

DBFL Consulting Engineers

Royal Canal Urban Greenway

Infrastructure Equality Audit

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1. Introduction

1.1 Overview

The Royal Canal Urban Greenway (the “Scheme”) is a proposed pedestrian and cycle route of approximately 8.1km in length to be constructed along the Royal Canal between the Dublin/Kildare County boundary in the west, and the Old Navan Road (near the 12th Lock) in the east. From this point the Scheme will connect with the existing Ashtown Greenway, leading towards Dublin City centre. The Scheme is a joint project between Fingal County Council as scheme promoter, the National Transport Authority (“NTA”) as funder and Waterways Ireland as principal property owner.

DBFL Consulting Engineers have been engaged by Fingal County Council to develop a design for the Scheme, with a view to submitting a planning application by mid-2025. As part of the design process, Arup has been appointed by DBFL to perform an assessment of the Scheme pursuant to the NTA Infrastructure Equality Guidance May 2024 (the “Equality Guidance”). This report sets out details of the audit process that has been completed, together with a set of observations and recommendations arising out of it.

1.2 Project Description

The Royal Canal links the River Shannon in County Longford to the River Liffey in Dublin City’s Docklands. Along its length, the canal passes through and close to several population centres including Mullingar, Kilcock, Maynooth and Leixlip, before reaching Fingal and the suburban areas of Clonsilla, Coolmine, Castleknock and Blanchardstown. The Scheme forms part of the Greater Dublin Area Cycle Network Plan, providing a key component of greenway network linking the city centre with surrounding areas in west Dublin, Kildare and Meath.

The Scheme aims to provide a high quality, safe, attractive and environmentally sympathetic walking and cycling corridor serving Castleknock, Blanchardstown, Clonsilla, Coolmine and the wider Dublin 15 area. It is hoped the Scheme will encourage recreation while offering an attractive sustainable transport choice for school children and work commuters, bringing significant environmental, economic and health benefits to the wider community.



Figure 1-1: Scheme overview and context

Key features of the Scheme include:

- Approximately 8.1km of mixed unbound and bound, bituminous and concrete surfaced pedestrian and cycling greenway, comprising approximately 5km of updated existing canal towpath and 3.1km of newly constructed greenway along the northern bank of the Royal Canal. Approximately 800m of the total length consists of existing pedestrian/cycle routes through the St. Joseph's and Windmill Court residential developments.
- Cantilevered and raised boardwalk sections, as well as embankments and retaining structures to meet the needs of local topography along certain sections of the route.
- Toucan signalised crossings at road crossings along the route.
- Lighting is to be provided along the eastern portion (approx. 5km) of the Scheme, designed to be sensitive to ecology such as bats, birds and other mammals. Ducting will be provided for future provision of CCTV along the route.
- Installation of the Quarry Bridge (30m single-span composite steel beam and concrete deck bridge) spanning a steep section of historic quarry on the northern bank close to the Delwood residential development.
- Landmark Bridge (S-shaped steel bridge) of approximately 185m in length, with a maximum single span of 30m, connecting the north and south banks of the canal near the Brompton and Roselawn residential developments.
- New underpass to be constructed beneath Castleknock Road (R806) on the southern side of Granard Bridge.
- Proposed pocket park at Hansfield, adjacent to the existing St. Joseph's residential development, consisting of a wildflower meadow, native hedgerow, embankment slide, informal play area and picnic area.

Presently the Scheme is in the preliminary design stage, with a view to submitting a planning application later this year.

Arup has been engaged by DBFL Consulting Engineers on behalf of Fingal County Council to conduct an Infrastructure Equality Audit in respect of the Scheme. This report aims to provide the outcomes of an initial assessment of the Scheme to identify potential impediments to equal access which can be considered and addressed in further design iterations.

1.3 Purpose

This report details the process and outcomes of assessment of the Scheme pursuant to the Equality Guidance. It is an objective of the NTA to ensure that active travel infrastructure is suitable for all needs and considers the impact of design upon each of the nine protected characteristic groups identified in the Equal Status Acts 2000 – 2018. The Equality Guidance aims to provide direction regarding equality within active travel infrastructure to assist with conforming towards this infrastructure equality objective.

The nine protected characteristic groups are as follows:

- Gender;
- Civil/Marital Status;
- Family Status;
- Age;
- Disability;

- Sexual Orientation;
- Ethnicity (Race);
- Religion; and
- Membership of the Traveller Community.

The Equality Guidance applies to all active travel schemes funded by the NTA which result in new construction, or permanent changes to an existing street layout, and requires that the needs of all users are considered and, where appropriate, that these needs are met. Specifically, the Equality Guidance requires consideration of the needs of users falling within each of the above nine categories, to assess whether members of those cohorts may be adversely or disproportionately affected by aspects of the project design or implementation.

The report outlines the following:

- the methods and supporting documentation used to perform an analysis of the Scheme
- the aspects of the Scheme design identified as having potential to adversely affect any of the nine protected characteristic groups
- the proposed remedial and mitigation measures that might be incorporated into further design iterations to lessen the potential negative impact

This report is not intended as a check of compliance with design standards and should not be construed as such.

2. Infrastructure Equality Audit

2.1 Approach & Methodology

The approach to completing this assessment follows the methodology for design stage checklists set out in Section 4 of the Equality Guidance. As the Scheme is in the pre-planning design stage, assessment has been completed by way of desktop study of various Scheme drawings and documents described in Table 2-1.

