.1 details the issues identified as high severity by Object ID, along with the Irish Transverse Mercator co-ordinates and a proposed solution to the issues. The remaining issues are listed in Appendix A.

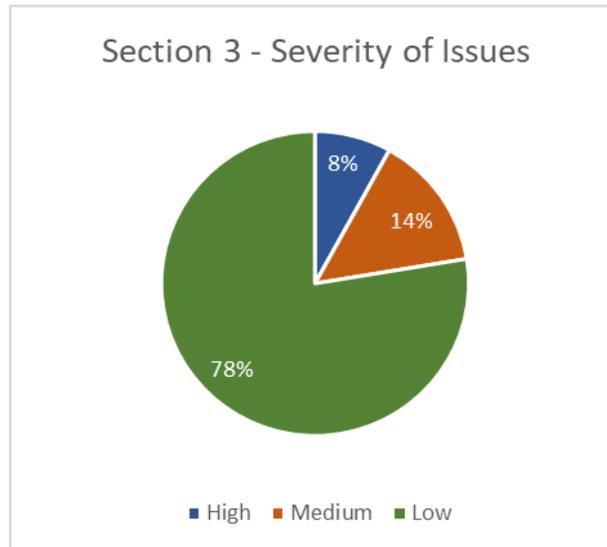


Figure 4.5: Severity of Issues Identified in Section 3

Table 4.1: High Severity Issues in Section 3

<p>469 - Inappropriately constructed vehicle crossover point</p>	<p>473 - Crossings not aligned</p>	<p>474 - No tactile paving at crossing</p>	<p>743 - No crossing facilities provided</p>
<p>This is located on Ballyfermot Road. It is considered high severity due to the risk of visually impaired pedestrians not being aware of the presence of a kerb and veering into the carriageway.</p>	<p>This is located on Ballyfermot Road. It is considered high severity due to the risk of visually impaired pedestrians walking into the carriageway while trying to use the crossing.</p>	<p>This is located on Ballyfermot Road. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.</p>	<p>This is located on Ballyfermot Road. It is considered high severity as there are no alternatives to crossing at this point and it makes crossing inaccessible.</p>
			
<p>709494,733716</p>	<p>709615, 733711</p>	<p>709613, 733708</p>	<p>709501, 733731</p>
<p>Solution: Raise the driveway to meet the required standard height.</p>	<p>Solution: Reposition dropped kerb to align crossing.</p>	<p>Solution: Provide required tactile paving.</p>	<p>Solution: Provide crossing facilities.</p>
<p>486 - No tactile paving at crossing</p>	<p>488 - No tactile paving at crossing</p>	<p>503 - No tactile paving at crossing</p>	<p>508 - Crossings not aligned</p>
<p>This is located on the Ballyfermot Road / Kylemore Road roundabout. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.</p>	<p>This is located on the Ballyfermot Road / Kylemore Road roundabout. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.</p>	<p>This is located on Ballyfermot Road. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.</p>	<p>This is located on Ballyfermot Road. It is considered high severity due to the risk of visually impaired pedestrians walking into the carriageway while trying to use the crossing.</p>
			
<p>709961, 733678</p>	<p>709988, 733713</p>	<p>710358, 733684</p>	<p>710603, 733730</p>
<p>Solution: Provide required tactile paving.</p>	<p>Solution: Provide required tactile paving.</p>	<p>Solution: Provide required tactile paving.</p>	<p>Solution: Reposition dropped kerb to align crossing.</p>
<p>509 - No tactile paving at crossing</p>	<p>770 - Vehicles parked in footway</p>	<p>810 - Uneven paving / footway</p>	<p>829 - Crossings not aligned</p>
<p>This is located on Ballyfermot Road. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.</p>	<p>This is located on Ballyfermot Road. It is considered high severity as it makes the path inaccessible to people using wheelchairs or walking aides.</p>	<p>This is located on Ballyfermot Road. It is considered high severity due to the presence of a trip hazard which could result in a fall into traffic.</p>	<p>This is located on Sarsfield Road. It is considered high severity due to the risk of visually impaired pedestrians</p>

			<p>walking into the carriageway while trying to use the crossing.</p> 
<p>710609, 733731</p>	<p>709849,733972</p>	<p>710659, 733789</p>	<p>711316, 733746</p>
<p>Solution: Provide required tactile paving.</p>	<p>Solution: Enforce no parking on footpath in this area.</p>	<p>Solution: Repair paving to make it smooth and no longer a trip hazard.</p>	<p>Solution: Reposition dropped kerb to align crossing.</p>
<p>838 - Insufficient footpath width</p>	<p>843 - No crossing facilities provided</p>		
<p>This is located on Inchicore Road under the railway bridge. It is considered high severity as it makes the path inaccessible to people using wheelchairs or walking aides.</p>	<p>This is located on Inchicore Road outside Woodfield Cottages. It is considered high severity as there are no alternatives to crossing at this point and it makes crossing inaccessible.</p>		
			
<p>711562,733697</p>	<p>711847,733700</p>		
<p>Solution: Build out footpath to provide sufficient width or provide crossing at this point for users to access the footpath on the other side of the road.</p>	<p>Solution: Provide crossing facilities.</p>		

5. Section 4 – Inchicore Road Junction to South Circular Road Junction

5.1 Description of Route

This section of the route includes the road network from the junction with Inchicore Road along Grattan Crescent and Emmet Road until the South Circular Road junction. This section also includes a short diversion along Inchicore Road and Memorial Road. Figure 5.1 shows this section of the route.



Figure 5.1: Map of Section 4

To date, the community has been consulted on potential design layouts for the length of the route. Below is a list of the points and opinions raised by members of the public in the community consultation that relate to Section 4 of the route:

- Narrowing footpaths along this section will restrict space for wheelchair users.
- The restructuring of bus routes would mean more bus changes for people with disabilities which would make their journey more difficult as well as increase the chance of the wheelchair space on the bus already being taken.
- Concerns around interaction between cyclists and pedestrians, including at bus stops. The types of crossings need to be correct for people with disabilities, uncontrolled crossings aren't suitable for people with disabilities.
- Inchicore Medical Centre is located on Grattan Crescent and will require disabled access as well as maintaining vehicle access for those not able to take a bus.
- There is a doctor's surgery and pharmacy on Grattan Crescent that need accessible parking.
- Intersection treatments along the length of route need to be adequate for users with disabilities, refuge islands with barriers and railings are not suitable for people with impaired vision and can be hard to manoeuvre for wheelchair users. Interactions with bus stops also need to be considered carefully.
- Segregation from cyclists to protect safety of people with disabilities is important.
- Considerations need to be made for the Inchicore National School on Grattan Crescent as there is currently an accessible parking bay which was approved by DCC specifically for a student at the school.
- Accessibility to Tyrconnell Road, which currently has bus access suitable for those with disabilities in the area, needs to be considered.

- Concerns around narrowing of footpath for wheelchair users.

Appendix B shows the main attractors and generators of the entire route, these are also shown in the Project Mapper App. Section 4 of the Liffey Valley route is shown across maps 4 and 5. There are six buildings of significance identified from the Prime 2 data within the vicinity of this section of the route. These are:

- Inchicore National School;
- Inchicore Community Sports Centre;
- St John Bosco Community Centre;
- Saint Michael’s Church, Inchicore;
- Inchicore College of Further Education; and
- Kilmainham Gaol.

These buildings are all considered to be places that are sensitive to disability design requirements and therefore access and facilities should be provided in the vicinity to make them easy to access for people with disabilities. There are likely to be other buildings in the area that require access for users with disabilities that are not identified in the Prime 2 study, which only identified prioritised buildings within 100m of the corridor. There is street parking on Grattan Crescent which provides three accessible parking bays, close to Inchicore National School. All other buildings identified have private parking to provide for accessible parking spaces. There are also accessible parking bays provided on Emmet Road.

Figure 5.2 shows the current bus stops along the Liffey Valley route in the vicinity of the above listed buildings. It is considered that these bus stops currently service the identified buildings well, there are crossings provided where bus stops are across the road. When potential new bus stop locations are being considered, one could be located closer to the Inchicore College of Further Education.

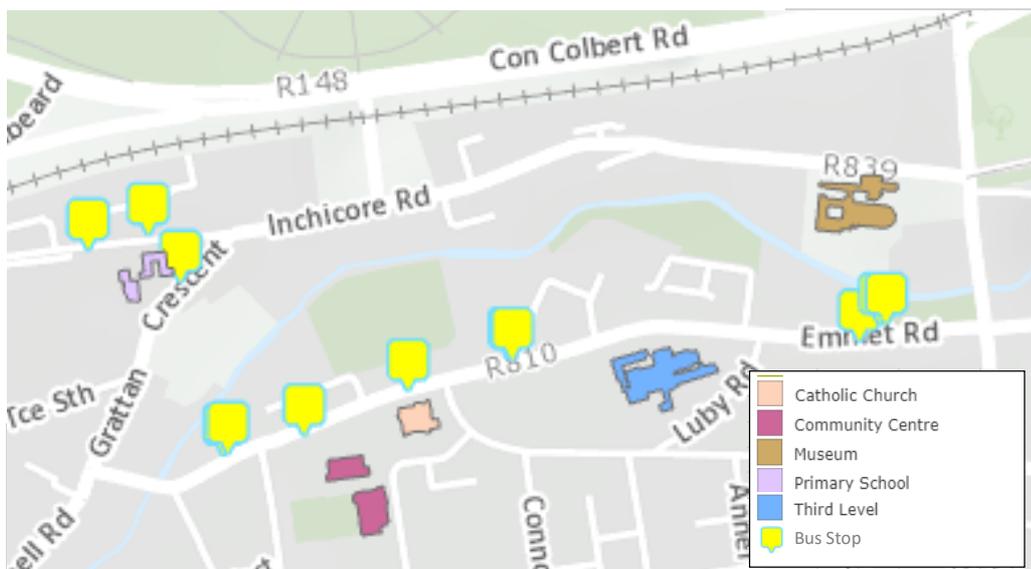


Figure 5.2: Prime2 buildings and nearby bus stops

5.2 Problem Identification

There were 89 identified issues on Section 4 of the Liffey Valley route. Figure 5.3 shows the types of issues identified. Of the issues identified, 46% are associated with the footpaths, 35% are associated with the crossings, 9% are associated with the bus stops, 6% are associated with the parking and the remaining 4% are associated with other issues.

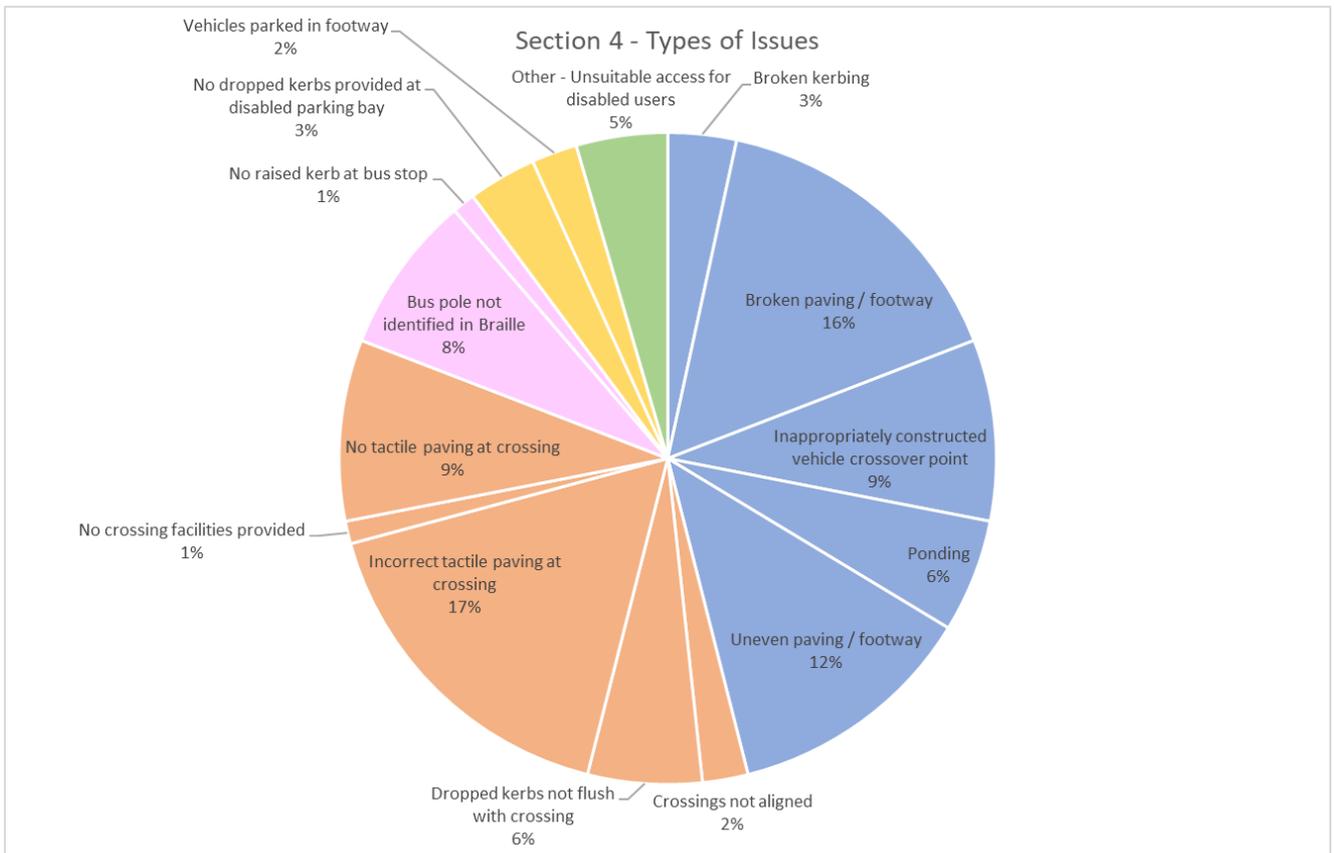


Figure 5.3: Break Down of Types of Issues Identified

5.2.1 Footpaths

25 of the 41 footpath issues are due to broken or uneven paving. Of the remaining footpath issues, eight were due to inappropriately constructed vehicle crossover points, five were due to ponding and three were due to broken kerbing.

There are two footpath issues which are considered high severity – 865 and 875. These are discussed in Table 5.1.

For more detailed information of the footpath issues, see the green points in the Project Mapper App.

5.2.2 Crossings / Junctions

There was one instance of no crossing being provided, as well as 8 instances of no tactile paving provided for a crossing. There were 15 crossings with incorrect tactile paving, five crossings with dropped kerbs that weren't flush to the road and two crossings that were not aligned.

There are two crossing or junction issues which are considered high severity – 551 and 571. These are discussed in Table 5.1.

For more detailed information of the crossings / junctions issues, see the orange points in the Project Mapper App.

5.2.3 Bus Stops

Of the eight bus stop issues identified, seven of them are due to seven bus stops not being identified in braille and the other one is due to no raised kerb at a bus stop.

For more detailed information of the bus stop issues, see the pink points in the Project Mapper App.

5.2.4 Parking

Of the five parking issues identified, there were three instances of accessible parking bays with no dropped kerb provided, Figure 5.4, and two instances of vehicles parked in the footpath.



Figure 5.4: Accessible parking bay with no ramp

There is one parking issue which is considered high severity – 849. This is discussed in Table 5.1.

For more detailed information of the parking issues, see the blue points in the Project Mapper App.

5.2.5 Other

The remaining four identified issues were due to push buttons not working correctly as well as one instance of overhang in the way of the footpath.

There is one other issue which is considered high severity – 572. This is discussed in Table 5.1.

Of the 89 issues identified along this section of the route, six were considered high severity, 12 were considered medium severity and 71 were considered low severity, as shown in Figure 5.5. Table 5.1 details the issues identified as high severity by Object ID, along with the Irish Transverse Mercator co-ordinates and a proposed solution to the issues. The remaining issues are listed in Appendix A.

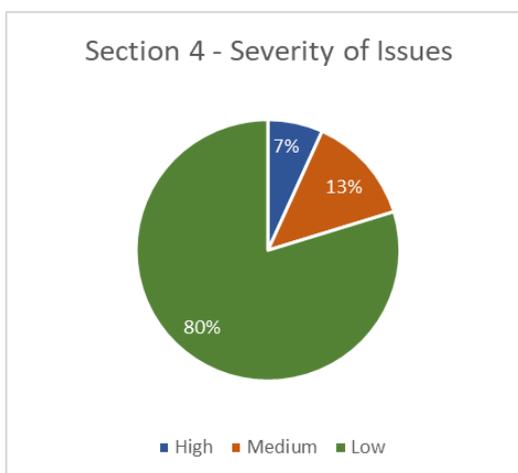


Figure 5.5: Severity of Issues Identified in Section 4

Table 5.1: High Severity Issues in Section 4

551 - Crossings not aligned	571 - No crossing facilities provided	572 - Unsuitable access for users with disabilities	849 - No dropped kerbs provided at accessible parking bay
<p>This is located on Grattan Crescent. It is considered high severity due to the risk of visually impaired pedestrians walking into the carriageway while trying to use the crossing.</p>	<p>This is located on Emmet Road. It is considered high severity as there are no alternatives to crossing at this point and it makes crossing inaccessible.</p>	<p>This is located on Emmet Road outside Inchicore College of Further Education. It is considered high severity as there is an overhanging building which poses a strike hazard.</p>	<p>This is located on Grattan Crescent. It is considered high severity as it makes the parking bay inaccessible to people using wheelchairs or walking aides.</p>
			
<p>711851, 733553</p>	<p>712270, 733572</p>	<p>712365,733594</p>	<p>711848, 733575</p>
<p>Solution: Reposition dropped kerb to align crossing.</p>	<p>Solution: Provide crossing facilities.</p>	<p>Solution: Provide fence around overhanging structure.</p>	<p>Solution: Provide dropped kerb for wheelchair users to access footpath.</p>
865 - Uneven paving / footway	875 - Broken paving / footway		
<p>This is located on Emmet Road. It is considered high severity due to the presence of a trip hazard which could result in a fall down hazardous steps.</p>	<p>This is located on Emmet Road. It is considered high severity due to the presence of a substantial hazard which could result in a dangerous fall.</p>		
			
<p>712221, 733573</p>	<p>712464, 733604</p>		
<p>Solution: Fix broken paving to mitigate trip hazard and provide tactile paving for stairs.</p>	<p>Solution: Fix broken paving to mitigate trip hazard.</p>		

6. Section 5 – Old Kilmainham to High Street

6.1 Description of Route

This section of the route includes the road network along Old Kilmainham, Mount Brown, James Street, Thomas Street and High Street, to the junction of Nicholas Street and High Street – the end of the route. Figure 6.1 shows this section of the route.