Table 2-1: Documents and drawings reviewed

Document / Drawing Title	Drawing Number	Status/Revision
Royal Canal Urban Greenway – Preferred Route (combined drawings)	170239-X-04-X-XXX-DR-DBFL-CE1101 – CE1125 (Sheets 1 to 25)	Third Issue 03/10/25
Section Delwood Park Centre	358JJ-SHA-XX-XX-DR-A-0604	May 2021
Elevational Sections Brompton Green	358JJ-SHA-XX-XX-DR-A-0603	May 2021
Pocket Park Plan	18FG01-DR-200	17/07/2024
Bridge Plan	358JJ-SHA-XX-XX-DR-A-0502	May 2021
Bridge Elevation and Sections	358JJ-SHA-XX-XX-DR-A-0601	May 2021
Outdoor Lighting Report	-	27 October 2022
Public Lighting Layout	SES 08322 Sheet 1	Issue 5 06/07/22
Public Lighting Layout	SES 08322 Sheet 2	Issue 5 06/07/22

To simplify the assessment process, the Scheme has been divided into three distinct sections based on their different geographical and physical characteristics as follows:

- **Section 1** – Kildare County Border to Hansfield Railway Bridge (CH0000 – 3200).
- **Section 2** – Hansfield Railway Bridge to Kennan Bridge (CH3200 – 5250).
- **Section 3** – Kennan Bridge to Talbot Bridge (CH5250 – 8100).

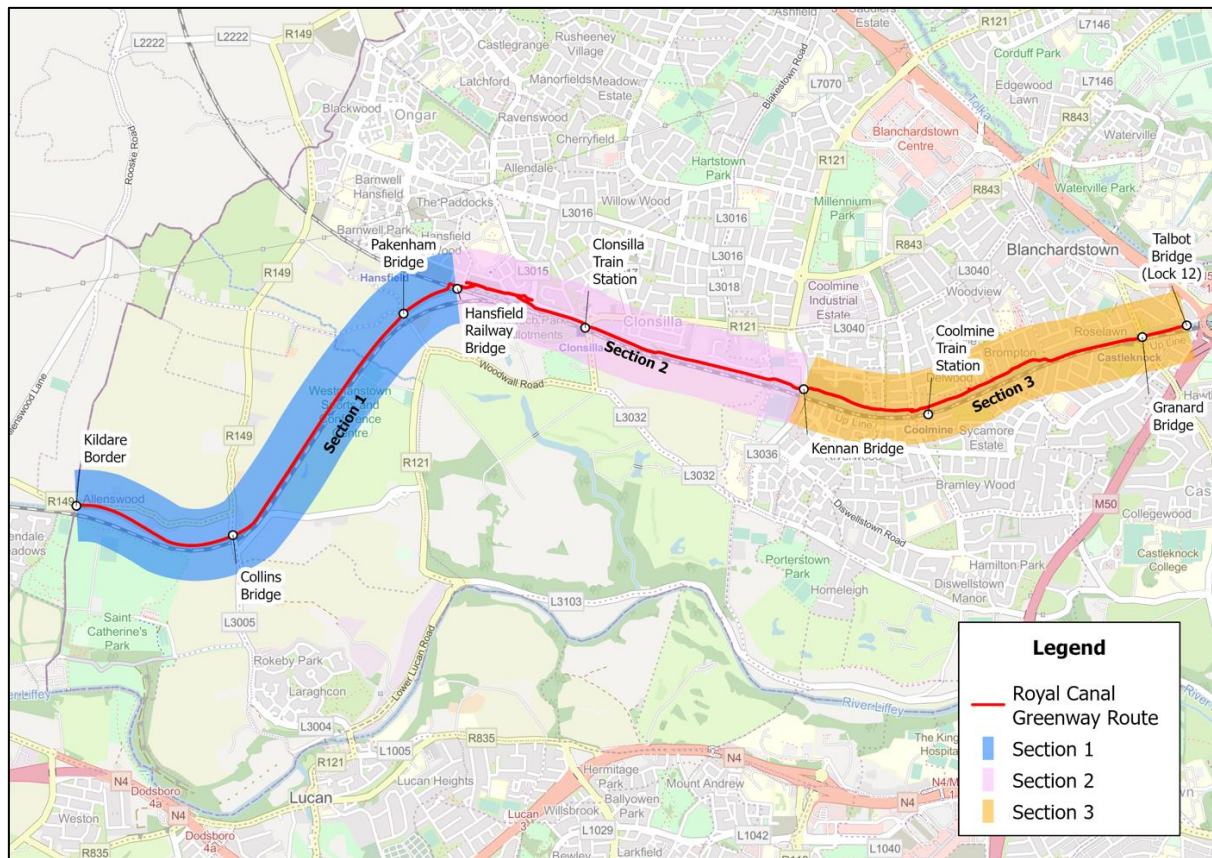


Figure 2-1: Outline map of Royal Canal Greenway Scheme and assessment sections

Each section is described in outline as follows:

- **Section 1** extends from the Kildare/Dublin County boundary line in the west to Hansfield Railway Bridge in the east. This section is rural/peri-urban in nature, predominately farmlands, however, it also adjoins local amenities such as Westmanstown Golf Club and Westmanstown Sports Centre.

Some key features of this section include long uninterrupted sections of greenway between the Kildare border, Collins Bridge and Pakenham Bridge. Toucan signalised crossings are proposed at each bridge. This section is in a rural setting with limited or no opportunities for permeability in the stretches between each crossing point. The section will feature an unbound surface and will be predominantly unlit, with the exception of the two bridge crossing points which will be bound on approach and include lighting.

- **Section 2** extends from Hansfield Railway Bridge, through Clonsilla under Callaghan Bridge to Kennan Bridge at Porterstown Road. In Section 2, the character of the area changes from rural to predominantly suburban in nature. This section is predominately residential on the northern side of the canal with farmlands on the southern side.

Key features in this section include use of an existing stretch of greenway through the St. Josephs' residential development near Hansfield Railway Bridge and a proposed new pocket park to be developed at the eastern end of this stretch. Underpasses are found at Hansfield Railway Bridge and Callaghan Bridge at Clonsilla Train Station. Existing vehicular access across Callaghan Bridge is to be closed off and replaced with a new pedestrian footbridge as part of DART+ West plans.