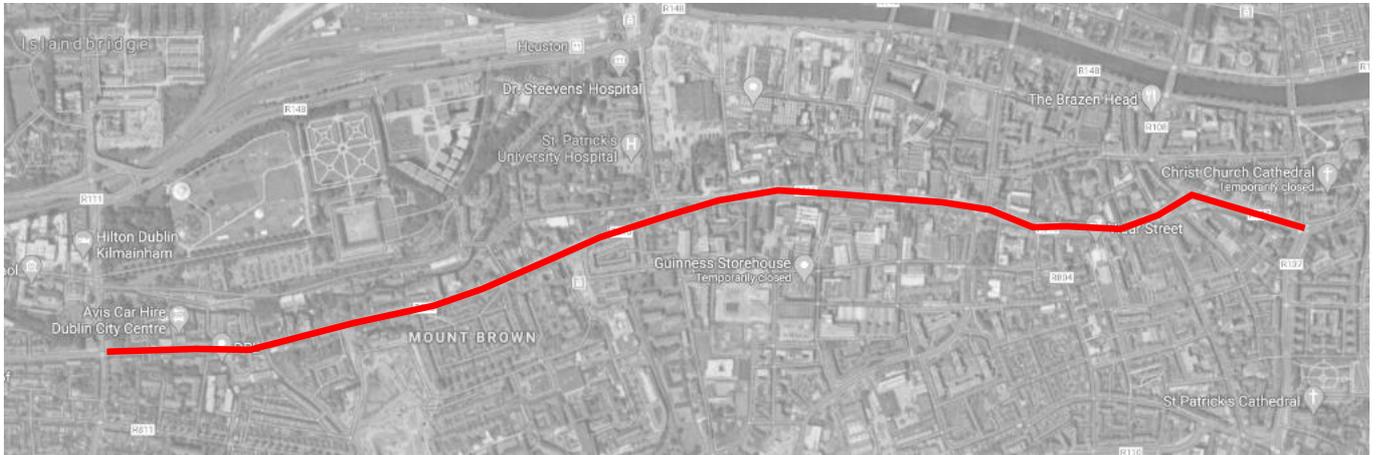


Figure 6.1: Map of Section 5

To date, the community has been consulted on potential design layouts for the length of the route. Below is a list of the points and opinions raised by members of the public at the community consultation that relate to Section 5 of the route:

- Concerns around interaction between cyclists and pedestrians, including at bus stops. The types of crossings need to be correct for people with disabilities, uncontrolled crossings aren't suitable for people with disabilities.
- Intersection treatments along the length of route need to be adequate for users with disabilities, refuge islands with barriers and railings are not suitable for people with impaired vision and can be hard to manoeuvre for wheelchair users. Interactions with bus stops also need to be considered carefully.
- Segregation from cyclists to protect safety of people with disabilities is important.

Appendix B shows the main attractors and generators of the entire route, these are also shown in the Project Mapper App. Section 5 of the Liffey Valley route is shown across maps 5 and 6. There are 14 buildings of significance identified from the Prime 2 data within the vicinity of this section of the route. These are:

- St James's Hospital;
- Trinity Centre for Health Sciences;
- Clinical Skills Centre;
- St Patrick's University Hospital;
- Mace James Street;
- St James's Church;
- St Catherine's Church of Ireland;
- St Catherine's Church, Dublin;
- Vicar Street Community Centre;
- National College of Art and Design;
- John's Lane Church;
- HSE Cornmarket;

- St Audoen's Church, Dublin; and
- St Audoen's Church.

These buildings are all considered to be places that are sensitive to disability design requirements and therefore access and facilities should be provided in the vicinity to make them easy to access for people with disabilities. There are likely to be other buildings in the area that require access for users with disabilities that are not identified in the Prime 2 study, which only identified prioritised buildings within 100m of the corridor. All of these buildings either have private parking to provide for accessible parking spaces or accessible parking spaces nearby on Tomas Street.

Figure 6.2 shows the current bus stops along the Liffey Valley route in the vicinity of the above listed buildings. It is considered that these bus stops currently service the identified buildings well, there are crossings provided where bus stops are across the road.

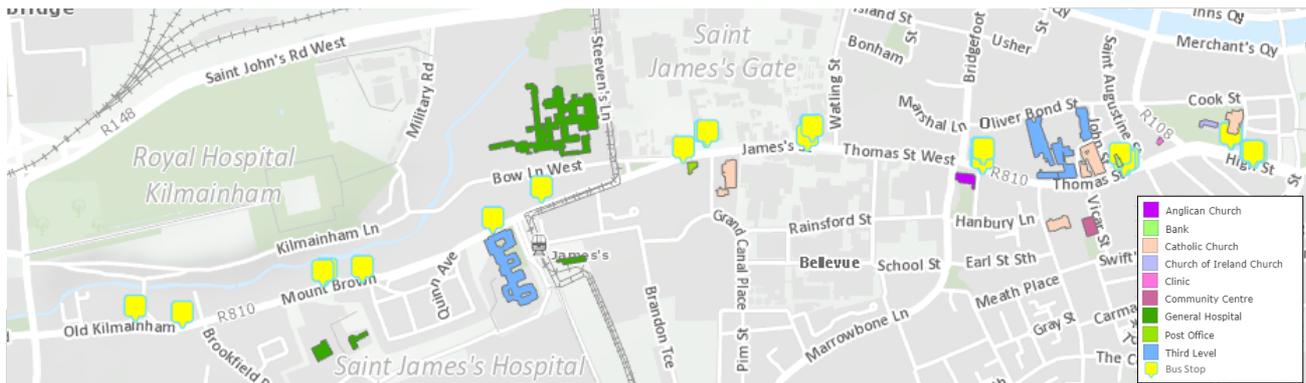


Figure 6.2: Prime2 buildings and nearby bus stops

6.2 Problem Identification

There were 137 identified issues on Section 5 of the Liffey Valley route. Figure 6.3 shows the types of issues identified. Of these 137 issues, 64 were related to the footpaths, 47 were related to crossings, 16 were related to bus stops, 3 were related to parking and 7 were related to other issues that show unsuitable access for users with disabilities.

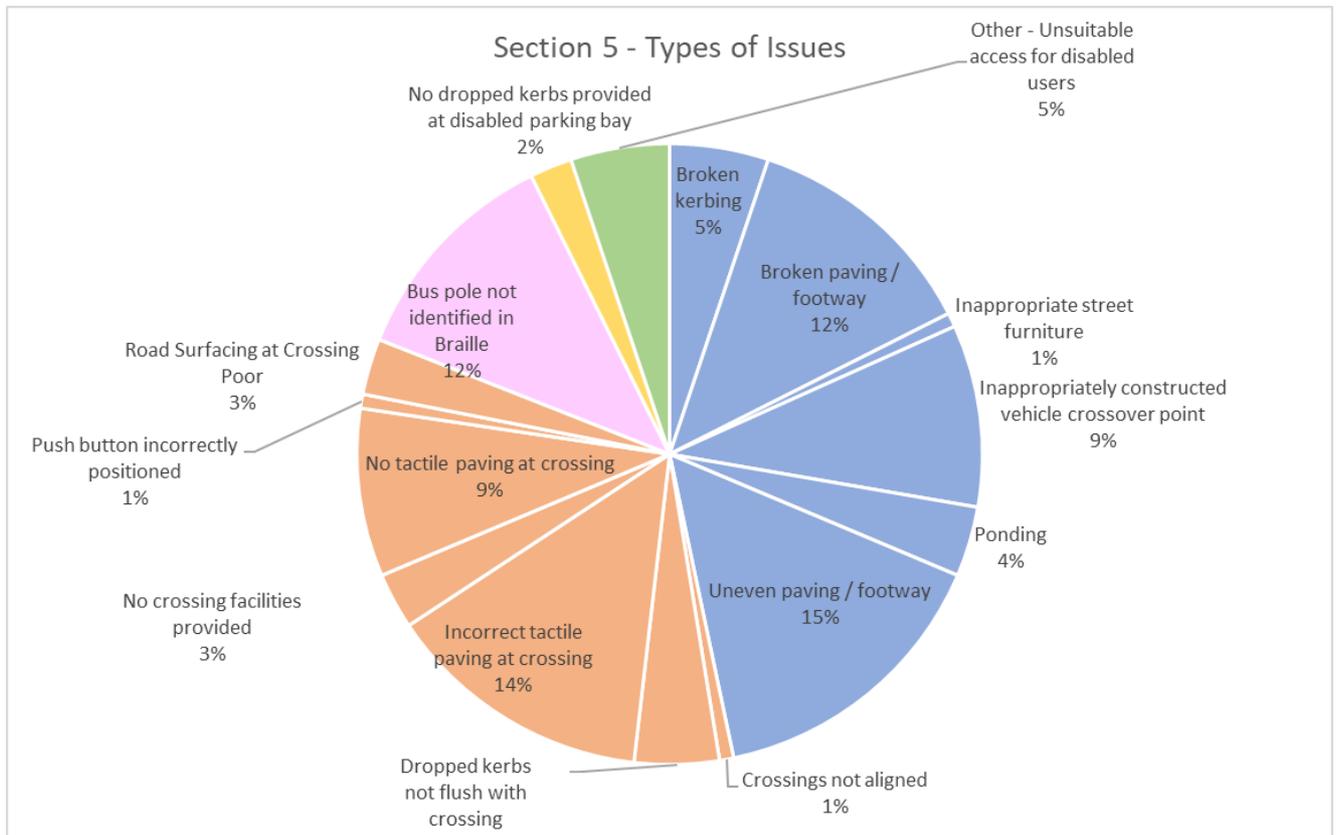


Figure 6.3: Breakdown of Types of Issues Identified

6.2.1 Footpaths

More than half of the issues related to footpaths (59%) in this section were related to broken or uneven paving, and there were seven identified issues with broken kerbing. There were 13 vehicle crossover points that were constructed inappropriately. There were five parts of the path that were affected by ponding. There was one piece of inappropriately placed street furniture.

For more detailed information of the footpath issues, see the green points in the Project Mapper App.

6.2.2 Crossings / Junctions

There were four crossing that had no facilities provided (Figure 6.4) and 12 with no tactile paving. There were 19 crossing points that had incorrect tactile paving. There were six crossings with dropped kerbs not flush with the road, four crossings with poor road surfacing and one crossing that was not aligned correctly. There was one push button that was incorrectly located.

All of the five issues which are considered high severity are crossing or junction issues – 598, 604, 608, 612 and 627. These are discussed in Table 6.1.

For more detailed information of the crossings / junctions issues, see the orange points in the Project Mapper App.



Figure 6.4: No crossing facilities provided

6.2.3 Bus Stops

The 16 bus stop issues were for 16 bus stops that do not have braille identification on them.

For more detailed information of the bus stop issues, see the pink points in the Project Mapper App.

6.2.4 Parking

There were three instances of accessible parking bays that did not have dropped kerbs provided.

For more detailed information of the parking issues, see the blue points in the Project Mapper App.

6.2.5 Other

The remaining identified issues were related to the push buttons not working correctly, with one push button facing the wrong direction on the pole.

For more detailed information of the other issues, see the red points in the Project Mapper App.

Of the 137 issues identified, five were considered high severity, 23 were considered medium severity and 109 were considered low severity, as shown in Figure 6.5. Table 6.1 details the issues identified as high severity by Object ID, along with the Irish Transverse Mercator co-ordinates and a proposed solution to the issues. The remaining issues are listed in Appendix A.

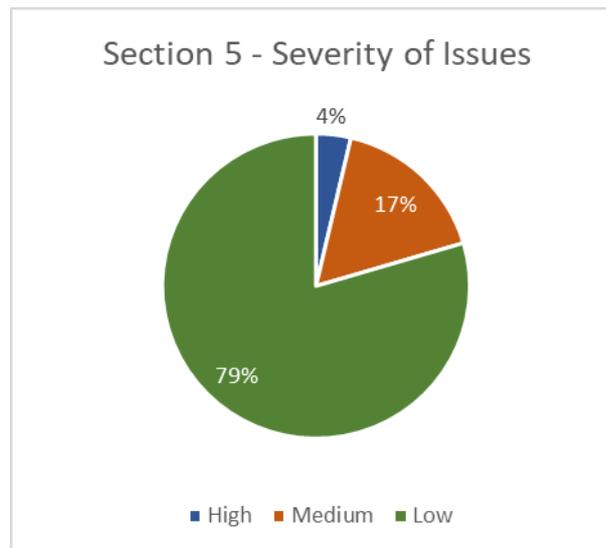


Figure 6.5: Severity of Issues Identified

Table 6.1: High Severity Issues in Section 5

598 - No crossing facilities provided	604 - No crossing facilities provided	608 - No tactile paving at crossing	612 - Crossings not aligned
<p>This is located on Mount Brown outside St. James's Hospital. It is considered high severity as there are no alternatives to crossing at this point and it makes crossing inaccessible.</p>	<p>This is located on Mount Brown outside St. James's Hospital. It is considered high severity as there are no alternatives to crossing at this point and it makes crossing inaccessible.</p>	<p>This is located on James's Street east of St. James's Hospital. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.</p>	<p>This is located on James's Street east of St. James's Hospital. It is considered high severity due to the risk of visually impaired pedestrians walking into the carriageway while trying to use the crossing.</p>
			
<p>713245, 733703</p>	<p>713476, 733760</p>	<p>713595, 733798</p>	<p>713751, 733882</p>
<p>Solution: Provide crossing facilities.</p>	<p>Solution: Provide crossing facilities.</p>	<p>Solution: Provide required tactile paving.</p>	<p>Solution: Reposition dropped kerb to align crossing.</p>
<p>627 - No crossing facilities provided</p>			
<p>This is located on Thomas Street West. It is considered high severity as there are no alternatives to crossing at this point and it makes crossing inaccessible.</p>			
			
<p>714426, 733928</p>			
<p>Solution: Provide crossing facilities.</p>			

7. Scheme Wide Accessibility Design Considerations and Recommendations

The *Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors* outlines the standards and guidelines to be used in the design of the bus corridors within the BusConnects project.

This audit should be read in conjunction with the *Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors* to compare the standards and guidelines used for this project to the current infrastructure. The following sections summarise the design guidance to be followed.

7.1 Footpaths

As per the National Disability Authority's *Building for Everyone: A Universal Design Approach*, the recommended footpath width is 2m to allow for wheelchair users, with a 1.2m minimum at pinch points restricted to a 2m length of path. Figure 1.6 from Part 1 of the guidelines, shown below, illustrates this. It is recommended that footpaths throughout the scheme meet the 2m requirement where possible.

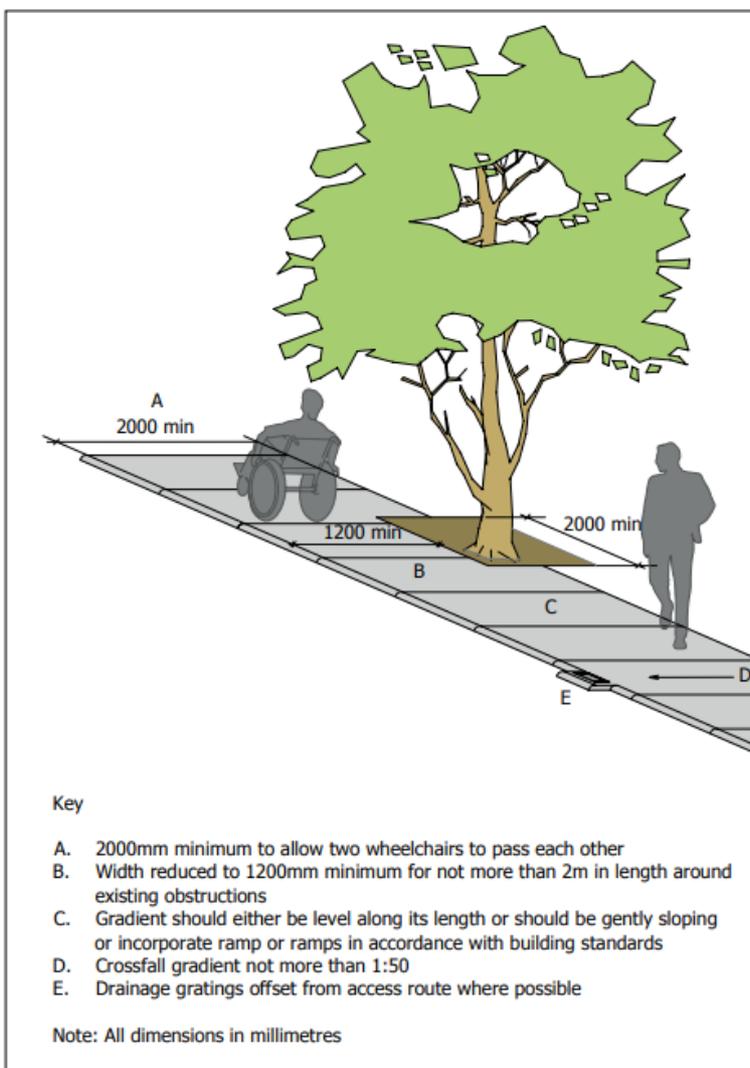


Figure 7.1: Urban Environment Pavement Layout (Note: Extracted from NDA *Building for Everyone: A Universal Design Approach*)

It is important to consider potential reductions in footpath width due to overhang or low-lying vegetation. It is recommended that any new trees are planted 3m away from the footpath and for any existing trees and vegetation to be trimmed as required on a regular basis.

Multiple sections of the footpaths and the kerbs along the Liffey Valley route were identified as trip hazards due to cracked surfaces or uneven paving. It is advised that these sections of paving are corrected if they are to remain as part of the scheme.

Instances of shared paths for pedestrians and cyclists should be considered carefully. Where they begin or end, tactile paving is required to warn of the adjacent cycleway. Grade separation should also be provided between the two paths in such a way as to not create a trip hazard. Consideration to the interaction of cyclists and pedestrians at junctions should also be part of the design process.

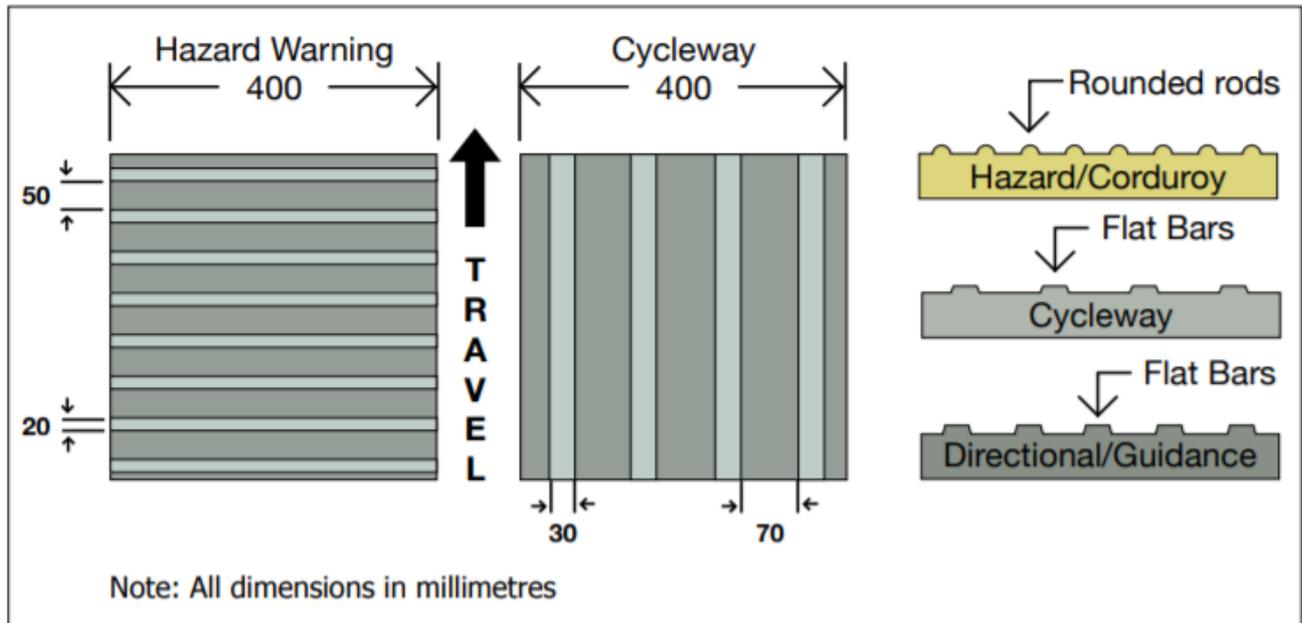


Figure 7.2: Examples of Hazard Warning and Cycleway Paving (Note: Extracted from NDA *Building for Everyone: A Universal Design Approach*)

Placement of street furniture and signage should be considered collectively to minimise obstruction to the footpaths. Where possible, existing signs should be used for mounting new signage. All signage and traffic signal heads shall be mounted with a head height clearance of 2.3m minimum.

7.2 Crossings / Junctions

Pedestrian crossings are mostly provided along the Liffey Valley route, with instances of no crossings provided reported in above sections.

There were multiple crossings that either provided no tactile paving or had incorrect tactile paving. The tactile paving at all crossing points shall be reviewed and the following design requirements incorporated:

- Red tactile paving slabs shall be used at controlled crossing points and buff tactile paving to be used at uncontrolled crossings;
- All tactile paving at controlled crossings to have a stem (1.2m wide) extend to the rear of the footpath or to the building line;
- All new service chambers are to be located outside the area of tactile paving where possible, any existing chambers that are not able to be relocated must have stick-on tactile paving applied;
- Three full rows of tactile paving (1.2m deep) across the full width of the dropped kerb to be provided at inline crossing points and two rows (800mm deep) to be provided at offline crossing points;
- All tactile paving to dictate direction of crossing and provide alignment guidance; and
- All tactile paving at crossing points shall be blistered.

Pushbuttons along this route are inconsistent. Pushbuttons that are not currently providing full service (audible, pulsating and demonstrate the orientation of the crossing in Braille) should be replaced with pushbuttons that are.

Staged crossings should be phased out where possible as per the *Design Manual for Urban Roads and Streets* (DMURS).

7.3 Bus Stops

Each bus stop should have the number of the bus stop provided in Braille for easy identification. Many of the bus stops along the Liffey Valley route did not have Braille provided.

There were two instances of the kerb at the bus stop not being at the correct height for the length of the bus stop. It is recommended that the kerb be 250mm high for the length of the bus stop. For new bus stops, it is suggested that kassel kerbs are used.

All signs and infrastructure at a bus stop shall be rationalised to prevent clutter and to ensure sufficient space for pedestrians passing the bus stop. The safety and interaction of all users shall be considered, particularly where pedestrians are required to cross a cycle track to access a bus door.

7.4 Parking

There are accessible parking bays located along the length of the Liffey Valley route. A thorough investigation into the requirements for accessible parking bays and suitable locations should be undertaken.

The road marking requirements for an accessible parking bay are set out in the Department of Transport's *Traffic Signs Manual: Chapter 7*. Figure 7.3 shows Figure 7.27 from the Manual - the required lengths and widths of both parallel and perpendicular accessible parking bays.

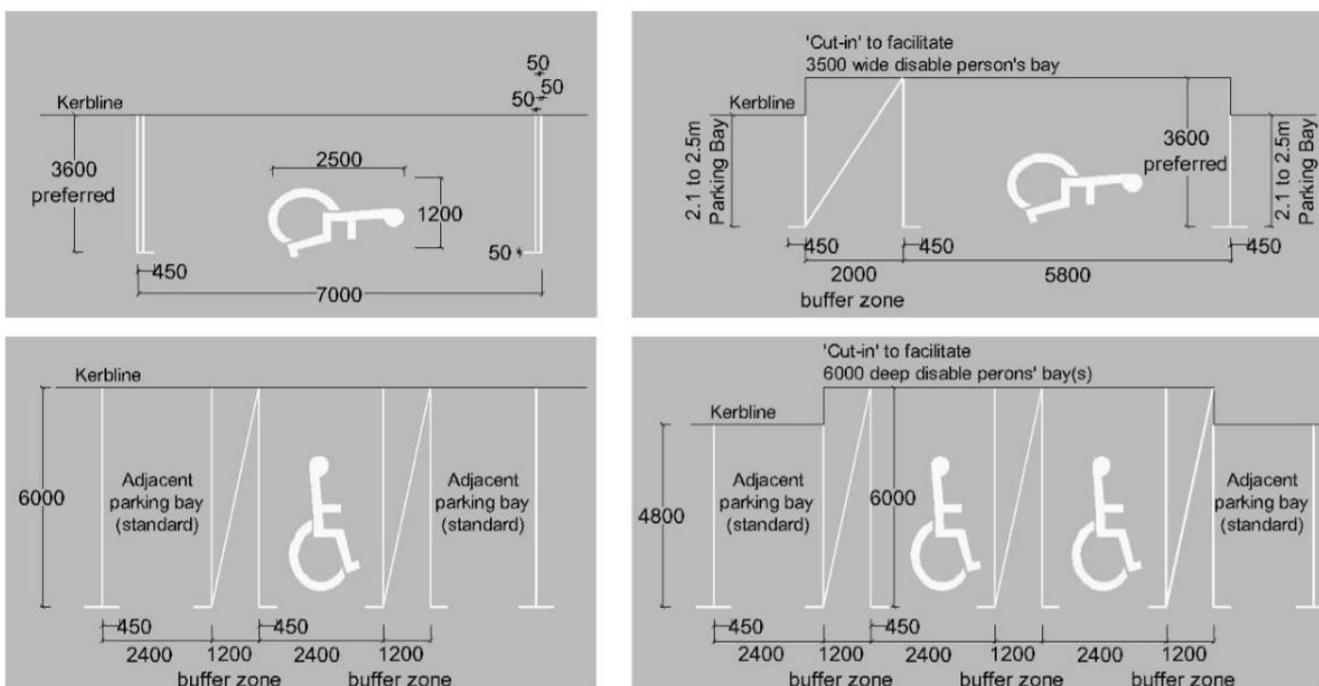


Figure 7.3: Typical Examples of Disabled Persons' Parking Bays

When implementing accessible parking bays, a dropped kerb should be provided for easy access to the footpath and street furniture in the vicinity should be limited to allow for unobstructed access to vehicles.

Appendix A. Other Issues

Other Issues

A.1 Section 1 - Medium

Object ID	Issue	Additional Comments	Co-Ordinates
343	Insufficient footpath width	pinch less than 1.2	707174, 735158
344	Insufficient footpath width		707090, 735131
345	Broken paving / footway		707005, 735111
347	Uneven paving / footway		706917, 735034
348	Dropped kerbs not flush with crossing		706917, 735035
350	Incorrect tactile paving at crossing		706892, 735040
351	Dropped kerbs not flush with crossing	both sides	706889, 735026
352	Broken paving / footway		706881, 735025
354	Uneven paving / footway		706875, 735015
356	Incorrect tactile paving at crossing		706844, 734970
358	Uneven paving / footway		706817, 734946
360	No level difference between footpath and cycle lane	marking faded as well	706757, 734881
369	Crossings not aligned	slightly off	706954, 734589
370	Unsuitable access for disabled users	slope too high	706977, 734568
372	Incorrect tactile paving at crossing	no pedestrian side	706980, 734569
373	Uneven paving / footway	Continuous cycle track indicated at signalised pedestrian crossing	706996, 734560
375	Inappropriate street furniture	bollards in pavers	707025, 734522
377	No tactile paving at crossing	no cycle or normal tactiles	707179, 734379
379	Crossings not aligned		707180, 734369
380	Ponding		707177, 734355
382	Broken paving / footway		707181, 734344
386	Ponding		707209, 734274
387	Incorrect tactile paving at crossing		707200, 734263
635	Unsuitable access for disabled users	no facilities on this side of road	707210, 735148
636	No tactile paving at crossing		706928, 735029
638	Unsuitable access for disabled users	footpath ends. both sides	706927, 735009
641	Broken paving / footway		706809, 734836
646	Uneven paving / footway		707033, 734567
657	Broken paving / footway		707246, 734434
660	No tactile paving at crossing		707207, 734388

A.2 Section 1 - Low

Object ID	Issue	Additional Comments	Co-Ordinates
342	Ponding		707132, 735098
346	Incorrect tactile paving at crossing		706919, 735040
349	Broken paving / footway		706895, 735039
353	Incorrect tactile paving at crossing		706878, 735021
355	Ponding		706869, 735004
357	Unsuitable access for disabled users	not pulsing	706843, 734969
359	Insufficient footpath width	No tactile paving at crossing	706721, 734912
361	Unsuitable access for disabled users	muddy environment	706764, 734874
362	Unsuitable access for disabled users	no sound for crossing, but it did pulse	706782, 734837
363	Ponding		706797, 734732
365	Uneven paving / footway		706938, 734624
366	Uneven paving / footway		706956, 734593
367	Incorrect tactile paving at crossing	missing footpath side	706956, 734585
368	Incorrect tactile paving at crossing	no tail	706955, 734582
371	Ponding		706977, 734570
376	Ponding		707039, 734516
378	Ponding		707182, 734370
637	Uneven paving / footway		706931, 735027
640	Incorrect tactile paving at crossing	tail incorrect width, dont go all the way to crossing	706861, 734956
642	Bus pole not identified in Braille	2 stops	706808, 734834
643	Uneven paving / footway		706822, 734757
644	Ponding		706890, 734682
645	Unsuitable access for disabled users		706998, 734631
647	Ponding		707038, 734564
648	Dropped kerbs not flush with crossing		707040, 734566
649	Unsuitable access for disabled users	no sound on green man, box not pulsing	707069, 734530
650	Insufficient footpath width	Incorrect tactile paving at crossing	707148, 734458
651	No level difference between footpath and cycle lane		707166, 734450
652	No tactile paving at crossing		707185, 734470
653	Incorrect tactile paving at crossing		707231, 734455
654	Broken paving / footway		707236, 734457
655	Unsuitable access for disabled users	box not vibrating, no sound at crossing	707237, 734456
656	Push button incorrectly positioned	ped on left, cycle on right	707248, 734451
658	Ponding		707218, 734418
659	No tactile paving at crossing	no tactile at end of cycle lane	707210, 734385
661	Ponding		707207, 734365
662	Uneven paving / footway		707208, 734363
663	Dropped kerbs not flush with crossing		707210, 734364

Object ID	Issue	Additional Comments	Co-Ordinates
664	Inappropriate street furniture	quite low sign	707212, 734335
665	Ponding		707209, 734306
667	Bus pole not identified in Braille		707276, 734260

A.3 Section 2 - Medium

Object ID	Issue	Additional Comments	Co-Ordinates
388	No tactile paving at crossing		707218, 734243
389	Dropped kerbs not flush with crossing	both sides	707216, 734242
395	Broken paving / footway		707343, 734232
400	Uneven paving / footway		707520, 734211
404	Ponding		707638, 734136
409	Dropped kerbs not flush with crossing	tactiles go over edge of drop kerb	707653, 734136
413	Inappropriate street furniture		707798, 734034
415	Incorrect tactile paving at crossing		707879, 734038
418	Broken paving / footway		707921, 733975
419	Insufficient footpath width	pinch point too tight	707930, 733972
420	Unsuitable access for disabled users	overhang	707959, 733960
422	Uneven paving / footway		708005, 733944
423	Unsuitable access for disabled users	drop kerb but no need to cross	708095, 733914
424	No tactile paving at crossing		708070, 733897
425	Insufficient footpath width	pinch point less than 1.2	708097, 733906
428	Bus pole not identified in Braille		708145, 733894
432	Unsuitable access for disabled users	push button broken	708390, 733839
433	Uneven paving / footway		708389, 733842
436	No tactile paving at crossing		708500, 733835
439	Unsuitable access for disabled users	no sounds on push button or pulse	708570, 733825
450	No tactile paving at crossing		708953, 733781
451	No tactile paving at crossing		709063, 733771
453	No tactile paving at crossing		709157, 733750
455	Broken kerbing		709192, 733753
456	No tactile paving at crossing		709201, 733754
457	No tactile paving at crossing		709227, 733749
460	Incorrect tactile paving at crossing	plus bollard in middle	709309, 733739
463	Uneven paving / footway		709423, 733718
669	Ponding		707392, 734240
670	Broken paving / footway		707492, 734230
673	Crossings not aligned		707618, 734192
692	Insufficient footpath width	No tactile paving at crossing	708271, 733894
702	Crossings not aligned		708445, 733859
707	No crossing facilities provided		708568, 733837

Object ID	Issue	Additional Comments	Co-Ordinates
709	No tactile paving at crossing		708579, 733835
711	Vehicles parked in footway		708604, 733833
728	No crossing facilities provided		709104, 733772

A.4 Section 2 – Low

Object ID	Issue	Additional Comments	Co-Ordinates
390	Insufficient footpath width		707236, 734241
391	Bus pole not identified in Braille		707257, 734238
393	Insufficient footpath width		707318, 734234
399	Inappropriate street furniture	overhang	707502, 734218
401	Broken paving / footway		707537, 734206
403	Incorrect tactile paving at crossing		707641, 734142
405	Incorrect tactile paving at crossing	grate in middle	707646, 734133
406	Unsuitable access for disabled users	push button not working	707646, 734134
407	Incorrect tactile paving at crossing		707647, 734132
408	Incorrect tactile paving at crossing		707654, 734135
410	Broken paving / footway		707684, 734108
414	Uneven paving / footway		707875, 734037
416	Broken kerbing		707892, 733994
417	Vehicles parked in footway		707899, 733987
421	Ponding		707978, 733955
426	Incorrect tactile paving at crossing		708106, 733903
429	Bus pole not identified in Braille		708341, 733859
430	Uneven paving / footway	wobbles	708355, 733850
431	Incorrect tactile paving at crossing	grate in pavers	708390, 733840
434	Incorrect tactile paving at crossing	grate in pavers	708388, 733842
435	Broken paving / footway		708497, 733839
437	Ponding		708500, 733835
438	Incorrect tactile paving at crossing		708556, 733828
445	Incorrect tactile paving at crossing		708821, 733794
454	Incorrect tactile paving at crossing		709158, 733755
458	Road Surfacing at Crossing Poor		709244, 733746
459	Bus pole not identified in Braille		709268, 733745
461	Push button incorrectly positioned	too far away if standing on other side of bollard	709312, 733737
462	Uneven paving / footway		709315, 733734
666	Ponding		707283, 734265
668	Broken paving / footway		707306, 734257
671	Bus pole not identified in Braille		707563, 734212
672	Broken paving / footway		707576, 734209
674	Unsuitable access for disabled users	dropped kerb with no crossing	707693, 734121

Object ID	Issue	Additional Comments	Co-Ordinates
675	No level difference between footpath and cycle lane		707731, 734090
676	Unsuitable access for disabled users	no markings to indicate end of cycle lane	707771, 734070
677	Ponding		707833, 734050
678	Incorrect tactile paving at crossing		707882, 734056
679	Incorrect tactile paving at crossing	no tactile over grate	707887, 734052
680	Incorrect tactile paving at crossing		707886, 734051
681	Broken paving / footway		707900, 734046
682	Insufficient footpath width	pinch point	707901, 734045
683	Broken paving / footway		707905, 734042
684	Broken paving / footway		707916, 734022
685	Bus pole not identified in Braille		707931, 733999
686	Broken paving / footway		707955, 733982
687	Bus pole not identified in Braille		707984, 733968
688	Broken paving / footway		708070, 733934
689	Incorrect tactile paving at crossing		708106, 733923
690	Ponding		708108, 733923
691	Broken paving / footway		708211, 733889
693	Crossings not aligned		708272, 733885
694	Road Surfacing at Crossing Poor		708272, 733885
695	Broken paving / footway		708313, 733873
696	Bus pole not identified in Braille		708327, 733876
697	Uneven paving / footway	hole	708367, 733867
698			708392, 733861
699	Broken paving / footway		708392, 733861
700	Unsuitable access for disabled users	no pulse on box	708412, 733858
701	No tactile paving at crossing		708447, 733858
703	Ponding		708464, 733854
704	Inappropriately constructed vehicle crossover point	uneven pavement, flush to road	708474, 733848
705	No tactile paving at crossing		708541, 733838
706	Incorrect tactile paving at crossing		708559, 733836
708	Dropped kerbs not flush with crossing		708576, 733836
710	No tactile paving at crossing	no tactiles at cycle lane	708580, 733835
712	No tactile paving at crossing		708628, 733828
713	Bus pole not identified in Braille		708642, 733829
714	Uneven paving / footway		708710, 733823
715	Broken paving / footway		708708, 733823
716	No tactile paving at crossing		708716, 733820
717	Broken paving / footway		708788, 733819
718	No tactile paving at crossing		708793, 733814
719	Incorrect tactile paving at crossing		708824, 733809
720	Broken paving / footway		708861, 733802

Object ID	Issue	Additional Comments	Co-Ordinates
721	No tactile paving at crossing		708883, 733801
722	No tactile paving at crossing		708905, 733798
723	Broken paving / footway		708921, 733800
724	Bus pole not identified in Braille		708942, 733794
725	No level difference between footpath and cycle lane		708988, 733785
726	No tactile paving at crossing	cycle lane	709027, 733782
727	Broken paving / footway		709068, 733778
729	Uneven paving / footway	step too low	709098, 733778
730	Broken paving / footway		709130, 733775
731	Broken paving / footway		709156, 733772
732	Unsuitable access for disabled users	dropped kerb goes much further than crossing	709187, 733771
733	No tactile paving at crossing		709228, 733762
734	Bus pole not identified in Braille		709274, 733758
735	Incorrect tactile paving at crossing		709311, 733752
736	Uneven paving / footway		709316, 733753
737	No tactile paving at crossing		709362, 733745
738	Dropped kerbs not flush with crossing		709363, 733745
739	Uneven paving / footway		709383, 733746
740	Uneven paving / footway		709411, 733741
741	Inappropriately constructed vehicle crossover point		709421, 733738
742	Incorrect tactile paving at crossing		709442, 733734

A.5 Section 3 – Medium

Object ID	Issue	Additional Comments	Co-Ordinates
466	Unsuitable access for disabled users	push buttons not working both sides	709452, 733711
480	Unsuitable access for disabled users	push button not working	709735, 733699
481	No tactile paving at crossing	both sides	709775, 733702
482	Broken paving / footway		709798, 733700
485	Inappropriately constructed vehicle crossover point	flush	709874, 733715
491	Push button incorrectly positioned	and not working	710035, 733728
493	Inappropriately constructed vehicle crossover point	flush	710128, 733737
496	No raised kerb at bus stop	minimal raised kerb	710169, 733738
502	Broken paving / footway		710306, 733710
505	Unsuitable access for disabled users	nothing to indicate cyclists joining	710405, 733690
516	No raised kerb at bus stop		710973, 733821

Object ID	Issue	Additional Comments	Co-Ordinates
520	Inappropriately constructed vehicle crossover point	flush	711073, 733779
526	Unsuitable access for disabled users	push button not working	711340, 733721
744	Road Surfacing at Crossing Poor		709567, 733725
753	Unsuitable access for disabled users	no sound or pulse from box	709733, 733718
756	No tactile paving at crossing		709824, 733718
757	Crossings not aligned		709839, 733717
761	Vehicles parked in footway		709932, 733781
765	Insufficient footpath width		709690, 734128
767	Inappropriately constructed vehicle crossover point		709909, 733876
771	Inappropriately constructed vehicle crossover point		709829, 733986
785	Vehicles parked in footway		709790, 734037
812	Vehicles parked in footway		710704, 733819
837	Insufficient footpath width		711553, 733709
845	Uneven paving / footway		711906, 733702