- **Section 3** runs from Kennan Bridge (Porterstown Road) to Talbot Bridge (Old Navan Road). This section is predominately urban with extensive residential catchments on both sides of the Royal Canal.

Key features include stretches of shared surface east of Keenan Bridge and along Sheepmoor Lane and the proposed new bridges – the ‘Quarry Bridge’ and ‘Landmark Bridge’. Existing vehicular access across Keenan Bridge is to be closed off and replaced with a new pedestrian footbridge as part of DART+ West plans.

A separate design stage checklist has been completed for each section outlined above. The completed checklists are included in Appendix A.

The assessment process has been performed having regard to all nine of the protected characteristic groups, but with particular regard for those identified in the Equality Guidance as being considerably likely to be impacted by the development of active travel infrastructure: gender, family status, disability, race and age.

Arising from potential issues highlighted through the checklist process, a number of observations and recommendations have been developed.

2.2 Outcomes: Observations & Recommendations

Table 2-2 contains a detailed analysis of observations and recommendations arising from the infrastructure equality audit process. Observations and recommendations are grouped according to the themes suggested in section 4.4 of the Equality Guidance, with the relevant areas along the Scheme identified by reference to chainage distance from the western end.

In summary, most observations fall under the following themes:

- **Accessibility issues:** Observations relate to issues such as limited sight lines at crossing points, gradients on approaches to crossing points and on accessways between the greenway and surrounding roads, and long sections of greenway without provision of opportunities to stop and rest. Issues falling within this category have the potential for a disproportionate impact upon some user groups including the elderly or very young, wheelchair users or persons with young children who rely on the use of buggies.
- **Security issues / issues of isolation and entrapment sites:** Long stretches of the Scheme are located in isolated, rural areas and a number of bridge underpasses along the length of the route may present concerns for the safety or isolation of users, while other areas may offer reduced or restricted sightlines. These may be factors contributing towards a sense of isolation which may dissuade some user groups from availing of the facility.

A set of recommendations are proposed alongside each observation, having regard to the nature and overall objectives of the Scheme, as well as the hierarchy of treatment set out in section 3.1 of the Equality Guidance. This hierarchy sets out the following order of preference for mitigation measures:

- Remove the hazard or impact.
- Relocate the hazard or impact.
- Re-design the hazard or impact to reduce the risk to users.
- Revise the layout or cross-section to lower the risk.
- Reduce impact severity.
- Relocate the route.

Table 2-2: Observations and Recommendations arising from the infrastructure equality audit process

Ref.	Theme	Observation	Approx. Chainage	Recommendation
1.	Security Issues / Issues of isolation and entrapment sites	Long stretches of greenway are isolated, lack opportunity for passive surveillance Rural stretches of greenway introduce ditches / hedgerows, possible hiding locations.	0-1000 1100-2800 2900-3200 4100-5365	Consider measures to improve surveillance in secluded/isolated areas to reduce hazard. Where possible, landscaping scheme (or maintenance regime) should aim to reduce risk of overgrowth along these areas to maximise and preserve open sight lines.
2.	Security Issues / Issues of isolation and entrapment sites	Underpasses at Collins Bridge (CH1050), Pakenham Bridge (CH2850), Hansfield Railway Bridge (CH3200), Callaghan Bridge (Clonsilla Train Station, CH4170) and new underpass at Granard Bridge (Castleknock Train Station, CH7810).	1050 2850 3200 4170 7810	Consider measures to improve surveillance in secluded/isolated areas to reduce hazard. Ensure provision of adequate lighting to reduce sense of isolation and remove hiding places
3.	Security Issues / Issues of isolation and entrapment sites	Proposed new pocket park near Hansfield may present an opportunity for antisocial behaviour or a risk of isolation pending construction of potential future apartment development on the adjacent plot.	3650	Hazard may be reduced through provision of appropriate lighting (the proposed park is not accounted for on the provided lighting plans). Ensure use of appropriate landscaping and planting to reduce risk of isolation.
4.	Security Issues / nearby land use issues	Derelict houses / buildings found at two locations along the route near Pakenham Bridge (CH2850) and Porterstown Road (CH5220 - 5270), may present a risk of anti-social behaviour or security issues.	2850 5220 - 5270	Consider measures to improve lighting and/or surveillance in nearby areas.
5.	Accessibility Issues	Surface in section 1 is to be predominantly unbound (save for approaches to crossing points), which may present an accessibility impediment for certain user groups, including wheelchair and buggy users, or young children on bicycles (risk of skidding).	0 - 3200	Select appropriate surface dressing materials to minimise the mobility impediment presented by unbound surface. Approaches to crossing points at Collins Bridge and Pakenham Bridge are inclined. Limited bound surface areas are to be provided around these crossing points. Extent of bound surface areas should extend sufficiently along the inclined approaches to minimise any impediment to accessibility.

Ref.	Theme	Observation	Approx. Chainage	Recommendation
6.	Accessibility Issues	Sight lines are limited at crossing points at Collins Bridge (CH1050), Pakenham Bridge (CH2850). Inclines leading towards each crossing means they may be unsighted on approach. This may present a hazard to cyclists approaching at speed, in particular children.	1050 2850	Ensure sight lines are appropriate.
7.	Accessibility Issues	Approaches towards crossing points at Collins Bridge (CH1050), Pakenham Bridge (CH2850) (both directions); eastern approach to Kirkpatrick Bridge (Coolmine Train Station, CH6250); and access to Granard Bridge from (Castleknock Train Station, CH7810) are inclined, may present an accessibility issue for wheelchairs and buggies.	1050 2850 6250 7810	Ensure gradients on approaches are appropriate.
8.	Accessibility Issues	Western access to greenway is beyond boundary of the scheme by approximately 20 - 25m. Presently the surface in this area appears to be unbound and may present accessibility issues for wheelchair users, buggies etc.	0	Ensure scheme ties in appropriately.
9.	Accessibility Issues	Drawings indicate the existing towpath is to be retained at Collins Bridge (CH1050) and Pakenham Bridge (CH2850) but it is not apparent whether these are to be upgraded. This may present an accessibility issue for wheelchair / buggy users who may be required to travel over the inclined route to the road crossing.	1050 2850	Consider improving the surface of the retained towpath sections under each bridge.
10.	Accessibility Issues	Narrow towpaths along the canal bank are to be retained under Collins Bridge (CH1050) and Pakenham Bridge (CH2850) which may present a hazard to some user groups.	1050 2850	Ensure path widths are appropriate.
11.	Accessibility Issues	Other than the proposed pocket park at Hansfield, the drawings do not specify the inclusion of seating areas elsewhere along the greenway. This may present an issue for some user groups, including elderly or reduced mobility users.	All	Consider the further inclusion of benches or other seating areas intermittently along sections of the greenway.
12.	Accessibility Issues	Plans include short sections of shared surfaces east of Porterstown Road / Keenan Bridge and along Sheepmore Lane.	5370-5460 5980-6276	Ensure shared surface areas are appropriately designed and sign posted
13.	Accessibility Issues	Crossing at eastern end of the greenway at Old Navan Road is not labelled as signalled; drawings indicated use of a raised table crossing. Drawings do not indicate the use of tactile paving at this crossing. This may present a hazard for visually impaired users.	8140	Ensure appropriate inclusion of tactile paving at next design stage.

Ref.	Theme	Observation	Approx. Chainage	Recommendation
14.	Accessibility Issues / Signage & Maps	Plans provide for a separate footpath and cycle track close to the rear of the Lambourn Park and The Village residential developments. This may present a hazard for some users to inadvertently enter onto the wrong path.	4610-5364	Provision of clear signage and tactile paving to clearly delineate pedestrian and cyclist routes.
15.	Lighting	Lighting is not being provided along section 1 (CH0 - 3200), save for crossing points at Collins Bridge (CH1050) and Pakenham Bridge (CH2850). This section is predominantly rural and would benefit from lighting for improved safety and accessibility.	0 - 3200	Consider measures to improve surveillance in secluded/isolated areas to reduce hazard.
16.	Lighting	The current plans provide for a separate cycle track and parallel pedestrian path at the rear of Lambourn Park / between Callaghan and Keenan Bridges. Lighting plans show the cycle track only will be lit, with the pedestrian path remaining unlit. This may create a security / isolation issue for some users along the unlit stretch and may encourage pedestrians to use the cycle track portion, increasing risk of conflict.	4610-5364	Consider the installation of lighting along the pedestrian only section to improve visibility and safety along this section of the route.
17.	Sight lines / issues of isolation and entrapment sites	Sections of the greenway route in the region of Dr Troy Bridge (CH5460 - 5670) have a number of twists / turns which may restrict sight lines and provide opportunities for people to hide out of view.	5460-5670	Use appropriate landscaping and planting along affected portions to maximise sightlines and reduce potential hazard presented.

3. Conclusions

The Scheme aims to provide a high-quality walking and cycling corridor serving suburban and rural areas in west Dublin, encouraging recreation while offering an attractive sustainable transport choice for school children and commuters

It is acknowledged that a scheme of this nature will not cater for the needs of all users under all circumstances, however it is the aim of this report and the recommendations made under it to ensure that the needs of all potential users are considered and, where appropriate, those needs are met. To this end it is intended that the observations and recommendations set out in Table 2-2 might be considered as part of further design iterations, with a view to minimising in so far as practicable the potential negative impact upon affected user groups.

Appendix A

Completed Equality Audit Checklists

Details	
Type of Area:	Royal Canal Greenway
Date:	[•]
Location:	Royal Canal, west Co. Dublin
Design Stage:	Preliminary Design
Section of Street/Area	Section 1 – Kildare County Border to Hansfield Railway Bridge (CH0000m – 3200m) (combined drawings sheets 1 – 10)

Issue	Guiding Questions	Yes	No	Comments
Footpaths	Is there a footpath?	•		Section comprises a shared pedestrian and cycle greenway along entire length (approx. 3200m). The surface throughout this section will predominantly be unbound, save for sections on approach to crossing points at Collins Bridge (CH1050) and Pakenham Bridge (CH2850).
	Are there footpaths on both sides of the road?			N/A
	Are the footpaths continuous?		•	Signal controlled crossings at: - Collins Bridge (R149) (CH1050) - Pakenham Bridge (Barberstown Lane) (CH2850)

Issue	Guiding Questions	Yes	No	Comments
	Are footpaths at least 1.8m wide (or wider in busy areas)?	•		Drawings indicate greenway is a shared space along the full length of this section, with a typical width of 3m and a minimum width of 2m (between CH50 - 100, CH500 - 550 and CH900 - 950)
	If the footpath is not at least 1.8m wide does the route have passing places provided at intervals for wheelchair users?			N/A
	Is footpath access ramped/are dropped kerbs available regularly?			N/A
	Are the footpaths designed using suitable materials?	•		Footpaths throughout this section will predominantly be unbound, save for sections on approach to crossing points at Collins Bridge (CH1050) and Pakenham Bridge (CH2850).
	Are the footpaths vertically segregated from the cycle lane? Describe vertical separator if present.			N/A. Section comprises a shared pedestrian and cycle greenway.
	Are the footpaths separated from a cycle lane by a 60mm kerb, a white line or a delineator?			N/A. Section comprises a shared pedestrian and cycle greenway.
	Is the gradient greater than 1:12? (E.g. too steep for a wheelchair?)			Cannot confirm. Approaches to Collins Bridge (CH1050) and Pakenham Bridge (CH2850) are sloped. Gradient detail is not shown in preliminary design drawings.
	Is the footpath separated from the traffic? How is it separated?	•		Greenway route separated from traffic, save for signalised toucan crossings at Collins Bridge (CH1050) and Pakenham Bridge (CH2850).
	Is there any trip hazards evident in the drawings?		•	None are apparent from drawings
	Have informal paths or walkways been formalised?	•		Scheme consists of unbound surface greenway and cycle track in place of existing informal canal towpath. Existing towpath under Collins Bridge (CH1050) and Pakenham Bridge (CH2850) to be retained, however not apparent from preliminary design drawings whether these portions will be upgraded / formalised.
Pedestrian/ Cycle Crossings	Are there pedestrian crossings available?	•		Signal controlled Toucan crossings at: - Collins Bridge (R149) (CH1050) - Pakenham Bridge (Barberstown Lane) (CH2850)