A.6 Section 3 – Low

Object ID	Issue	Additional Comments	Co-Ordinates
464	Incorrect tactile paving at crossing		709442, 733723
465	Incorrect tactile paving at crossing		709446, 733718
467	Incorrect tactile paving at crossing		709466, 733716
468	Incorrect tactile paving at crossing		709477, 733716
470	Broken paving / footway		709495, 733720
471	Broken paving / footway		709525, 733716
472	Incorrect tactile paving at crossing		709574, 733714
475	Bus pole not identified in Braille		709632, 733699
476	Incorrect tactile paving at crossing		709699, 733704
477	Incorrect tactile paving at crossing		709718, 733700
478	Incorrect tactile paving at crossing		709712, 733690
479	Incorrect tactile paving at crossing		709727, 733694
483	Vehicles parked in footway		709818, 733706
484	Incorrect tactile paving at crossing		709840, 733706
487	Dropped kerbs not flush with crossing		709973, 733690
489	Uneven paving / footway		710008, 733716
490	Incorrect tactile paving at crossing		710036, 733727
492	Vehicles parked in footway		710096, 733731
494	Broken paving / footway		710153, 733739
495	Bus pole not identified in Braille		710171, 733739
497	Ponding		710216, 733733
498	Broken paving / footway		710218, 733733
499	Vehicles parked in footway		710251, 733728

Object ID	Issue	Additional Comments	Co-Ordinates
500	Incorrect tactile paving at crossing	grate in pavers	710295, 733716
501	Unsuitable access for disabled users	pulse too faint	710300, 733714
504	Uneven paving / footway		710380, 733680
506	Bus pole not identified in Braille		710429, 733683
507	Bus pole not identified in Braille		710463, 733676
510	Incorrect tactile paving at crossing		710625, 733741
511	Incorrect raised table	no tactiles on refuge	710626, 733753
512	Vehicles parked in footway		710647, 733749
513	Broken paving / footway		710682, 733781
514	Unsuitable access for disabled users	cyclists leaving shared path no markings	710797, 733846
515	Broken paving / footway		710968, 733824
517	Bus pole not identified in Braille		710972, 733819
518	Broken paving / footway		710998, 733809
519	Vehicles parked in footway		711032, 733794
521	Ponding		711124, 733772
522	Vehicles parked in footway		711174, 733742
523	Incorrect tactile paving at crossing	both sides	711269, 733736
524	No tactile paving at crossing		711445, 733717
525	Bus pole not identified in Braille		711414, 733720
527	Incorrect tactile paving at crossing		711339, 733722
528	Broken paving / footway		711670, 733657
529	Bus pole not identified in Braille		711815, 733686
530	Ponding		711820, 733672
531	Inappropriately constructed vehicle crossover point		711843, 733672
533	Broken kerbing		711853, 733677
745	No tactile paving at crossing		709573, 733731
746	No dropped kerbs provided at disabled parking bay		709572, 733732
747	Incorrect tactile paving at crossing	grate also in way	709570, 733730
748	Bus pole not identified in Braille		709608, 733725
749	Unsuitable access for disabled users	kerb?	709673, 733723
750	Uneven paving / footway		709675, 733721
751	Incorrect tactile paving at crossing		709693, 733715
752	Incorrect tactile paving at crossing		709732, 733718
754	Broken paving / footway		709752, 733713
755	Uneven paving / footway	tiles moving	709772, 733714
758	Incorrect tactile paving at crossing		709867, 733722
759	Inappropriately constructed vehicle crossover point		709901, 733727
760	Uneven paving / footway		709920, 733752
762	Inappropriately constructed vehicle crossover point		709933, 733800
763	Broken paving / footway		709932, 733804

Object ID	Issue	Additional Comments	Co-Ordinates
764	Inappropriately constructed vehicle crossover point		709925, 733827
766	Broken kerbing		709910, 733874
768	Uneven paving / footway		709895, 733896
769	Bus pole not identified in Braille		709873, 733961
772	Inappropriately constructed vehicle crossover point		709808, 734006
773	Ponding		709786, 734041
774	Vehicles parked in footway	moved off before photo	709753, 734094
775	No tactile paving at crossing		709686, 734035
776	Crossings not aligned		709686, 734035
777	Road Surfacing at Crossing Poor		709677, 734026
778	Vehicles parked in footway	whole road	709666, 734017
779	Ponding		709590, 733928
780	Inappropriately constructed vehicle crossover point		709569, 733904
781	Uneven paving / footway		709470, 733763
782	Uneven paving / footway		709501, 733824
783	Uneven paving / footway		709492, 734305
784	No tactile paving at crossing		709681, 734049
786	Inappropriately constructed vehicle crossover point		709814, 734023
787	Vehicles parked in footway		709824, 734007
788	Inappropriately constructed vehicle crossover point		709862, 733970
789	Bus pole not identified in Braille		709882, 733946
790	Broken paving / footway		709889, 733938
791	No tactile paving at crossing		709913, 733901
792	Crossings not aligned		709914, 733895
793	Dropped kerbs not flush with crossing		709915, 733893
794	Inappropriately constructed vehicle crossover point	Continuous cycle track indicated at signalised pedestrian crossing	709932, 733851
795	No tactile paving at crossing		709934, 733844
796	No tactile paving at crossing		709988, 733740
797	Uneven paving / footway		710013, 733735
798	Bus pole not identified in Braille		710051, 733744
799	Inappropriately constructed vehicle crossover point		710111, 733748
800	No tactile paving at crossing		710136, 733746
801	Unsuitable access for disabled users	no pulse or sound off box	710237, 733746
802	Broken kerbing		710375, 733685
803	Bus pole not identified in Braille		710400, 733686
804	Inappropriately constructed vehicle crossover point		710426, 733682
805	Insufficient footpath width		710459, 733680
806	Ponding		710564, 733713

Object ID	Issue	Additional Comments	Co-Ordinates
807	Unsuitable access for disabled users	no sound and pulse off box	710618, 733759
808	Incorrect tactile paving at crossing		710623, 733760
809	Bus pole not identified in Braille		710404, 733919
811	Inappropriately constructed vehicle crossover point		710703, 733819
813	Uneven paving / footway		710724, 733832
814	Uneven paving / footway		710769, 733847
815	No tactile paving at crossing		710815, 733854
816	Dropped kerbs not flush with crossing		710841, 733859
817	Broken paving / footway		710878, 733849
818	Bus pole not identified in Braille		711024, 733819
819	No tactile paving at crossing	cycle lane	711052, 733805
820	No level difference between footpath and cycle lane		711086, 733794
821	No tactile paving at crossing		711166, 733763
822	Inappropriately constructed vehicle crossover point		711206, 733751
823	Vehicles parked in footway		711232, 733745
824	Broken paving / footway		711263, 733748
825	Broken paving / footway		711300, 733748
826	Unsuitable access for disabled users	no sound or pulse on box	711306, 733750
827	Incorrect tactile paving at crossing		711306, 733749
828	Incorrect tactile paving at crossing		711309, 733749
830	Dropped kerbs not flush with crossing		711316, 733746
831	Bus pole not identified in Braille		711333, 733745
832	Ponding		711438, 733742
833	Broken paving / footway		711434, 733742
834	Incorrect tactile paving at crossing		711383, 733894
835	Incorrect tactile paving at crossing		711536, 733735
836	Dropped kerbs not flush with crossing		711537, 733719
839	Broken paving / footway		711733, 733686
840	No tactile paving at crossing		711770, 733687
841	Road Surfacing at Crossing Poor		711769, 733687
842	Uneven paving / footway		711793, 733688
844	Bus pole not identified in Braille		711857, 733697
846	No tactile paving at crossing		711881, 733619
860	Broken paving / footway		712045, 733520

A.7 Section 4 – Medium

Object ID	Issue	Additional Comments	Co-Ordinates
539	Inappropriately constructed vehicle crossover point	flush	712096, 733777
544	No dropped kerbs provided at disabled parking bay		711985, 733688
550	No tactile paving at crossing		711854, 733545
558	No tactile paving at crossing	ramp too steep	711889, 733454
561	No tactile paving at crossing		711973, 733476
567	No tactile paving at crossing	both sides	712160, 733548
575	No tactile paving at crossing	both sides	712464, 733593
577	Inappropriately constructed vehicle crossover point	flush	712493, 733591
578	Broken paving / footway		712511, 733589
582	Uneven paving / footway		712646, 733601
848	No dropped kerbs provided at disabled parking bay		711871, 733578
866	Uneven paving / footway		712247, 733575

A.8 Section 4 – Low

Object ID	Issue	Additional Comments	Co-Ordinates
532	Dropped kerbs not flush with crossing		711915, 733676
534	Incorrect tactile paving at crossing		711943, 733696
535	Uneven paving / footway		711969, 733708
536	Incorrect tactile paving at crossing		712082, 733728
537	Broken paving / footway		712083, 733734
538	Broken paving / footway		712091, 733798
540	Broken paving / footway		712098, 733765
541	Incorrect tactile paving at crossing		712106, 733742
542	Incorrect tactile paving at crossing		712099, 733732
543	Ponding		712001, 733708
545	Incorrect tactile paving at crossing		711957, 733692
546	Dropped kerbs not flush with crossing		711939, 733694
547	Dropped kerbs not flush with crossing		711935, 733688
548	Bus pole not identified in Braille		711910, 733665
549	Uneven paving / footway		711850, 733615
552	Incorrect tactile paving at crossing		711843, 733530
553	Vehicles parked in footway		711841, 733524
554	Uneven paving / footway		711829, 733503
555	Incorrect tactile paving at crossing	grate in pavers	711811, 733470
556	Incorrect tactile paving at crossing	not to front	711811, 733447
557	Broken paving / footway	causing ponding	711848, 733452
559	Uneven paving / footway		711911, 733450
560	Broken kerbing		711936, 733465

Object ID	Issue	Additional Comments	Co-Ordinates
562	Dropped kerbs not flush with crossing		711976, 733483
563	Bus pole not identified in Braille		712001, 733489
564	Broken paving / footway		712052, 733504
565	No raised kerb at bus stop	not raised enough	712115, 733537
566	Bus pole not identified in Braille		712120, 733530
568	Incorrect tactile paving at crossing		712177, 733556
569	Broken kerbing		712222, 733563
570	Ponding		712227, 733564
573	Incorrect tactile paving at crossing		712433, 733595
574	Unsuitable access for disabled users	no pulse	712441, 733595
576	Dropped kerbs not flush with crossing		712476, 733592
579	Uneven paving / footway		712542, 733588
580	Bus pole not identified in Braille		712557, 733589
581	Broken paving / footway		712597, 733592
583	Incorrect tactile paving at crossing	not to front	712680, 733594
584	Incorrect tactile paving at crossing		712690, 733603
585	Unsuitable access for disabled users	push button not working	712691, 733600
847	Uneven paving / footway		711875, 733587
850	Inappropriately constructed vehicle crossover point		711851, 733534
851	Ponding		711825, 733496
852	Broken paving / footway		711823, 733491
853			711844, 733456
854	Ponding		711897, 733459
855	Incorrect tactile paving at crossing		711927, 733462
856	Unsuitable access for disabled users	no sound or pulse from box	711928, 733463
857	Bus pole not identified in Braille		711946, 733463
858	Broken paving / footway		711956, 733466
859	No dropped kerbs provided at disabled parking bay		711775, 733900
861	Broken paving / footway		712087, 733541
862	Inappropriately constructed vehicle crossover point		712145, 733558
863	Incorrect tactile paving at crossing		712175, 733562
864	Bus pole not identified in Braille		712197, 733571
867	Broken paving / footway		712278, 733585
868	Inappropriately constructed vehicle crossover point		712281, 733586
869	No tactile paving at crossing		712306, 733593
870	Crossings not aligned		712306, 733595
871	Inappropriately constructed vehicle crossover point		712330, 733605
872	Broken paving / footway		712360, 733617
873	Incorrect tactile paving at crossing		712436, 733611
874	No tactile paving at crossing		712449, 733611

Object ID	Issue	Additional Comments	Co-Ordinates
876	Vehicles parked in footway		712469, 733605
877	Broken kerbing		712482, 733607
878	Ponding		712503, 733605
879	Inappropriately constructed vehicle crossover point		712539, 733605
880	Uneven paving / footway		712547, 733605
881	Bus pole not identified in Braille		712582, 733603
882	Inappropriately constructed vehicle crossover point		712640, 733612
883	Uneven paving / footway		712665, 733611
884	Ponding		712739, 733613

A.9 Section 5 – Medium

Object ID	Issue	Additional Comments	Co-Ordinates
587	Broken kerbing		712759, 733610
588	Inappropriately constructed vehicle crossover point	flush	712795, 733608
589	Broken paving / footway		712850, 733616
590	Inappropriately constructed vehicle crossover point		712931, 733622
593	No tactile paving at crossing		713014, 733616
595	Inappropriately constructed vehicle crossover point	flush	713098, 733641
596	Uneven paving / footway		713126, 733655
597	Inappropriately constructed vehicle crossover point	across access to new children's hospital	713174, 733665
599	Inappropriately constructed vehicle crossover point	flush	713257, 733690
600	Uneven paving / footway		713268, 733693
602	Broken kerbing		713356, 733717
611	No tactile paving at crossing		713744, 733869
618	Unsuitable access for disabled users	no delineation	713993, 733941
628	No tactile paving at crossing		714432, 733927
633	Push button incorrectly positioned	Pole on wrong side	714584, 733896
888	No crossing facilities provided		712640, 733780
891	Crossings not aligned		712831, 733981
900	Broken kerbing		713144, 733672
948	Unsuitable access for disabled users	box not working	714770, 733933
967	Inappropriate street furniture		714802, 733925
968	No tactile paving at crossing		714837, 733936
970	Unsuitable access for disabled users	push button not working	714870, 733949
971	No tactile paving at crossing		714897, 733947
973	Broken paving / footway		714958, 733938

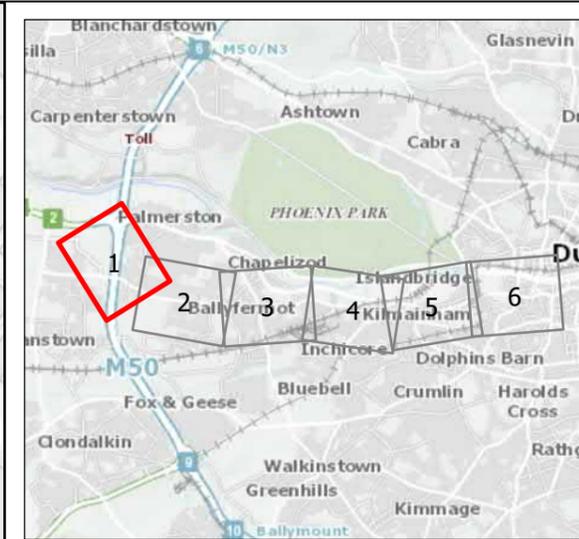
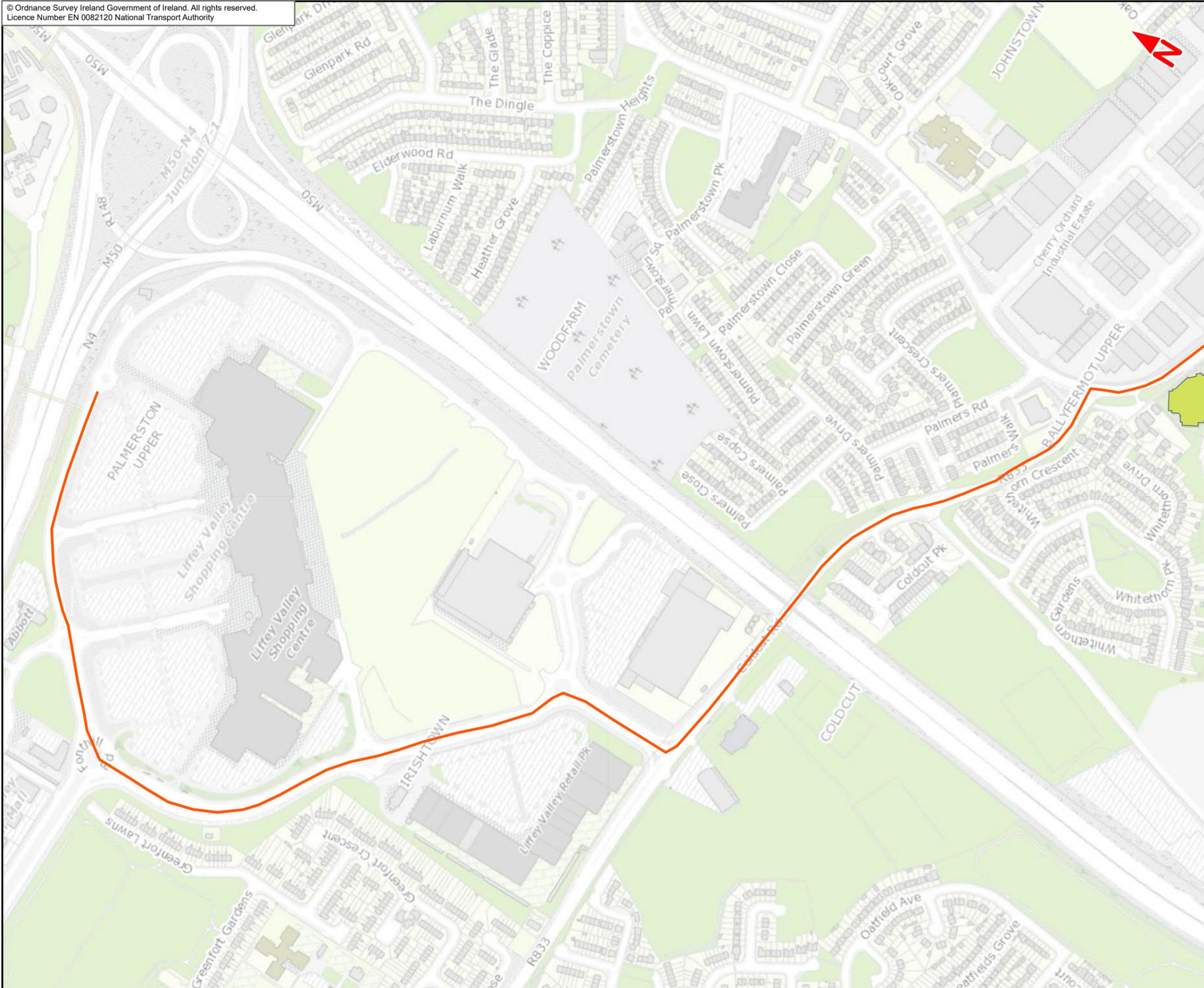
A.10 Section 5 – Low

Object ID	Issue	Additional Comments	Co-Ordinates
586	Broken kerbing		712740, 733614
591	Bus pole not identified in Braille		712960, 733620
592	Broken paving / footway		712995, 733616
594	Ponding		713083, 733640
601	Bus pole not identified in Braille		713301, 733689
603	Uneven paving / footway		713446, 733761
605	Broken kerbing		713505, 733796
606	Uneven paving / footway		713553, 733790
607	Bus pole not identified in Braille		713562, 733785
609	Dropped kerbs not flush with crossing		713606, 733799
610	Incorrect tactile paving at crossing	grate in pavers	713622, 733823
613	Broken paving / footway		713766, 733881
614	Broken paving / footway		713818, 733901
615	Uneven paving / footway		713776, 733906
616	Bus pole not identified in Braille		713915, 733928
617	Incorrect tactile paving at crossing	not to front and grate in pavers	713969, 733938
619	Bus pole not identified in Braille		714153, 733948
620	Incorrect tactile paving at crossing	doesn't go to front	714201, 733951
621	Unsuitable access for disabled users	drain	714289, 733953
622	Uneven paving / footway		714303, 733967
623	Incorrect tactile paving at crossing	doesnt go to front	714297, 733942
624	Uneven paving / footway		714326, 733937
625	Uneven paving / footway		714343, 733935
626	Broken kerbing		714418, 733930
629	Incorrect tactile paving at crossing		714451, 733920
630	Uneven paving / footway		714472, 733915
631	Bus pole not identified in Braille		714478, 733887
632	Incorrect tactile paving at crossing	plus grate	714586, 733896
634	Incorrect tactile paving at crossing		714593, 733892
885	No tactile paving at crossing		712785, 733620
886	Inappropriately constructed vehicle crossover point		712791, 733621
887	Road Surfacing at Crossing Poor		712808, 733614
889	Bus pole not identified in Braille		712862, 733626
890	No tactile paving at crossing		712919, 733633
892	No crossing facilities provided		712972, 733623
893	No tactile paving at crossing		713006, 733641
894	Road Surfacing at Crossing Poor		713013, 733636
895	Dropped kerbs not flush with crossing		713013, 733633
896	Inappropriately constructed vehicle crossover point		713020, 733629
897	Uneven paving / footway		713050, 733642
898	Broken paving / footway		713081, 733651

Object ID	Issue	Additional Comments	Co-Ordinates
899	Inappropriately constructed vehicle crossover point		713121, 733666
901	Ponding		713156, 733673
902	Bus pole not identified in Braille		713209, 733684
903	Uneven paving / footway		713278, 733701
904	Inappropriately constructed vehicle crossover point		713357, 733728
905	Insufficient footpath width		713104, 734075
906	No dropped kerbs provided at disabled parking bay		713541, 733806
907	Broken paving / footway		713571, 733815
908	Inappropriately constructed vehicle crossover point		713634, 733847
909	Bus pole not identified in Braille		713654, 733858
910	Uneven paving / footway		713691, 733870
911	Broken paving / footway		713753, 733876
912	Uneven paving / footway		713752, 733879
913	No tactile paving at crossing		713794, 733906
914	No tactile paving at crossing	traffic lights, no pedestrian crossing facility	713805, 733908
915	Broken paving / footway		713869, 733955
916	Bus pole not identified in Braille		713934, 733955
917	Broken paving / footway		714076, 733975
918	Inappropriately constructed vehicle crossover point		714088, 733538
919	Inappropriately constructed vehicle crossover point		714143, 733977
920	Bus pole not identified in Braille		714166, 733976
921	Ponding		714172, 733975
922	Broken kerbing		714199, 733971
923	Incorrect tactile paving at crossing	tactiles don't go to front	714286, 733962
924	Uneven paving / footway		714329, 733968
925	Broken paving / footway		714370, 733960
926	Broken paving / footway		714409, 733955
927	Broken paving / footway		714415, 733954
928			714428, 733953
929		pulse very faint	714443, 733956
930	Broken paving / footway		714160, 734360
931	Bus pole not identified in Braille		714483, 733927
932	Inappropriately constructed vehicle crossover point		714544, 733922
933	Broken paving / footway		714559, 733880
934	Uneven paving / footway		714584, 733892
935	Incorrect tactile paving at crossing		714590, 733897
936	Dropped kerbs not flush with crossing		714588, 733899
937	Uneven paving / footway		714609, 733910
938	Road Surfacing at Crossing Poor		714626, 733908

Object ID	Issue	Additional Comments	Co-Ordinates
939	Broken paving / footway		714656, 733904
940	Incorrect tactile paving at crossing		714649, 733895
941	Unsuitable access for disabled users	box twisted on pole	714664, 733893
942	Incorrect tactile paving at crossing		714658, 733886
943	Dropped kerbs not flush with crossing		714674, 733902
944	No dropped kerbs provided at disabled parking bay		714712, 733892
945	Dropped kerbs not flush with crossing		714725, 733909
946	No dropped kerbs provided at disabled parking bay		714730, 733898
947	Bus pole not identified in Braille		714744, 733916
949	Bus pole not identified in Braille		714774, 733913
950	Incorrect tactile paving at crossing	should be at least 2 tiles deep	714857, 733955
951	Unsuitable access for disabled users	box not working	714860, 733969
952	Incorrect tactile paving at crossing		714882, 733982
953	Uneven paving / footway		714934, 733968
954	Bus pole not identified in Braille		714941, 733957
955	Inappropriately constructed vehicle crossover point		714965, 733956
956	Broken paving / footway		714996, 733949
957	Uneven paving / footway		715007, 733945
958	No tactile paving at crossing		715037, 733933
959	Dropped kerbs not flush with crossing		715040, 733933
960	Incorrect tactile paving at crossing		715064, 733926
961	Uneven paving / footway		714713, 733890
962	Uneven paving / footway		714778, 733914
963	Incorrect tactile paving at crossing	not to front	714787, 733918
964	Incorrect tactile paving at crossing		714790, 733918
965	Road Surfacing at Crossing Poor		714796, 733921
966	Incorrect tactile paving at crossing	grates in pavers	714797, 733923
969	Incorrect tactile paving at crossing		714869, 733949
972	Uneven paving / footway		714929, 733945
974	Ponding		714988, 733929
975	Broken paving / footway		714985, 733933
976	Bus pole not identified in Braille		714994, 733929
977	Incorrect tactile paving at crossing		715068, 733912

Appendix B. Key Facilities and Services Along the Liffey Valley Route



Legend

- Routes
- Building
- Health Centre



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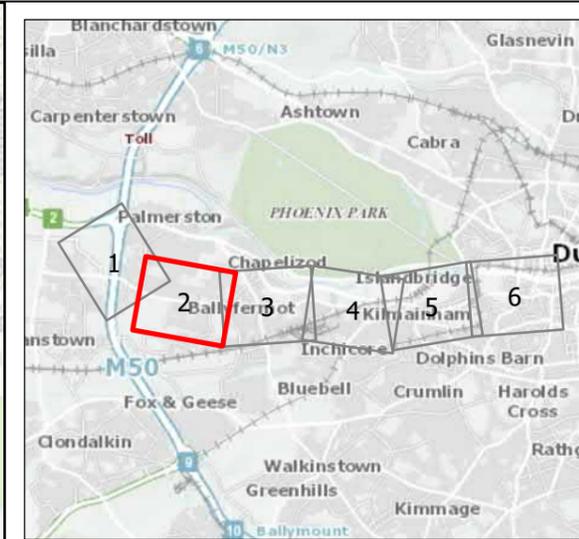
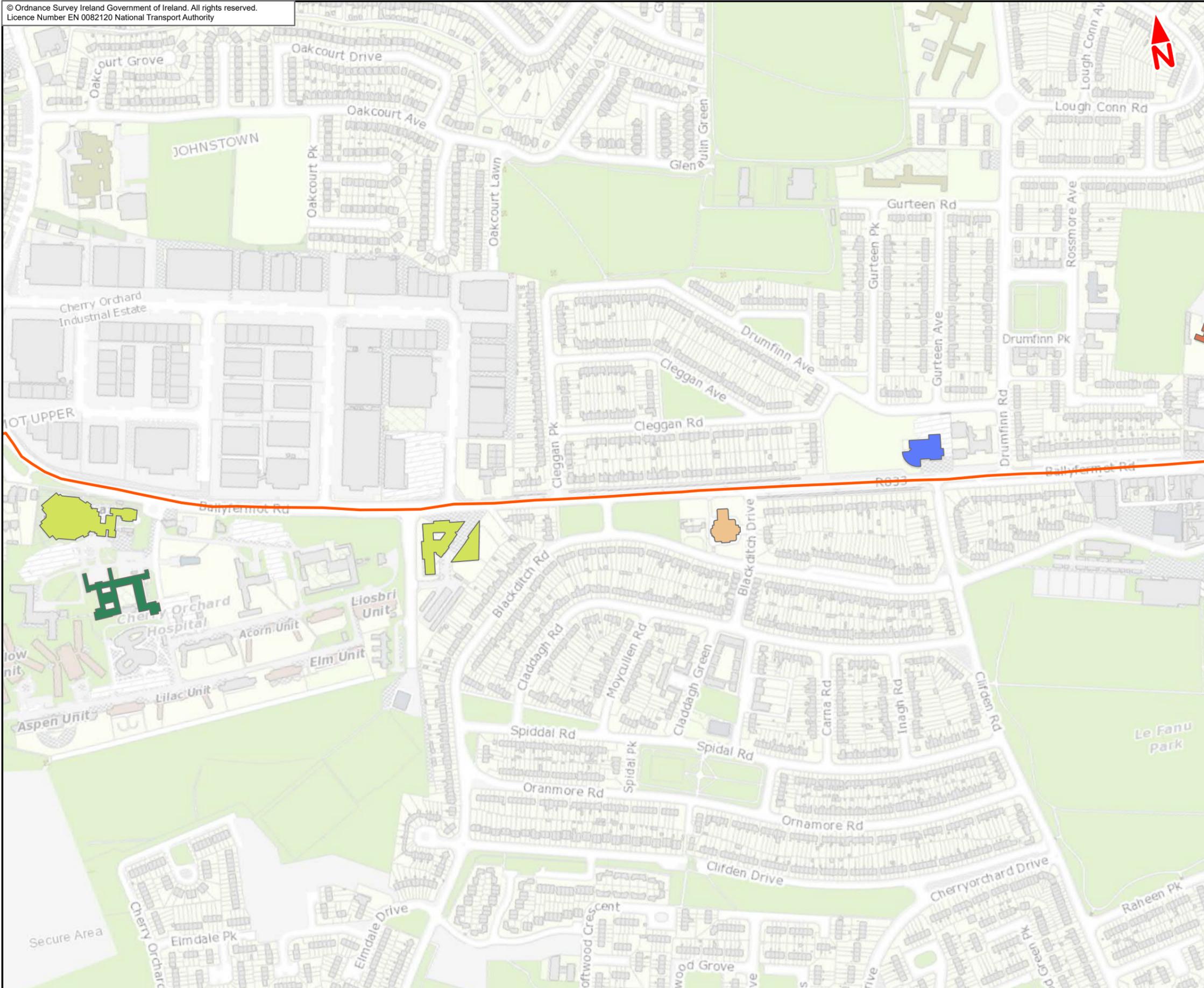
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<p>Project Ireland 2040 Building Ireland's Future</p>	Rev	Date	Drn	Chk'd	App'd	Description

<p>Udarás Náisiúnta Iompair National Transport Authority</p>						
Date	17/04/2020	Scale @ A3	1:5 000	Drawn	Checked	Approved
Project Code	32110900	Originator Code	JAC	QMS Code		

Project Title	BUSCONNECTS Core Bus Corridors				
Drawing Title	Key Facilities and Services of the Liffey Valley Route				
Drawing File Reference	Sheet Number	Status	Rev		
	1 of 6	DRAFT			



- Legend**
- Routes
 - Building**
 - Catholic Church
 - General Hospital
 - Health Centre
 - Local Government Building
 - Primary School



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Rev	Date	Drn	Chk'd	App'd	Description

Client: **NTA**
Udarás Náisiúnta Iompair
National Transport Authority

Consultant: **Jacobs**

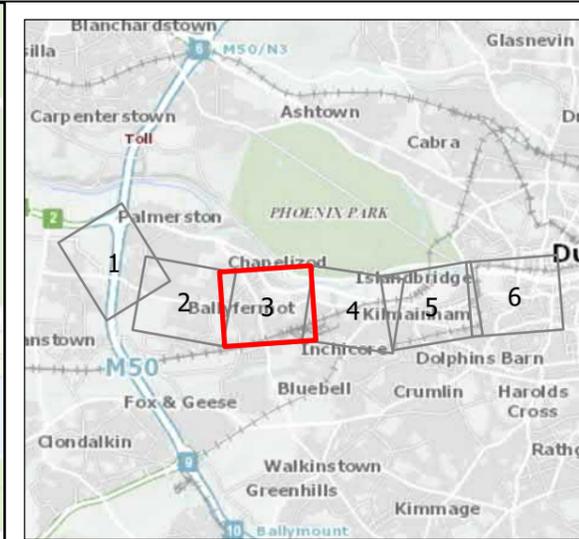
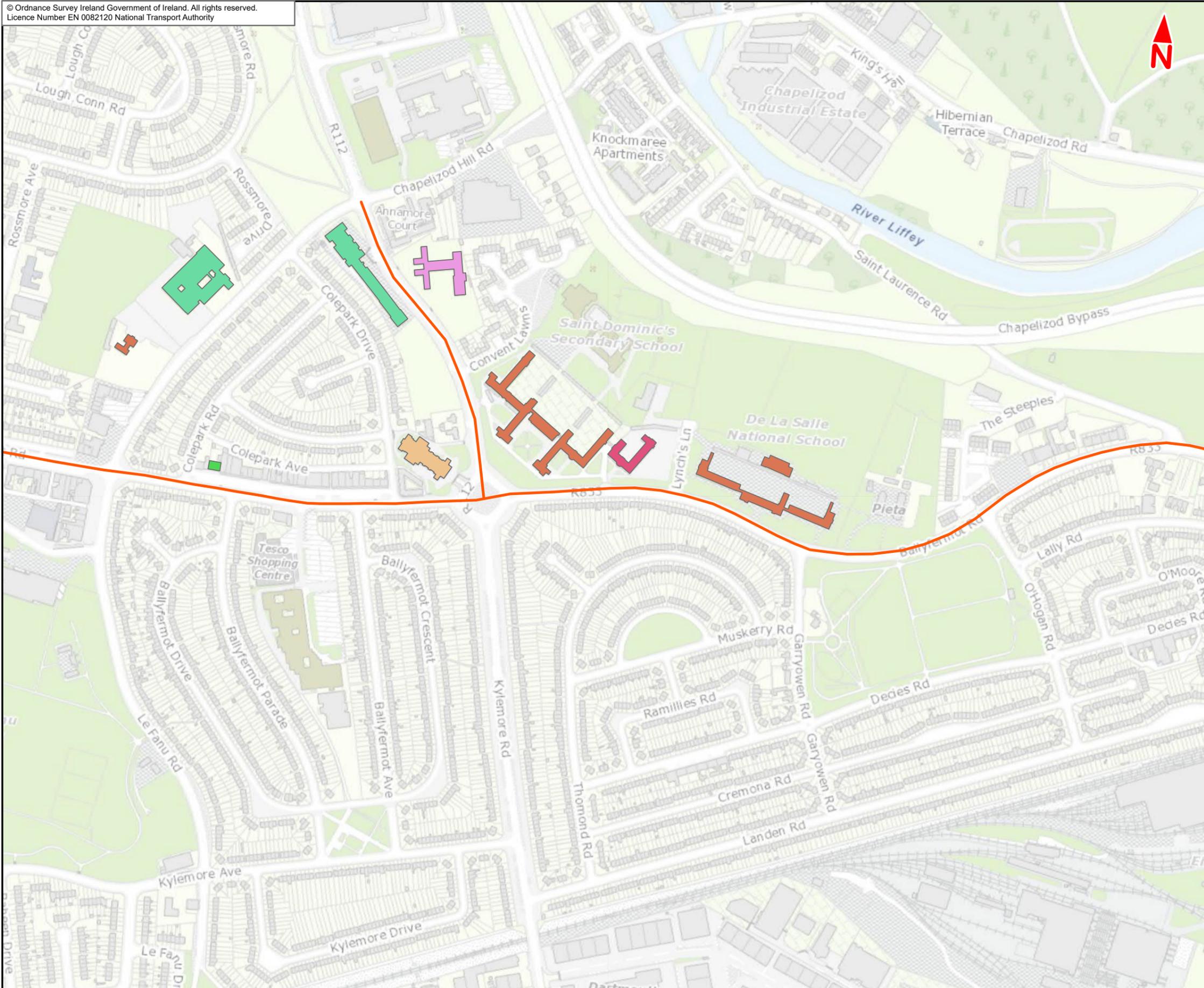
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Project Code: 32110900
Originator Code: JAC

Drawn: []
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Project Title: BUSCONNECTS Core Bus Corridors			
Drawing Title: Key Facilities and Services of the Liffey Valley Route			
Drawing File Reference	Sheet Number: 2 of 6	Status: DRAFT	Rev: []



Legend

- Routes
- Building**
- Bank
- Catholic Church
- Community Centre
- Primary School
- Secondary School
- Third Level



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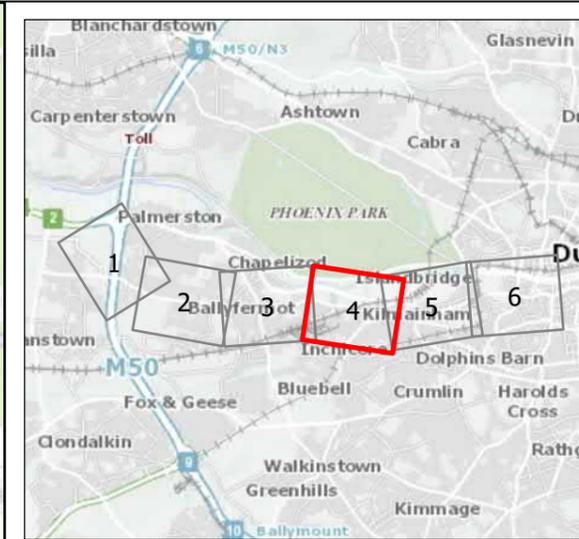
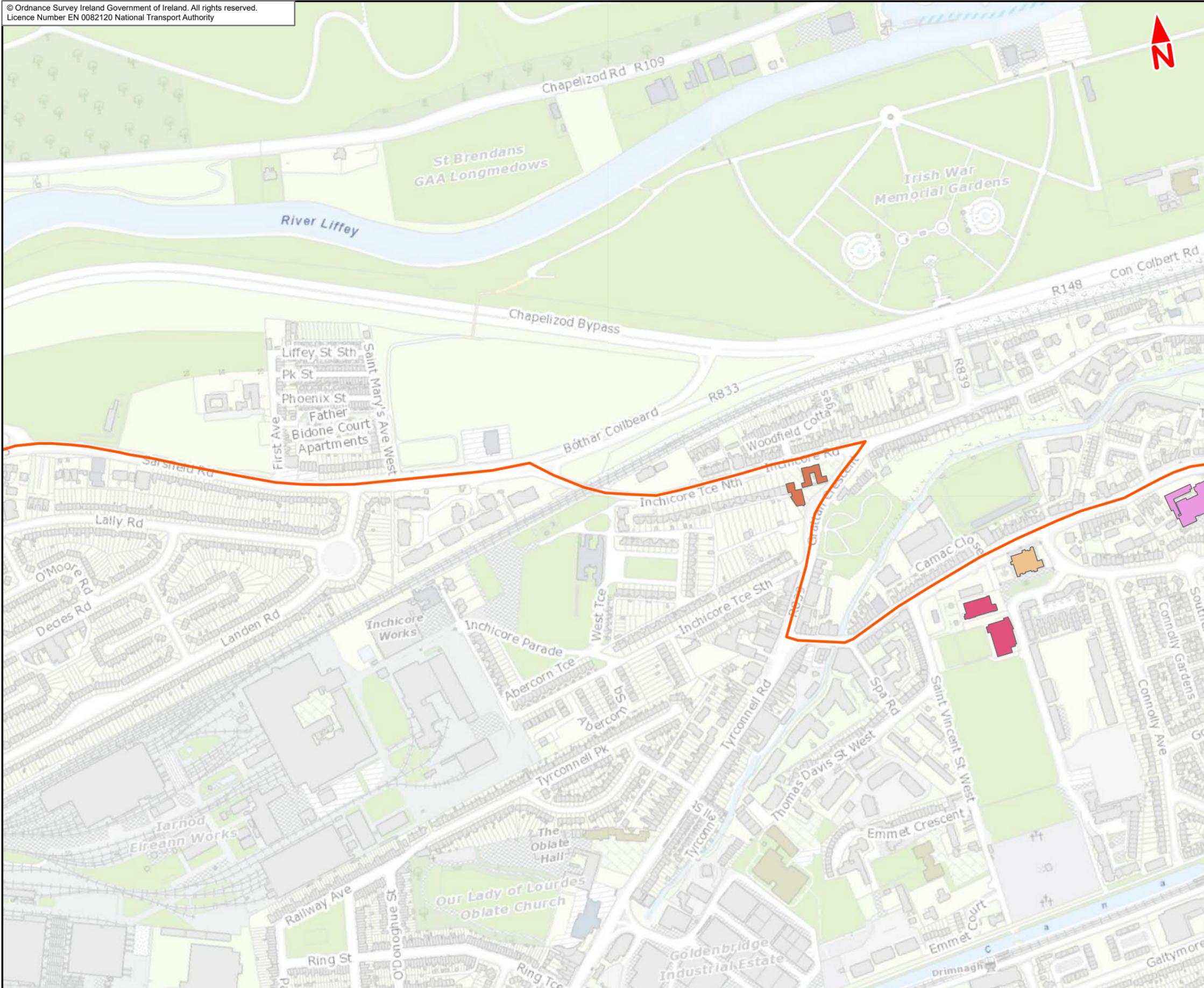
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Rev	Date	Drn	Chk'd	App'd	Description