Issue	Guiding Questions	Yes	No	Comments
	Are they appropriate for the location (e.g. signalised or uncontrolled)	•		Yes, signalised.
	Are there enough crossings along the length of the scheme?	•		Controlled crossings are provided at all crossing points along length of this section.
	What is the crossing time allowed?			N/A. This level of detail is not provided at current stage.
	Is this crossing time likely to be sufficient for slow users?			N/A. This level of detail is not provided at current stage.
	Are the crossings direct?	•		Crossings are direct.
	Do the uncontrolled crossings have dropped kerbs or step free crossings?			N/A. All crossings are signal controlled
	Does the uncontrolled crossing tactile paving comply with UK Department of Transport 2021: “Guidance on the use of Tactile Paving Surfaces”			N/A. All crossings are controlled.
	Are there guardrails which restrict crossing movements?		•	None are apparent from drawings. Given short horizontal and vertical sight lines at both crossings, inclusion of guard rails may be appropriate at crossing points at Collins Bridge (CH1050) and Pakenham Bridge (CH2850).
	If the crossing is uncontrolled, is it safe and easy to cross? (note if crossing distance is too great, or traffic from surveys indicates volumes may be high)			N/A. All crossings are signal controlled
	If the crossing has more than 2 lanes of traffic is there an island half way?			N/A. All crossings are two-lane only.
	Are the crossings near enough to key trip attractors?			N/A. Crossings are required to provide continuity along greenway route.
Cycle facilities	Is there a cycle lane	•		Section comprises a shared pedestrian and bicycle greenway.
	Is the cycle lane segregated/protected?	•		Yes, segregated from traffic, save for signal-controlled crossings at: - Collins Bridge (R149) (CH1050) - Pakenham Bridge (Barberstown Lane) (CH2850)

Issue	Guiding Questions	Yes	No	Comments
	Is the cycle lane separated from footpath by line, delineator or 60mm kerb with height difference?			N/A. Shared space along full length.
	If the cycle lane separated from traffic by >100mm kerb, lining or delineator?			N/A
	Perform the 6 way check. Can the cyclist safely navigate the junction?			N/A. All crossings are direct.
	Does the cyclist interact with pedestrians at the junction? (e.g. pelican crossing) Is there any conflicts?	•		Crossings along this section are designed as toucan crossings – cyclists and pedestrians will cross concurrently
	Can cyclists safely cross the road where necessary? Is there dropped kerbs available to join a segregated facility?	•		Signal controlled crossings at: - Collins Bridge (R149) (CH1050) - Pakenham Bridge (Barberstown Lane) (CH2850)
	Is cycle parking in a safe area? (lit, sheltered, not isolated/out of sight)			N/A. None provided as part of scheme.
	Is there an existing cycle network that infrastructure on this road would connect to if built?	•		Forms part of Royal Canal Urban Greenway and connects to Ashtown Greenway at eastern boundary.
	Is any shared space present that may be unsuitable for vulnerable users (e.g. blind)		•	Greenway – shared surface along length of section however no specific hazards apparent from drawings.
Public Transport Access				Heading is non-applicable
Infrastructure				Heading is non-applicable
Road User Behaviour				Heading is non-applicable
Lighting	Is lighting provided?		•	No lighting provided along this section, save for crossing points at Collins Bridge (CH1050) and Pakenham Bridge (CH2850).
	Are there spaces which are poorly lit?			See previous

Issue	Guiding Questions	Yes	No	Comments
	Will the lighting illuminate directional signs?			See previous
	Is the lighting obscured by anything e.g. trees			See previous
	Is the footpath or cycle lane clearly illuminated?			See previous
Busy/Isolated	Are there particular spaces where people could hide?	•		Underpasses at Collins Bridge (CH1050), Pakenham Bridge (CH2850), Hansfield Railway Bridge (CH3200); long hedgerow sections between western boundary and Hansfield Railway Bridge.
	Is there derelict buildings?	•		A derelict building is located on the south bank of the canal adjacent to Pakenham Bridge (CH2850)
	If in a stairwell or an underpass could someone hear you if you called for help?		•	Long secluded areas between CH0 - 1000, CH1100 - 2800, CH2900 - 3200 and CH4100 - 5365. Underpasses at Collins Bridge (CH1050), Pakenham Bridge (CH2850) and Hansfield Railway Bridge (CH3200).
Signage	Is the street signage needed or should it be removed?			Cannot confirm. This level of detail is not apparent from drawings provided
	Is there wayfinding signage present?			Cannot confirm. This level of detail is not apparent from drawings provided
Visibility	Is street visibility obstructed by anything e.g. lampposts, pillars, bins, bushes, walls?			Cannot confirm. This level of detail is not apparent from drawings provided.
	Is planting low to the ground and doesn't impact sight lines?			Cannot confirm. This level of detail is not apparent from drawings provided. New landscaping plans are to be prepared as part of scheme.
	Is there active building fronts?		•	Section is in a rural setting
	Are there small confined areas hidden from view? E.g. alleyways, blind corners, utility shed, laneway, construction site.	•		Bridge underpasses at Collins Bridge (CH1050), Pakenham Bridge (CH2850) and long underpass at Hansfield Railway Bridge (CH3200).
	Are there areas that should be locked, fenced or barricaded? E.g. vacant lots, abandoned houses, building entrances, kiosks.	•		Vacant house on southern bank of canal at Pakenham Bridge (CH2850).
	Will proposed infrastructure be in an area of passive surveillance?		•	Long secluded areas between CH0 - 1000, CH1100 - 2800, CH2900 - 3200 and CH4100 - 5365. Underpasses at Collins Bridge (CH1050), Pakenham Bridge