Date	17/04/2020	Scale @ A3	1:5 000	Drawn
Project Code	32110900	Originator Code	JAC	Checked
		QMS Code		Approved

Project Title				BUSCONNECTS Core Bus Corridors			
Drawing Title				Key Facilities and Services of the Liffey Valley Route			
Drawing File Reference	Sheet Number	Status	Rev				
	3 of 6	DRAFT					



Legend

- Routes
- Building**
- Catholic Church
- Community Centre
- Primary School
- Third Level



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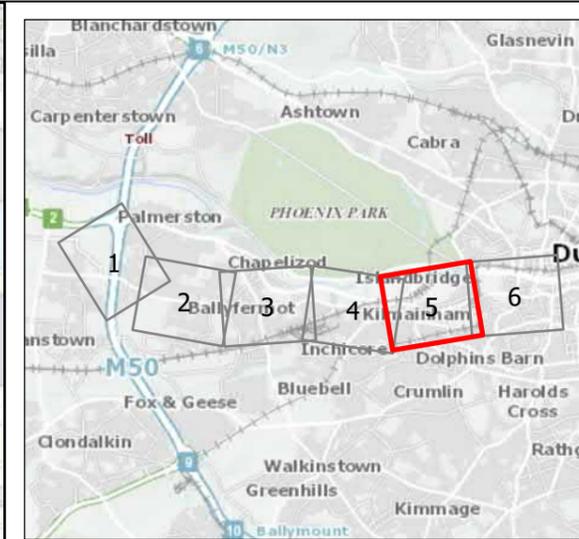
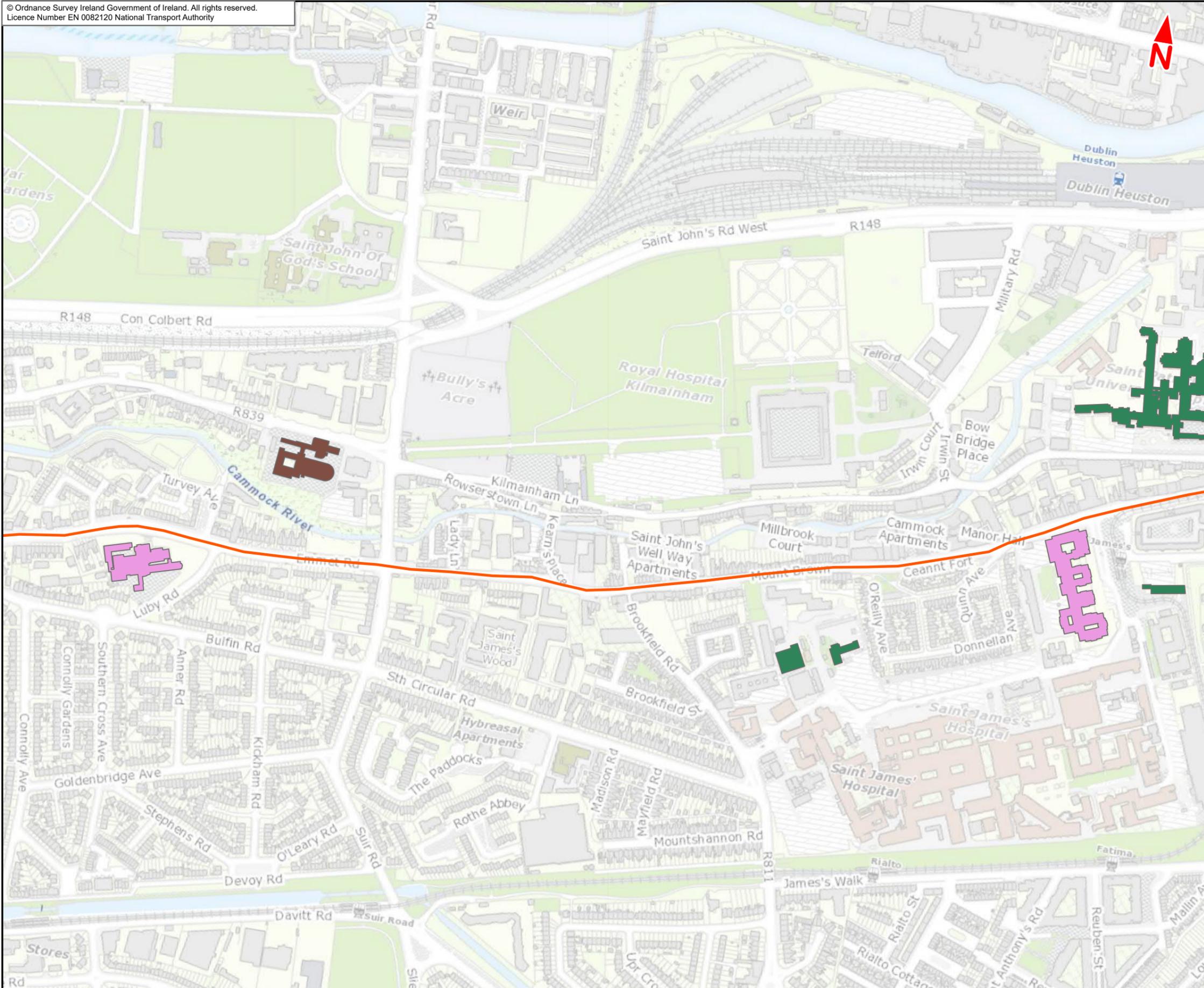
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Project Title				BUSCONNECTS Core Bus Corridors		
Drawing Title				Key Facilities and Services of the Liffey Valley Route		
Drawing File Reference	Sheet Number	Status	Rev			
	4 of 6	DRAFT				



Legend

- Routes
- Building
General Hospital
- Museum
- Third Level



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Client: **NTA**
 Údarás Náisiúnta Iompair
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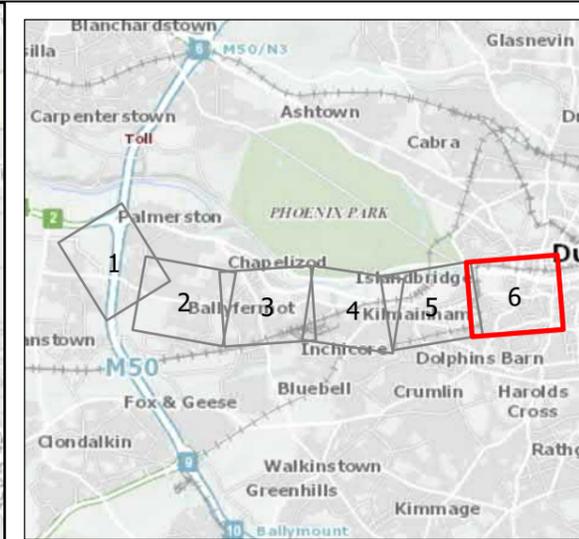
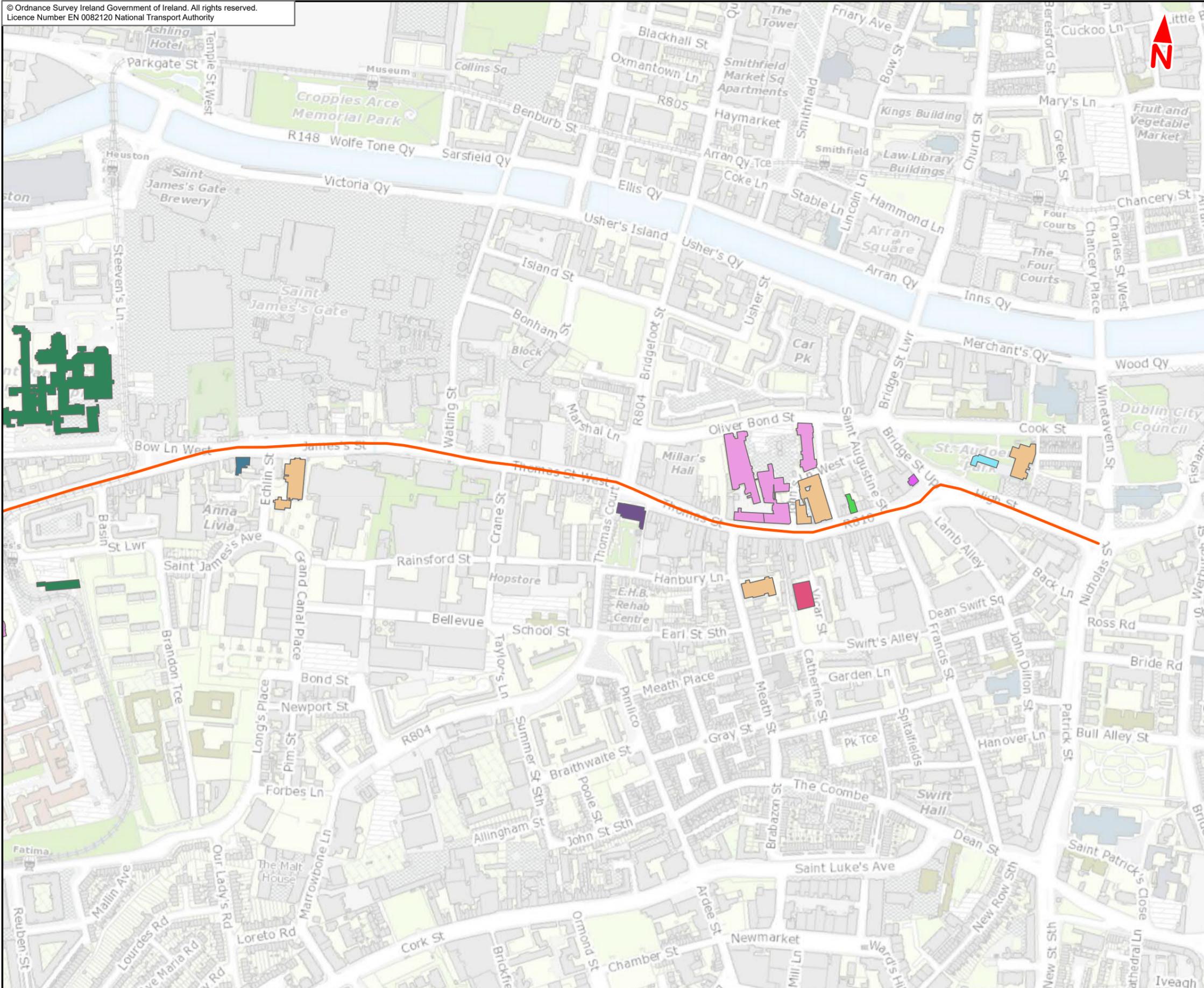
Date: 17/04/2020
 Scale @ A3: 1:5 000
 Project Code: 32110900
 Originator Code: JAC

Consultant: **Jacobs**

Drawn: []
 Checked: []
 Approved: []

QMS Code: []

Project Title: BUSCONNECTS Core Bus Corridors			
Drawing Title: Key Facilities and Services of the Liffey Valley Route			
Drawing File Reference	Sheet Number: 5 of 6	Status: DRAFT	Rev: []



Legend

- Routes
- Building**
- Anglican Church
- Bank
- Catholic Church
- Church of Ireland Church
- Clinic
- Community Centre
- General Hospital
- Post Office
- Third Level



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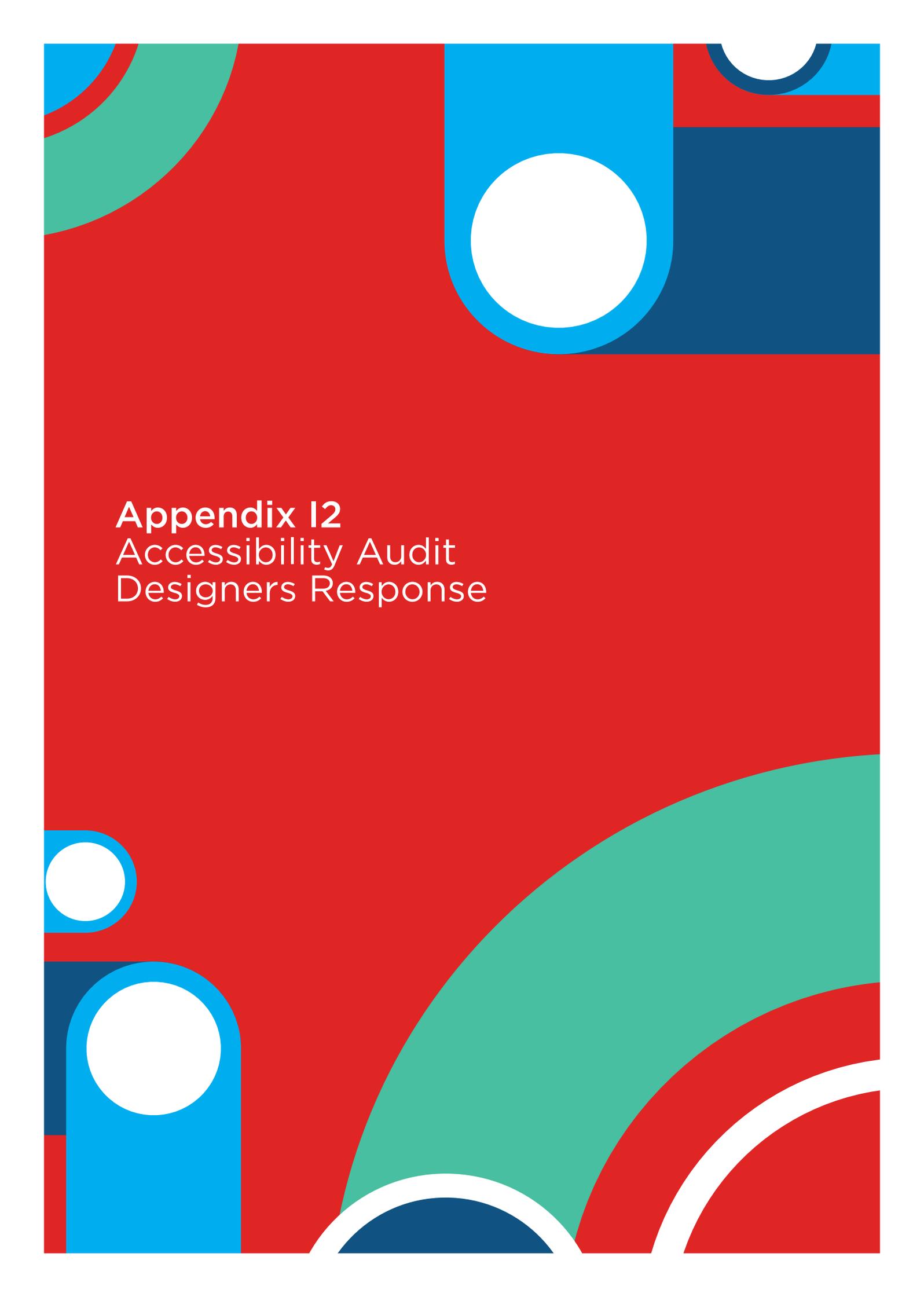
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	6 of 6	DRAFT		

The background is a vibrant red color. It features several abstract geometric shapes: a large teal semi-circle in the top-left corner, a blue semi-circle in the top-right corner containing a white circle, a dark blue horizontal bar in the top-right corner, a teal semi-circle in the bottom-right corner, and a blue vertical shape in the bottom-left corner containing a white circle. There are also smaller white circles and shapes in the bottom-left and bottom-right corners.