Issue	Guiding Questions	Yes	No	Comments
				(CH2850) and Hansfield Railway Bridge (CH3200) lack opportunity for passive surveillance.
	Is there high walls and fences along the route?	•		Plans show a new fence included along northern side of proposed greenway between CH170 and Collins Bridge (CH1050).
Accessibility	Is there ramped access to amenities?	•		Ramped access on both approaches to Collins Bridge (CH1050) and Pakenham Bridge (CH2850). Not apparent from design drawings if ramped access will be provided at western end of greenway (just beyond scheme boundary)
	Is there steps or inaccessible areas for someone with limited mobility?	•		Surface is predominantly unbound, which may impede access for some limited mobility users. No steps or other inaccessible areas are apparent from drawings
	Are the wheelchair access ramps appropriate (slope less than or equal to 1:12)?			Cannot confirm. Approaches to Collins Bridge (CH1050) and Pakenham Bridge (CH2850) are sloped. Gradient detail is not shown in preliminary design drawings.
	Is there a lift available where there is no ramp?			N/A
	Are handrails provided where needed?		•	No specific locations requiring handrails apparent from preliminary design drawings
	Do any hazards have appropriate tactiles e.g. steps, edges, etc.?		•	Hazards may include narrow paths at bridge underpasses – Collins Bridge (CH1050) and Pakenham Bridge (CH2850). Drawings do not indicate that tactile paving is to be provided at these locations.
	Is tactile paving to the standard of the UK Department of Transport 2021: Guidance on the Use of Tactile Paving?			Cannot confirm. Drawings indicate tactile paving provided at crossings – specification to be confirmed in detailed designs.
	Is there tactile paving at crossings?			Cannot confirm. Drawings indicate tactile paving provided at crossings – specification to be confirmed in detailed designs.
	Are the tactiles correctly aligned?			Cannot confirm. This level of detail is not apparent from drawings
	Will there be audible or vibrating cues at crossings with associated tactiles on the signal buttons?			Cannot confirm. This level of detail is not apparent from drawings
	Are there obstacles in the way of the walkway/ footpath?		•	None are apparent from drawings
	Are facilities easily accessible from the footpath?		•	Greenway is located in a rural area / no facilities are provided as part of scheme.

Issue	Guiding Questions	Yes	No	Comments
	Is there seating to stop and rest?		•	Drawings do not indicate the inclusion of benches or similar facilities to stop and rest along the entire length of this section.
	Is bicycle parking available close to amenities/ along main route?			N/A. Cycle parking not provided as part of scheme / no parking facilities provided in the vicinity.
	Is the bicycle parking accessible? E.g. suitable for mobility bicycles, cargo bicycles?			N/A. Cycle parking not provided as part of scheme.
	Is the area a shared area or shared surface that is difficult for the visually or mobility impaired to navigate?	•		Long stretches of greenway without provision of places to stop and rest
	Is tonal and colour contrast used appropriately?			Cannot confirm. This level of detail is not provided in drawings
	Is there any barriers on this route (list in comment box)		•	None are apparent from drawings.
Surveillance	Is there CCTV?		•	Ducting provided for CCTV connectivity along length of scheme; not apparent whether CCTV to be installed from outset.
	Will there be adequate passive surveillance?		•	Long secluded areas between CH0 - 1000, CH1100 - 2800, CH2900 - 3200 and CH4100 - 5365. Underpasses at Collins Bridge (CH1050), Pakenham Bridge (CH2850) and Hansfield Railway Bridge (CH3200) lack opportunity for passive surveillance.
Attractiveness	Will there be places/seating to rest?		•	Not provided in drawings
	Will there be shade/shelter along the route?		•	No such locations apparent from drawings
Other	Is the speed limit appropriate?			N/A. No vehicular traffic

Details	
Type of Area:	Royal Canal Greenway
Date:	[•]
Location:	Royal Canal, west Co. Dublin
Design Stage:	Preliminary Design
Section of Street/Area	Section 2 – Hansfield Railway Bridge to Kennan Bridge (CH3200 – 5250) (combined drawings sheets 11 – 16)

Issue	Guiding Questions	Yes	No	Comments
Footpaths	Is there a footpath?	•		Section comprises a shared pedestrian and cycle greenway from approx. CH3200 to 4610, branching to form separate cycle track and parallel pedestrian path between approx. CH4610 and Keenan Bridge (CH5365).
	Are there footpaths on both sides of the road?			N/A
	Are the footpaths continuous?	•		No crossings along the length of this section. Note this may be contingent on delivery of upgrades to Keenan Bridge as DART+ West plans.
	Are footpaths at least 1.8m wide (or wider in busy areas)?	•		Drawings indicate the greenway is a shared surface with width of 3m along the majority of the section. Between approximately CH4610 – 5365 a separate two-way cycle path of 3m width and footpath of 2m width run parallel along the northern bank of the canal.
	If the footpath is not at least 1.8m wide does the route have passing places provided at intervals for wheelchair users?			N/A
	Is footpath access ramped/are dropped kerbs available regularly?			N/A