Appendix 12

Accessibility Audit Designers Response

Scheme: Liffey Valley to City Centre							
Section	Object ID	Assessment Comments	Assessment Solution or Additional Comment	To Be Completed By Designer			
				Problem / Observation Accepted (yes/no/n/a)	Recommended measure accepted (yes/no/n/a)	Designers Comments	
Section 1 Low	342	Ponding		Yes	N/A	Issued resolved in the Proposed Design	
	346	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
	349	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
	353	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
	355	Ponding		Yes	N/A	Issued resolved in the Proposed Design	
	357	Unsuitable access for disabled users	Not pulsing.	Yes	N/A	Issued resolved in the Proposed Design	
	359	Insufficient footpath width	No tactile paving at crossing.	Yes	N/A	Issued resolved in the Proposed Design	
	361	Unsuitable access for disabled users	Muddy environment.	Yes	N/A	Issued resolved in the Proposed Design	
	362	Unsuitable access for disabled users	No sound for crossing, but it did pulse.	Yes	N/A	Issued resolved in the Proposed Design	
	363	Ponding		Yes	N/A	Issued resolved in the Proposed Design	
	365	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
	366	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
	367	Incorrect tactile paving at crossing	Missing footpath side.	Yes	N/A	Issued resolved in the Proposed Design	
	368	Incorrect tactile paving at crossing	No tail.	Yes	N/A	Issued resolved in the Proposed Design	
	371	Ponding		Yes	N/A	Issued resolved in the Proposed Design	
	376	Ponding		Yes	N/A	Issued resolved in the Proposed Design	
	378	Ponding		Yes	N/A	Issued resolved in the Proposed Design	
	637	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
	640	Incorrect tactile paving at crossing	Tail incorrect width, dont go all the way to crossing.	Yes	N/A	Issued resolved in the Proposed Design	
	642	Bus pole not identified in Braille	2 stops.	Yes	N/A	Issued resolved in the Proposed Design	
	643	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
	644	Ponding		Yes	N/A	Issued resolved in the Proposed Design	
	645	Unsuitable access for disabled users		Yes	N/A	Issued resolved in the Proposed Design	
	647	Ponding		Yes	N/A	Issued resolved in the Proposed Design	
	648	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design	
	649	Unsuitable access for disabled users	No sound on green man, box not pulsing.	Yes	N/A	Issued resolved in the Proposed Design	
	650	Insufficient footpath width	Incorrect tactile paving at crossing.	Yes	N/A	Issued resolved in the Proposed Design	
	651	No level difference between footpath and cycle lane		Yes	N/A	Issued resolved in the Proposed Design	
	652	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
	653	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
	654	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
	655	Unsuitable access for disabled users	Box not vibrating, no sound at crossing.	Yes	N/A	Issued resolved in the Proposed Design	
	656	Push button incorrectly positioned	Pedestrian on left, cycle on right.	Yes	N/A	Issued resolved in the Proposed Design	
	658	Ponding		Yes	N/A	Issued resolved in the Proposed Design	
	659	No tactile paving at crossing	No tactile at end of cycle lane.	Yes	N/A	Issued resolved in the Proposed Design	
	661	Ponding		Yes	N/A	Issued resolved in the Proposed Design	
	662	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
	663	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design	
	664	Inappropriate street furniture	Quite low sign.	Yes	N/A	Issued resolved in the Proposed Design	
	665	Ponding		Yes	N/A	Issued resolved in the Proposed Design	
	667	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design	
	Section 1 Medium	343	Insufficient footpath width	Pinch less than 1.2.	Yes	N/A	Issued resolved in the Proposed Design
		344	Insufficient footpath width		Yes	N/A	Issued resolved in the Proposed Design
		345	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
		347	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
		348	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design
		350	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
		351	Dropped kerbs not flush with crossing	Both sides.	Yes	N/A	Issued resolved in the Proposed Design
		352	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
		354	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
		356	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
		358	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
		360	No level difference between footpath and cycle lane	Marking faded as well.	Yes	N/A	Issued resolved in the Proposed Design
		369	Crossings not aligned	Slightly off.	Yes	N/A	Issued resolved in the Proposed Design
		370	Unsuitable access for disabled users	Slope too high.	Yes	N/A	Issued resolved in the Proposed Design
		372	Incorrect tactile paving at crossing	No pedestrian side.	Yes	N/A	Issued resolved in the Proposed Design
		373	Uneven paving / footway	Continuous cycle track indicated at signalised pedestrian crossing.	Yes	N/A	Issued resolved in the Proposed Design
		375	Inappropriate street furniture	Bollards in pavers.	Yes	N/A	Issued resolved in the Proposed Design
		377	No tactile paving at crossing	No cycle or normal tactiles.	Yes	N/A	Issued resolved in the Proposed Design
		379	Crossings not aligned		Yes	N/A	Issued resolved in the Proposed Design
		380	Ponding		Yes	N/A	Issued resolved in the Proposed Design
		382	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
		386	Ponding		Yes	N/A	Issued resolved in the Proposed Design
		387	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
		635	Unsuitable access for disabled users	No facilities on this side of road.	Yes	N/A	Issued resolved in the Proposed Design
		636	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
638		Unsuitable access for disabled users	Footpath ends, both sides.	Yes	N/A	Issued resolved in the Proposed Design	
641		Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
646		Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
657		Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
660		No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
Section 1 High		341	No level difference between footpath and cycle lane. This is located within the Liffey Valley shopping centre road network, near the start of the route. It is considered high severity due to the risk of collision between pedestrians and cyclists.	Solution: Create delineation between the footpath and cycle path.	N/A	N/A	Outside of scope of Proposed Scheme.
		364	Inappropriately constructed vehicle crossover point (due to driveway being flush with road). This is located within the Liffey Valley shopping centre road network. It is considered high severity due to the risk of visually impaired pedestrians not being aware of the presence of a kerb and veering into the carriageway.	Solution: Raise the driveway to meet the required standard height.	N/A	N/A	Outside of scope of Proposed Scheme.
		374	No tactile paving at crossing - path crosses cycle lane. This is located within the Liffey Valley shopping centre road network. It is considered high severity due to the risk of collision between pedestrians and	Solution: Provide required tactile paving for those crossing the path to determine the difference between the cycle path and the footpath.	Yes	Yes	Issued resolved in the Proposed Design
		381	No tactile paving at crossing. This is located within the Liffey Valley shopping centre road network. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of	Solution: Provide required tactile paving.	Yes	Yes	Issued resolved in the Proposed Design
	383	No tactile paving at crossing. This is located within the Liffey Valley shopping centre road network, near the start of the route. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.	Solution: Provide required tactile paving.	Yes	Yes	Issued resolved in the Proposed Design	

Section	Object ID	Assessment Comments	Assessment Solution or Additional Comment	Problem / Observation Accepted (yes/no/n/a)	To Be Completed By Designer	
					Recommended measure accepted (yes/no/n/a)	Designers Comments
	384	No tactile paving at crossing. This is located within the Liffey Valley shopping centre road network, near the start of the route. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.	Solution: Provide required tactile paving.	Yes	Yes	Issued resolved in the Proposed Design
	385	No tactile paving at crossing. This is located within the Liffey Valley shopping centre road network, near the start of the route. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.	Solution: Provide required tactile paving.	Yes	Yes	Issued resolved in the Proposed Design
	639	No crossing facilities provided. This is located within the Liffey Valley shopping centre road network, near the start of the route. It is considered high severity as a lack of a crossing at this point requires an unreasonable diversion and makes crossing inaccessible.	Solution: Provide crossing facilities.	N/A	N/A	Outside of scope of Proposed Scheme.
Section 2 Low	390	Insufficient footpath width		Yes	N/A	Issued resolved in the Proposed Design
	391	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	393	Insufficient footpath width		Yes	N/A	Issued resolved in the Proposed Design
	399	Inappropriate street furniture	Overhang	Yes	N/A	Issued resolved in the Proposed Design
	401	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	403	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	405	Incorrect tactile paving at crossing	Grate in middle	Yes	N/A	Issued resolved in the Proposed Design
	406	Unsuitable access for disabled users	Push button not working	Yes	N/A	Issued resolved in the Proposed Design
	407	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	408	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	410	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	414	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	416	Broken kerbline		Yes	N/A	Issued resolved in the Proposed Design
	417	Vehicles parked in footway		Yes	N/A	Issued resolved in the Proposed Design
	421	Pending		Yes	N/A	Issued resolved in the Proposed Design
	426	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	429	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	430	Uneven paving / footway	Wobbles	Yes	N/A	Issued resolved in the Proposed Design
	431	Incorrect tactile paving at crossing	Grate in pavers	Yes	N/A	Issued resolved in the Proposed Design
	434	Incorrect tactile paving at crossing	Grate in pavers	Yes	N/A	Issued resolved in the Proposed Design
	435	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	437	Pending		Yes	N/A	Issued resolved in the Proposed Design
	438	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	445	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	454	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	458	Road Surfacing at Crossing Poor		Yes	N/A	Issued resolved in the Proposed Design
	459	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	461	Push button incorrectly positioned	Too far away if standing on other side of bollard	Yes	N/A	Issued resolved in the Proposed Design
	462	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	666	Pending		Yes	N/A	Issued resolved in the Proposed Design
	668	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	671	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	672	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	674	Unsuitable access for disabled users	Dropped kerb with no crossing	Yes	N/A	Issued resolved in the Proposed Design
	675	No level difference between footpath and cycle lane		Yes	N/A	Issued resolved in the Proposed Design
	676	Unsuitable access for disabled users	No markings to indicate end of cycle lane	Yes	N/A	Issued resolved in the Proposed Design
	677	Pending		Yes	N/A	Issued resolved in the Proposed Design
	678	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	679	Incorrect tactile paving at crossing	No tactile over grate	Yes	N/A	Issued resolved in the Proposed Design
	680	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	681	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	682	Insufficient footpath width	Pinch point	Yes	N/A	Issued resolved in the Proposed Design
	683	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	684	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	685	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	686	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	687	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	688	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	689	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	690	Pending		Yes	N/A	Issued resolved in the Proposed Design
	691	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	693	Crossings not aligned		Yes	N/A	Issued resolved in the Proposed Design
	694	Road Surfacing at Crossing Poor		Yes	N/A	Issued resolved in the Proposed Design
	695	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	696	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	697	Uneven paving / footway	Hole	Yes	N/A	Issued resolved in the Proposed Design
	698	Missing	Missing	Yes	N/A	Issued resolved in the Proposed Design
	699	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	700	Unsuitable access for disabled users	No pulse on box	Yes	N/A	Issued resolved in the Proposed Design
	701	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	703	Pending		Yes	N/A	Issued resolved in the Proposed Design
	704	Inappropriately constructed vehicle crossover point	Uneven pavement, flush to road	Yes	N/A	Issued resolved in the Proposed Design
	705	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	706	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	708	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design
	710	No tactile paving at crossing	No tactile at cycle lane	Yes	N/A	Issued resolved in the Proposed Design
	712	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	713	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	714	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	715	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	716	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	717	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	718	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
719	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
720	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
721	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
722	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
723	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
724	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design	
725	No level difference between footpath and cycle lane		Yes	N/A	Issued resolved in the Proposed Design	
726	No tactile paving at crossing	Cycle lane	Yes	N/A	Issued resolved in the Proposed Design	
727	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
729	Uneven paving / footway	Step too low	Yes	N/A	Issued resolved in the Proposed Design	
730	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
731	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
732	Unsuitable access for disabled users	Dropped kerb goes much further than crossing	Yes	N/A	Issued resolved in the Proposed Design	
733	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
734	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design	
735	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
736	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
737	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
738	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design	
739	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	

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					Recommended measure accepted (yes/no/n/a)	Designers Comments
Section 2 Medium	740	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	741	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	742	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	388	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	389	Dropped kerbs not flush with crossing	Both sides	Yes	N/A	Issued resolved in the Proposed Design
	395	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	400	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	404	Ponding		Yes	N/A	Issued resolved in the Proposed Design
	409	Dropped kerbs not flush with crossing	Tactiles go over edge of drop kerb	Yes	N/A	Issued resolved in the Proposed Design
	413	Inappropriate street furniture		Yes	N/A	Issued resolved in the Proposed Design
	415	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	418	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	419	Insufficient footpath width	Pinch point too tight	Yes	N/A	Issued resolved in the Proposed Design
	420	Unsuitable access for disabled users	Overhang	Yes	N/A	Issued resolved in the Proposed Design
	422	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	423	Unsuitable access for disabled users	Drop kerb but no need to cross	Yes	N/A	Issued resolved in the Proposed Design
	424	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	425	Insufficient footpath width	Pinch point less than 1.2	Yes	N/A	Issued resolved in the Proposed Design
	428	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	432	Unsuitable access for disabled users	Push button broken	Yes	N/A	Issued resolved in the Proposed Design
	433	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	436	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	439	Unsuitable access for disabled users	No sounds on push button or pulse	Yes	N/A	Issued resolved in the Proposed Design
	450	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	451	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	453	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	455	Broken kerbing		Yes	N/A	Issued resolved in the Proposed Design
	456	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
457	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
460	Incorrect tactile paving at crossing	Plus bollard in middle	Yes	N/A	Issued resolved in the Proposed Design	
463	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
669	Ponding		Yes	N/A	Issued resolved in the Proposed Design	
670	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
673	Crossings not aligned		Yes	N/A	Issued resolved in the Proposed Design	
692	Insufficient footpath width	No tactile paving at crossing	Yes	N/A	Issued resolved in the Proposed Design	
702	Crossings not aligned		Yes	N/A	Issued resolved in the Proposed Design	
707	No crossing facilities provided		Yes	N/A	Issued resolved in the Proposed Design	
709	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
711	Vehicles parked in footway		Yes	N/A	Issued resolved in the Proposed Design	
728	No crossing facilities provided		Yes	N/A	Issued resolved in the Proposed Design	
	392	No tactile paving at crossing This is located on Coldcut Road just west of the M50. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.	Solution: Provide required tactile paving.	Yes	Yes	Issued resolved in the Proposed Design
	394	No level difference between footpath and cycle lane This is located on Coldcut Road just west of the M50. It is considered high severity due to the risk of collision between pedestrians and cyclists.	Solution: Create delineation between the footpath and cycle path.	Yes	Yes	Issued resolved in the Proposed Design
	396	Unsuitable access for users with disabilities This is located on Coldcut Road just west of the M50. It is considered high severity due to the risk of collision between pedestrians and cyclists.	Solution: Provide tactile paving to indicate the change from shared path to separated cycle path and footpath.	Yes	Yes	Issued resolved in the Proposed Design
	397	Uneven paving / footway This is located on Coldcut Road on the bridge above the M50. It is considered high severity due to the presence of trip hazards close to the kerb which could result in a fall into traffic. The area also has high noise levels which could make it more difficult for pedestrians to hear	Solution: Implement more suitable paving which is even.	Yes	Yes	Issued resolved in the Proposed Design
	398	Unsuitable access for users with disabilities This is located on Coldcut Road just east of the M50. It is considered high severity due to the risk of collision between pedestrians and cyclists.	Solution: Provide tactile paving to indicate the change from shared path to separated cycle path and footpath.	Yes	Yes	Issued resolved in the Proposed Design
	402	No tactile paving at crossing This is located on Coldcut Road just east of the M50. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.	Solution: Provide required tactile paving.	Yes	Yes	Issued resolved in the Proposed Design
	411	Unsuitable access for users with disabilities This is located on Coldcut Road just east of the M50. It is considered high severity due to the risk of collision between pedestrians and cyclists.	Solution: Provide tactile paving to indicate the change from shared path to separated cycle path and footpath.	Yes	Yes	Issued resolved in the Proposed Design
	412	No level difference between footpath and cycle lane This is located on Coldcut Road just east of the M50. It is considered high severity due to the risk of collision between pedestrians and cyclists.	Solution: Create delineation between the footpath and cycle path.	Yes	Yes	Issued resolved in the Proposed Design

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Section 2 High	427	Uneven paving / footway This is located on Ballyfermot Road outside Cherry Orchard Hospital. It is considered high severity due to the presence of a trip hazard which could result in a fall into traffic.	Solution: Implement more suitable paving which is even.	Yes	Yes	Issued resolved in the Proposed Design
	440	Inappropriately constructed vehicle crossover point This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity due to the risk of visually impaired pedestrians not being aware of the presence of a kerb and veering into the carriageaway.	Solution: Raise the driveway to meet the required standard height.	Yes	Yes	Issued resolved in the Proposed Design
	441	No level difference between footpath and cycle lane This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity due to the risk of collision between pedestrians and cyclists.	Solution: Create delineation between the footpath and cycle path.	Yes	Yes	Issued resolved in the Proposed Design
	442	No tactile paving at crossing (both sides of the crossing) This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.	Solution: Provide required tactile paving.	Yes	Yes	Issued resolved in the Proposed Design
	443	Inappropriate street furniture This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity due to the risk of collision between pedestrians and cyclists.	Solution: Improve the interaction between the cycle path, footpath and bus stop.	Yes	Yes	Issued resolved in the Proposed Design
	444	Inappropriately constructed vehicle crossover point This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity due to the risk of visually impaired pedestrians not being aware of the presence of a kerb and veering into the carriageaway.	Solution: Raise the driveway to meet the required standard height.	Yes	Yes	Issued resolved in the Proposed Design
	446	No crossing facilities provided (both sides of the crossing) This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity as there are no alternatives to crossing at this point and it makes crossing inaccessible.	Solution: Provide crossing facilities.	Yes	Yes	Issued resolved in the Proposed Design
	447	No crossing facilities provided This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity as there are no alternatives to crossing at this point and it makes crossing inaccessible.	Solution: Provide crossing facilities.	Yes	Yes	Issued resolved in the Proposed Design
	448	Inappropriately constructed vehicle crossover point This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity due to the risk of visually impaired pedestrians not being aware of the presence of a kerb and veering into the carriageaway.	Solution: Raise the driveway to meet the required standard height.	Yes	Yes	Issued resolved in the Proposed Design
	449	Vehicles parked in footway This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity as it makes the path inaccessible to people using wheelchairs or walking aides.	Solution: Enforce no parking on footpath in this area.	Yes	Yes	
452	Incorrect tactile paving at crossing This is located on Ballyfermot Road east of Cherry Orchard Hospital. It is considered high severity as incorrect tactile paving makes visually impaired pedestrians unaware of the type of crossing and could lead to dangerous crossing movements.	Solution: Provide correct tactile paving and improve interaction of cycle path and crossing.	Yes	Yes	Issued resolved in the Proposed Design	
	464	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	465	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	467	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	468	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	470	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	471	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	472	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	475	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	476	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	477	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	478	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	479	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	483	Vehicles parked in footway		Yes	N/A	Issued resolved in the Proposed Design
	484	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	487	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design

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					Recommended measure accepted (yes/no/n/a)	Designers Comments
Section 3 Low	489	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	490	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	492	Vehicles parked in footway		Yes	N/A	Issued resolved in the Proposed Design
	494	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	495	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	497	Ponding		Yes	N/A	Issued resolved in the Proposed Design
	498	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	499	Vehicles parked in footway		Yes	N/A	Issued resolved in the Proposed Design
	500	Incorrect tactile paving at crossing	Grate in pavers	Yes	N/A	Issued resolved in the Proposed Design
	501	Unsuitable access for disabled users	Pulse too faint	Yes	N/A	Issued resolved in the Proposed Design
	504	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	506	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	507	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	510	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	511	Incorrect raised table	No tactiles on refuge	Yes	N/A	Issued resolved in the Proposed Design
	512	Vehicles parked in footway		Yes	N/A	Issued resolved in the Proposed Design
	513	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	514	Unsuitable access for disabled users	Cyclists leaving shared path no markings	Yes	N/A	Issued resolved in the Proposed Design
	515	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	517	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	518	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	519	Vehicles parked in footway		Yes	N/A	Issued resolved in the Proposed Design
	521	Ponding		Yes	N/A	Issued resolved in the Proposed Design
	522	Vehicles parked in footway		Yes	N/A	Issued resolved in the Proposed Design
	523	Incorrect tactile paving at crossing	Both sides	Yes	N/A	Issued resolved in the Proposed Design
	524	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	525	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	527	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	528	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	529	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	530	Ponding		Yes	N/A	Issued resolved in the Proposed Design
	531	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	533	Broken kerbing		Yes	N/A	Issued resolved in the Proposed Design
	745	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	746	No dropped kerbs provided at disabled parking bay		Yes	N/A	Issued resolved in the Proposed Design
	747	Incorrect tactile paving at crossing	Grate also in way	Yes	N/A	Issued resolved in the Proposed Design
	748	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	749	Unsuitable access for disabled users	Kerb?	Yes	N/A	Issued resolved in the Proposed Design
	750	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	751	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	752	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	754	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	755	Uneven paving / footway	Tiles moving	Yes	N/A	Issued resolved in the Proposed Design
	758	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	759	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	760	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	762	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	763	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	764	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	766	Broken kerbing		Yes	N/A	Issued resolved in the Proposed Design
	768	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	769	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	772	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	773	Ponding		Yes	N/A	Issued resolved in the Proposed Design
	774	Vehicles parked in footway	Moved off before photo	Yes	N/A	Issued resolved in the Proposed Design
	775	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	776	Crossings not aligned		Yes	N/A	Issued resolved in the Proposed Design
	777	Road Surfacing at Crossing Poor		Yes	N/A	Issued resolved in the Proposed Design
	778	Vehicles parked in footway	Whole road	Yes	N/A	Issued resolved in the Proposed Design
	779	Ponding		Yes	N/A	Issued resolved in the Proposed Design
	780	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	781	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	782	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	783	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	784	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	786	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	787	Vehicles parked in footway		Yes	N/A	Issued resolved in the Proposed Design
	788	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	789	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	790	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	791	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	792	Crossings not aligned		Yes	N/A	Issued resolved in the Proposed Design
	793	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design
	794	Inappropriately constructed vehicle crossover point	Continuous cycle track indicated at signalised pedestrian crossing	Yes	N/A	Issued resolved in the Proposed Design
	795	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	796	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	797	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	798	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	799	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	800	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	801	Unsuitable access for disabled users	No pulse or sound off box	Yes	N/A	Issued resolved in the Proposed Design
	802	Broken kerbing		Yes	N/A	Issued resolved in the Proposed Design
	803	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
804	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design	
805	Insufficient footpath width		Yes	N/A	Issued resolved in the Proposed Design	
806	Ponding		Yes	N/A	Issued resolved in the Proposed Design	
807	Unsuitable access for disabled users	No sound and pulse off box	Yes	N/A	Issued resolved in the Proposed Design	
808	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
809	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design	
811	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design	
813	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
814	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
815	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
816	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design	
817	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
818	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design	
819	No tactile paving at crossing	Cycle lane	Yes	N/A	Issued resolved in the Proposed Design	
820	No level difference between footpath and cycle lane		Yes	N/A	Issued resolved in the Proposed Design	
821	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
822	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design	
823	Vehicles parked in footway		Yes	N/A	Issued resolved in the Proposed Design	
824	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
825	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
826	Unsuitable access for disabled users	No sound or pulse on box	Yes	N/A	Issued resolved in the Proposed Design	
827	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
828	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
830	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design	
831	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design	