Issue	Guiding Questions	Yes	No	Comments
	Are the footpaths designed using suitable materials?	•		Described as a bound, bituminous surface and pre-cast concrete cantilevered boardwalk section.
	Are the footpaths vertically segregated from the cycle lane? Describe vertical separator if present.			N/A. Section comprises a shared pedestrian and bicycle greenway.
	Are the footpaths separated from a cycle lane by a 60mm kerb, a white line or a delineator?			N/A. Section comprises a shared pedestrian and bicycle greenway.
	Is the gradient greater than 1:12? (E.g. too steep for a wheelchair?)		•	No steep gradients along length of this section apparent from drawings. A new pedestrian crossing / footbridge is to be provided at Callaghan Bridge as part of DART+ West – beyond scope of this scheme
	Is the footpath separated from the traffic? How is it separated?	•		Greenway route separated from traffic along entire section.
	Is there any trip hazards evident in the drawings?		•	None are apparent from drawings.
	Have informal paths or walkways been formalised?	•		Scheme consists of bound greenway and cycle track in place of existing informal unbound path and track. Existing towpath between western end of Hansfield Bridge (CH3170) to Hansfield Road (CH3815) is to be retained, however not apparent from preliminary design drawings whether this will be upgraded / formalised.
Pedestrian/ Cycle Crossings				Heading is non-applicable
Cycle facilities	Is there a cycle lane	•		Section comprises a shared pedestrian and cycle greenway.
	Is the cycle lane segregated/protected?	•		Greenway is segregated from car traffic; however, it is shared with pedestrians along the length of the section, save for a section approximately 700m in length between CH4610 – 5364 where a separate cycle track and parallel footpath is provided.
	Is the cycle lane separated from footpath by line, delineator or 60mm kerb with height difference?			N/A. Shared space
	If the cycle lane separated from traffic by >100mm kerb, lining or delineator?			N/A. Greenway is segregated from traffic.
	Perform the 6 way check. Can the cyclist safely navigate the junction?			N/A. There are no crossings along this section.

Issue	Guiding Questions	Yes	No	Comments
	Does the cyclist interact with pedestrians at the junction? (e.g. pelican crossing) Is there any conflicts?			N/A. There are no crossings along this section.
	Can cyclists safely cross the road where necessary? Is there dropped kerbs available to join a segregated facility?			N/A. There are no crossings along this section.
	Is cycle parking in a safe area? (lit, sheltered, not isolated/out of sight)			N/A - no cycle parking provided as part of scheme
	Is there an existing cycle network that infrastructure on this road would connect to if built?	•		Forms part of Royal Canal Urban Greenway and connects to Ashtown Greenway at eastern boundary.
	Is any shared space present that may be unsuitable for vulnerable users (e.g. blind)	•		Between approximately CH4610 - CH5364 a separate footpath and cycle track are provided for. Entry / exit points may present a hazard to vulnerable users, e.g. visually impaired.
Public Transport Access				Heading is non-applicable
Infrastructure				Heading is non-applicable
Road User Behaviour				Heading is non-applicable
Lighting	Is lighting provided?	•		Lighting plans show this section will be fully lit. Note where pedestrian path and cycle track separate close to Lambourn Park (CH4610), lighting plans indicate the cycle track only is to be lit.
	Are there spaces which are poorly lit?	•		Retained towpath between Hansfield Railway Bridge and Hansfield Road (CH3170 - 3800) and proposed separate pedestrian path at rear of Lambourn Park (CH4610 - 5364) not covered by lighting plan.
	Will the lighting illuminate directional signs?			Cannot confirm. This level of detail is not apparent from drawings
	Is the lighting obscured by anything e.g. trees		•	Lighting to be provided alongside new landscaping plan.

Issue	Guiding Questions	Yes	No	Comments
	Is the footpath or cycle lane clearly illuminated?		•	Retained towpath between Hansfield Railway Bridge and Hansfield Road (CH3170 – 3800) and proposed separate pedestrian path at rear of Lambourn Park (CH4610 – 5364) not covered by lighting plan.
Busy/Isolated	Are there particular spaces where people could hide?	•		Potential hiding places may exist around Hansfield Railway Bridge underpass (CH3200); proposed pocket park at Hansfield (CH3650); underpass at Callaghan Bridge (CH4170); unlit sections of proposed, segregated, pedestrian section near Lambourn Park (CH4610 – 5364).
	Is there derelict buildings?	•		Derelict houses/buildings located between proposed cycle track and ‘The Village’ housing development close to Porterstown Road (CH5220 – 5270)
	If in a stairwell or an underpass could someone hear you if you called for help?		•	Hansfield Railway Bridge underpass (CH3200) and underpass at Callaghan Bridge (CH4170) may pose a risk.
Signage	Is the street signage needed or should it be removed?	•		- Directional signage may be required near proposed pocket park at Hansfield Road. - Signage may be required to identify separated footpath and cycle track at rear of Lambourn Park development (CH4610 – 5364).
	Is there wayfinding signage present?		•	Not shown in plans
Visibility	Is street visibility obstructed by anything e.g. lampposts, pillars, bins, bushes, walls?			This level of detail is not apparent from drawings provided. Cannot confirm.
	Is planting low to the ground and doesn’t impact sight lines?			Not apparent from drawings, cannot confirm. New landscaping plans to be prepared. Plans for proposed pocket park indicate some existing vegetation is to be retained.
	Is there active building fronts?		•	
	Are there small confined areas hidden from view? E.g. alleyways, blind corners, utility shed, laneway, construction site.	•		- Hansfield Railway Bridge underpass (CH3200) - Proposed pocket park at Hansfield (CH3650), particularly pending development of potential apartments on adjacent plot. - Underpass at Callaghan Bridge (CH4170)
	Are there areas that should be locked, fenced or barricaded? E.g. vacant lots, abandoned houses, building entrances, kiosks.	•		Derelict houses/buildings located between proposed cycle track and ‘The Village’ housing development close to Porterstown Road (CH5220 – 5270)