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Section 2 Medium	832	Ponding		Yes	N/A	Issued resolved in the Proposed Design
	833	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	834	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	835	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	836	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design
	839	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	840	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	841	Road Surfacing at Crossing Poor		Yes	N/A	Issued resolved in the Proposed Design
	842	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	844	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	846	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	860	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	466	Unsuitable access for disabled users	Push buttons not working both sides	Yes	N/A	Issued resolved in the Proposed Design
	480	Unsuitable access for disabled users	Push button not working	Yes	N/A	Issued resolved in the Proposed Design
	481	No tactile paving at crossing	Both sides	Yes	N/A	Issued resolved in the Proposed Design
	482	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	485	Inappropriately constructed vehicle crossover point	Flush	Yes	N/A	Issued resolved in the Proposed Design
	491	Push button incorrectly positioned	And not working	Yes	N/A	Issued resolved in the Proposed Design
493	Inappropriately constructed vehicle crossover point	Flush	Yes	N/A	Issued resolved in the Proposed Design	
496	No raised kerb at bus stop	Minimal raised kerb	Yes	N/A	Issued resolved in the Proposed Design	
502	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
505	Unsuitable access for disabled users	Nothing to indicate cyclists joining	Yes	N/A	Issued resolved in the Proposed Design	
516	No raised kerb at bus stop		Yes	N/A	Issued resolved in the Proposed Design	
520	Inappropriately constructed vehicle crossover point	Flush	Yes	N/A	Issued resolved in the Proposed Design	
526	Unsuitable access for disabled users	Push button not working	Yes	N/A	Issued resolved in the Proposed Design	
744	Road Surfacing at Crossing Poor		Yes	N/A	Issued resolved in the Proposed Design	
753	Unsuitable access for disabled users	No sound or pulse from box	Yes	N/A	Issued resolved in the Proposed Design	
756	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
757	Crossings not aligned		Yes	N/A	Issued resolved in the Proposed Design	
761	Vehicles parked in footway		Yes	N/A	Issued resolved in the Proposed Design	
765	Insufficient footpath width		Yes	N/A	Issued resolved in the Proposed Design	
767	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design	
771	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design	
785	Vehicles parked in footway		Yes	N/A	Issued resolved in the Proposed Design	
812	Vehicles parked in footway		Yes	N/A	Issued resolved in the Proposed Design	
837	Insufficient footpath width		Yes	N/A	Issued resolved in the Proposed Design	
845	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
Section 3 High	469	Inappropriately constructed vehicle crossover point This is located on Ballyfermot Road. It is considered high severity due to the risk of visually impaired pedestrians not being aware of the presence of a kerb and veering into the carriageway.	Solution: Raise the driveway to meet the required standard height.	Yes	Yes	Issued resolved in the Proposed Design
	473	Crossings not aligned This is located on Ballyfermot Road. It is considered high severity due to the risk of visually impaired pedestrians walking into the carriageway while trying to use the crossing.	Solution: Reposition dropped kerb to align crossing.	Yes	Yes	Issued resolved in the Proposed Design
	447	No tactile paving at crossing This is located on Ballyfermot Road. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.	Solution: Provide required tactile paving.	Yes	Yes	Issued resolved in the Proposed Design
	743	No crossing facilities provided This is located on Ballyfermot Road. It is considered high severity as there are no alternatives to crossing at this point and it makes crossing inaccessible.	Solution: Provide crossing facilities.	Yes	Yes	Issued resolved in the Proposed Design
	486	No tactile paving at crossing This is located on the Ballyfermot Road / Kylemore Road roundabout. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.	Solution: Provide required tactile paving.	Yes	Yes	Issued resolved in the Proposed Design
	488	No tactile paving at crossing This is located on the Ballyfermot Road / Kylemore Road roundabout. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.	Solution: Provide required tactile paving.	Yes	Yes	Issued resolved in the Proposed Design
	503	No tactile paving at crossing This is located on Ballyfermot Road. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.	Solution: Provide required tactile paving.	Yes	Yes	Issued resolved in the Proposed Design
	508	Crossings not aligned This is located on Ballyfermot Road. It is considered high severity due to the risk of visually impaired pedestrians walking into the carriageway while trying to use the crossing.	Solution: Reposition dropped kerb to align crossing.	Yes	Yes	Issued resolved in the Proposed Design

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					Recommended measure accepted (yes/no/n/a)	Designers Comments
	509	No tactile paving at crossing This is located on Ballyfermot Road. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.	Solution: Provide required tactile paving.	Yes	Yes	Issued resolved in the Proposed Design
	770	Vehicles parked in footway This is located on Ballyfermot Road. It is considered high severity as it makes the path inaccessible to people using wheelchairs or walking aides.	Solution: Enforce no parking on footpath in this area.	Yes	Yes	
	810	Uneven paving / footway This is located on Ballyfermot Road. It is considered high severity due to the presence of a trip hazard which could result in a fall into traffic.	Solution: Repair paving to make it smooth and no longer a trip hazard.	Yes	Yes	Issued resolved in the Proposed Design
	829	Crossings not aligned This is located on Sarsfield Road. It is considered high severity due to the risk of visually impaired pedestrians	Solution: Reposition dropped kerb to align crossing.	Yes	Yes	Issued resolved in the Proposed Design
	838	Insufficient footpath width This is located on Inchicore Road under the railway bridge. It is considered high severity as it makes the path inaccessible to people using wheelchairs or walking aides.	Solution: Build out footpath to provide sufficient width or provide crossing at this point for users to access the footpath on the other side of the road.	Yes	Yes	Issued resolved in the Proposed Design
	843	No crossing facilities provided This is located on Inchicore Road outside Woodfield Cottages. It is considered high severity as there are no alternatives to crossing at this point and it makes crossing inaccessible.	Solution: Provide crossing facilities.	Yes	Yes	Issued resolved in the Proposed Design
Section 4 Low	532	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design
	534	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	535	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	536	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	537	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	538	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	540	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	541	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	542	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	543	Ponding		Yes	N/A	Issued resolved in the Proposed Design
	545	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	546	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design
	547	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design
	548	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	549	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	552	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	553	Vehicles parked in footway		Yes	N/A	Issued resolved in the Proposed Design
	554	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	555	Incorrect tactile paving at crossing	Grate in pavers	Yes	N/A	Issued resolved in the Proposed Design
	556	Incorrect tactile paving at crossing	Not to front	Yes	N/A	Issued resolved in the Proposed Design
	557	Broken paving / footway	Causing ponding	Yes	N/A	Issued resolved in the Proposed Design
	559	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	560	Broken kerbing		Yes	N/A	Issued resolved in the Proposed Design
	562	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design
	563	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	564	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	565	No raised kerb at bus stop	Not raised enough	Yes	N/A	Issued resolved in the Proposed Design
	566	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	568	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	569	Broken kerbing		Yes	N/A	Issued resolved in the Proposed Design
	570	Ponding		Yes	N/A	Issued resolved in the Proposed Design
	573	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	574	Unsuitable access for disabled users	No pulse	Yes	N/A	Issued resolved in the Proposed Design
	576	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design
	579	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	580	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	581	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	583	Incorrect tactile paving at crossing	Not to front	Yes	N/A	Issued resolved in the Proposed Design
	584	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	585	Unsuitable access for disabled users	Push button not working	Yes	N/A	Issued resolved in the Proposed Design
	847	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	850	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	851	Ponding		Yes	N/A	Issued resolved in the Proposed Design
	852	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	853	Missing	Missing	Yes	N/A	Issued resolved in the Proposed Design
	854	Ponding		Yes	N/A	Issued resolved in the Proposed Design
	855	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	856	Unsuitable access for disabled users	No sound or pulse from box	Yes	N/A	Issued resolved in the Proposed Design
857	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design	
858	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
859	No dropped kerbs provided at disabled parking bay		Yes	N/A	Issued resolved in the Proposed Design	
861	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
862	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design	
863	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
864	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design	
867	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
868	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design	

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	869	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	870	Crossings not aligned		Yes	N/A	Issued resolved in the Proposed Design
	871	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	872	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	873	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	874	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	876	Vehicles parked in footway		Yes	N/A	Issued resolved in the Proposed Design
	877	Broken kerbing		Yes	N/A	Issued resolved in the Proposed Design
	878	Ponding		Yes	N/A	Issued resolved in the Proposed Design
	879	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	880	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	881	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	882	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	883	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	884	Ponding		Yes	N/A	Issued resolved in the Proposed Design
	Section 4 Medium	539	Inappropriately constructed vehicle crossover point	Flush	Yes	N/A
544		No dropped kerbs provided at disabled parking bay		Yes	N/A	Issued resolved in the Proposed Design
550		No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
558		No tactile paving at crossing	Ramp too steep	Yes	N/A	Issued resolved in the Proposed Design
561		No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
567		No tactile paving at crossing	Both sides	Yes	N/A	Issued resolved in the Proposed Design
575		No tactile paving at crossing	Both sides	Yes	N/A	Issued resolved in the Proposed Design
577		Inappropriately constructed vehicle crossover point	Flush	Yes	N/A	Issued resolved in the Proposed Design
578		Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
582		Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
848		No dropped kerbs provided at disabled parking bay		Yes	N/A	Issued resolved in the Proposed Design
866	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
Section 4 High	551	Crossings not aligned This is located on Grattan Crescent. It is considered high severity due to the risk of visually impaired pedestrians walking into the carriageway while trying to use the crossing.	Solution: Reposition dropped kerb to align crossing.	Yes	Yes	Issued resolved in the Proposed Design
	571	No crossing facilities provided This is located on Emmet Road. It is considered high severity as there are no alternatives to crossing at this point and it makes crossing inaccessible.	Solution: Provide crossing facilities.	Yes	Yes	Issued resolved in the Proposed Design
	572	Unsuitable access for users with disabilities This is located on Emmet Road outside Inchicore College of Further Education. It is considered high severity as there is an overhanging building which poses a strike hazard.	Solution: Provide fence around overhanging structure.	Yes	Yes	
	849	No dropped kerbs provided at accessible parking bay This is located on Grattan Crescent. It is considered high severity as it makes the parking bay inaccessible to people using wheelchairs or walking aides.	Solution: Provide dropped kerb for wheelchair users to access footpath.	Yes	Yes	Issued resolved in the Proposed Design
	865	Uneven paving / footway This is located on Emmet Road. It is considered high severity due to the presence of a trip hazard which could result in a fall down hazardous steps.	Solution: Fix broken paving to mitigate trip hazard and provide tactile paving for stairs.	Yes	Yes	Issued resolved in the Proposed Design
	875	Broken paving / footway This is located on Emmet Road. It is considered high severity due to the presence of a substantial hazard which could result in a dangerous fall.	Solution: Fix broken paving to mitigate trip hazard.	Yes	Yes	Issued resolved in the Proposed Design
	586	Broken kerbing		Yes	N/A	Issued resolved in the Proposed Design
	591	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	592	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	594	Ponding		Yes	N/A	Issued resolved in the Proposed Design
	601	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	603	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	605	Broken kerbing		Yes	N/A	Issued resolved in the Proposed Design
	606	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	607	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	609	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design
	610	Incorrect tactile paving at crossing	Grate in pavers	Yes	N/A	Issued resolved in the Proposed Design
	613	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	614	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	615	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	616	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	617	Incorrect tactile paving at crossing	Not to front and grate in pavers	Yes	N/A	Issued resolved in the Proposed Design
	619	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	620	Incorrect tactile paving at crossing	Doesn't go to front	Yes	N/A	Issued resolved in the Proposed Design
	621	Unsuitable access for disabled users	Drain	Yes	N/A	Issued resolved in the Proposed Design
	622	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	623	Incorrect tactile paving at crossing	Doesn't go to front	Yes	N/A	Issued resolved in the Proposed Design
	624	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	625	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	626	Broken kerbing		Yes	N/A	Issued resolved in the Proposed Design
	629	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	630	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	631	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
632	Incorrect tactile paving at crossing	Plus grate	Yes	N/A	Issued resolved in the Proposed Design	
634	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
885	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
886	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design	
887	Road Surfacing at Crossing Poor		Yes	N/A	Issued resolved in the Proposed Design	
889	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design	
890	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
892	No crossing facilities provided		Yes	N/A	Issued resolved in the Proposed Design	
893	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
894	Road Surfacing at Crossing Poor		Yes	N/A	Issued resolved in the Proposed Design	

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Section 5 Low	895	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design
	896	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	897	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	898	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	899	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	901	Ponding		Yes	N/A	Issued resolved in the Proposed Design
	902	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	903	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	904	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	905	Insufficient footpath width		Yes	N/A	Issued resolved in the Proposed Design
	906	No dropped kerbs provided at disabled parking bay		Yes	N/A	Issued resolved in the Proposed Design
	907	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	908	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	909	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	910	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	911	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	912	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	913	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	914	No tactile paving at crossing	Traffic lights, no pedestrian crossing facility	Yes	N/A	Issued resolved in the Proposed Design
	915	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	916	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	917	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	918	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	919	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	920	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	921	Ponding		Yes	N/A	Issued resolved in the Proposed Design
	922	Broken kerbing		Yes	N/A	Issued resolved in the Proposed Design
	923	Incorrect tactile paving at crossing	Tactiles don't go to front	Yes	N/A	Issued resolved in the Proposed Design
	924	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	925	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	926	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	927	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	928	Missing	Missing	Yes	N/A	Issued resolved in the Proposed Design
	929	Missing	Pulse very faint	Yes	N/A	Issued resolved in the Proposed Design
	930	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	931	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	932	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	933	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	934	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	935	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	936	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design
	937	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	938	Road Surfacing at Crossing Poor		Yes	N/A	Issued resolved in the Proposed Design
	939	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	940	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	941	Unsuitable access for disabled users	Box twisted on pole	Yes	N/A	Issued resolved in the Proposed Design
	942	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	943	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design
	944	No dropped kerbs provided at disabled parking bay		Yes	N/A	Issued resolved in the Proposed Design
	945	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design
	946	No dropped kerbs provided at disabled parking bay		Yes	N/A	Issued resolved in the Proposed Design
	947	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	949	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
	950	Incorrect tactile paving at crossing	Should be at least 2 tiles deep	Yes	N/A	Issued resolved in the Proposed Design
	951	Unsuitable access for disabled users	Box not working	Yes	N/A	Issued resolved in the Proposed Design
	952	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	953	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	954	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design
955	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design	
956	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
957	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
958	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
959	Dropped kerbs not flush with crossing		Yes	N/A	Issued resolved in the Proposed Design	
960	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
961	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
962	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
963	Incorrect tactile paving at crossing	Not to front	Yes	N/A	Issued resolved in the Proposed Design	
964	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
965	Road Surfacing at Crossing Poor		Yes	N/A	Issued resolved in the Proposed Design	
966	Incorrect tactile paving at crossing	Grates in pavers	Yes	N/A	Issued resolved in the Proposed Design	
969	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
972	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
974	Ponding		Yes	N/A	Issued resolved in the Proposed Design	
975	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	
976	Bus pole not identified in Braille		Yes	N/A	Issued resolved in the Proposed Design	
977	Incorrect tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
587	Broken kerbing		Yes	N/A	Issued resolved in the Proposed Design	
Section 5 Medium	588	Inappropriately constructed vehicle crossover point	Flush	Yes	N/A	Issued resolved in the Proposed Design
	589	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	590	Inappropriately constructed vehicle crossover point		Yes	N/A	Issued resolved in the Proposed Design
	593	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	595	Inappropriately constructed vehicle crossover point	Flush	Yes	N/A	Issued resolved in the Proposed Design
	596	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	597	Inappropriately constructed vehicle crossover point	Across access to new children's hospital	Yes	N/A	Issued resolved in the Proposed Design
	599	Inappropriately constructed vehicle crossover point	Flush	Yes	N/A	Issued resolved in the Proposed Design
	600	Uneven paving / footway		Yes	N/A	Issued resolved in the Proposed Design
	602	Broken kerbing		Yes	N/A	Issued resolved in the Proposed Design
	611	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	618	Unsuitable access for disabled users	No delineation	Yes	N/A	Issued resolved in the Proposed Design
	628	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design
	633	Push button incorrectly positioned	Pole on wrong side	Yes	N/A	Issued resolved in the Proposed Design
	888	No crossing facilities provided		Yes	N/A	Issued resolved in the Proposed Design
	891	Crossings not aligned		Yes	N/A	Issued resolved in the Proposed Design
	900	Broken kerbing		Yes	N/A	Issued resolved in the Proposed Design
948	Unsuitable access for disabled users	Box not working	Yes	N/A	Issued resolved in the Proposed Design	
967	Inappropriate street furniture		Yes	N/A	Issued resolved in the Proposed Design	
968	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
970	Unsuitable access for disabled users	Push button not working	Yes	N/A	Issued resolved in the Proposed Design	
971	No tactile paving at crossing		Yes	N/A	Issued resolved in the Proposed Design	
973	Broken paving / footway		Yes	N/A	Issued resolved in the Proposed Design	

Section	Object ID	Assessment Comments	Assessment Solution or Additional Comment	To Be Completed By Designer		
				Problem / Observation Accepted (yes/no/n/a)	Recommended measure accepted (yes/no/n/a)	Designers Comments
Section 5 High	598	No crossing facilities provided This is located on Mount Brown outside St. James's Hospital. It is considered high severity as there are no alternatives to crossing at this point and it makes crossing inaccessible.	Solution: Provide crossing facilities.	Yes	Yes	Issued resolved in the Proposed Design
	604	No crossing facilities provided This is located on Mount Brown outside St. James's Hospital. It is considered high severity as there are no alternatives to crossing at this point and it makes crossing inaccessible.	Solution: Provide crossing facilities.	Yes	Yes	Issued resolved in the Proposed Design
	608	No tactile paving at crossing This is located on James's Street east of St. James's Hospital. It is considered high severity as a lack of tactile paving makes visually impaired pedestrians unaware of the presence of the crossing.	Solution: Provide required tactile paving.	Yes	Yes	Issued resolved in the Proposed Design
	612	Crossings not aligned This is located on James's Street east of St. James's Hospital. It is considered high severity due to the risk of visually impaired pedestrians walking into the carriageway while trying to use the crossing.	Solution: Reposition dropped kerb to align crossing.	Yes	Yes	Issued resolved in the Proposed Design
	627	No crossing facilities provided This is located on Thomas Street West. It is considered high severity as there are no alternatives to crossing at this point and it makes crossing inaccessible.	Solution: Provide crossing facilities.	Yes	Yes	Issued resolved in the Proposed Design