Issue	Guiding Questions	Yes	No	Comments
	Will proposed infrastructure be in an area of passive surveillance?		●	Secluded areas along length, limited opportunities for passive surveillance
	Is there high walls and fences along the route?		●	None are shown in drawings provided for review.
Accessibility	Is there ramped access to amenities?		●	No ramped access points are shown on drawings. Callaghan Bridge (CH4170) and Keenan Bridge (CH5365) are to be closed to vehicular traffic and pedestrianised / replaced with new pedestrian bridges as part of DART+ West plans. These are beyond scope of the current scheme.
	Is there steps or inaccessible areas for someone with limited mobility?	●		None apparent from drawings. Note existing access from Hansfield Road is via steps – not apparent from drawings if these are to be retained or updated.
	Are the wheelchair access ramps appropriate (slope less than or equal to 1:12)?			N/A. No steep gradients along length of this section apparent from drawings. A new pedestrian crossing / footbridge is to be provided Callaghan Bridge as part of DART+ West – beyond scope of this scheme
	Is there a lift available where there is no ramp?			N/A
	Are handrails provided where needed?	●		Railings provided on canal side of cantilevered sections (approx. CH4230 – 4610)
	Do any hazards have appropriate tactiles e.g. steps, edges, etc.?		●	Junctions between segregated footpath and cycle track at rear of Lambourn Park (CH4610 – 5364). Drawings do not indicate inclusion of tactiles etc to highlight these.
	Is tactile paving to the standard of the UK Department of Transport 2021: Guidance on the Use of Tactile Paving?		●	Tactile paving does not appear to be provided in preliminary design stage drawings.
	Is there tactile paving at crossings?			N/A. No crossings in this section
	Are the tactiles correctly aligned?			Cannot confirm. This level of detail is not apparent from drawings
	Will there be audible or vibrating cues at crossings with associated tactiles on the signal buttons?			N/A. No crossings in this section
	Are there obstacles in the way of the walkway/ footpath?		●	None are apparent from drawings
	Are facilities easily accessible from the footpath?			N/A. No facilities provided as part of scheme.

Issue	Guiding Questions	Yes	No	Comments
	Is there seating to stop and rest?	•		Yes, benches to be provided at proposed pocket park at Hansfield.
	Is bicycle parking available close to amenities/ along main route?		•	Not provided as part of scheme.
	Is the bicycle parking accessible? E.g. suitable for mobility bicycles, cargo bicycles?			N/A
	Is the area a shared area or shared surface that is difficult for the visually or mobility impaired to navigate?	•		- Long stretches of greenway without provision of places to stop and rest - Segregated footpath at rear of Lambourn Park development (CH4610 – 5364) does not appear to be covered by lighting scheme.
	Is tonal and colour contrast used appropriately?			Cannot confirm. This level of detail is not provided in drawings
	Is there any barriers on this route (list in comment box)		•	None are apparent from drawings.
Surveillance	Is there CCTV?		•	Ducting provided for CCTV connectivity along length of scheme; not apparent whether CCTV to be installed from outset.
	Will there be adequate passive surveillance?		•	Secluded section between Clonsilla train station / Callaghan Bridge (CH4170) and Keenan Bridge (CH5365) may lack passive surveillance.
Attractiveness	Will there be places/seating to rest?	•		Yes, seating to be provided at proposed pocket park at Hansfield.
	Will there be shade/shelter along the route?		•	No such areas apparent from drawings
Other	Is the speed limit appropriate?			N/A. No vehicular traffic

Details	
Type of Area:	Royal Canal Greenway
Date:	[•]
Location:	Royal Canal, west Co. Dublin
Design Stage:	Preliminary Design
Section of Street/Area	Section 3 – Kennan Bridge to Talbot Bridge (CH5250 – 8100) (combined drawings sheets 17 – 25)

Issue	Guiding Questions	Yes	No	Comments
Footpaths	Is there a footpath?	•		Section comprises a shared pedestrian and cycle greenway from approx. CH5250 to CH8100.
	Are there footpaths on both sides of the road?			N/A
	Are the footpaths continuous?		•	- Signal controlled crossing at Kirkpatrick Bridge (Coolmine Road, CH6280) - Crossing at Talbot Bridge (Old Navan Road, CH8140) is not labelled on drawings as signalled. Drawings indicate use of a raised table at this crossing.
	Are footpaths at least 1.8m wide (or wider in busy areas)?	•		Drawings indicate the greenway is a shared surface along the length of this section, having a typical width of 4m along with narrow sections ranging between 2.4m – 3m at 12 th Lock (CH8010 – 8140).
	If the footpath is not at least 1.8m wide does the route have passing places provided at intervals for wheelchair users?			N/A
	Is footpath access ramped/are dropped kerbs available regularly?			N/A

IsSsue	Guiding Questions	Yes	No	Comments
	Are the footpaths designed using suitable materials?	•		Described as a bound, bituminous surface and in-situ concrete along sections of raised boardwalk.
	Are the footpaths vertically segregated from the cycle lane? Describe vertical separator if present.			N/A. Section comprises a shared pedestrian and cycle greenway.
	Are the footpaths separated from a cycle lane by a 60mm kerb, a white line or a delineator?			N/A. Section comprises a shared pedestrian and cycle greenway.
	Is the gradient greater than 1:12? (E.g. too steep for a wheelchair?)			Cannot confirm. Ramped sections east of Kirkpatrick Bridge (CH6300) and on accessway at Castleknock Train Station / Granard Bridge (CH7810) – gradients are not shown in drawings. Plans for new steel bridge (CH7120 – 7370) indicate gradient is below 1:20.
	Is the footpath separated from the traffic? How is it separated?		•	Section includes portions of shared surface east of Porterstown Road (CH5370 – 5460) and along Sheepmoor Lane to Coolmine Road (CH5980-6276)
	Is there any trip hazards evident in the drawings?		•	None are apparent from drawings provided.
	Have informal paths or walkways been formalised?	•		Section comprises mostly of newly constructed greenway and introduction of shared surfaces along northern banks of canal. Existing towpath between CH5370 – 7400) is to be retained although it does not appear from drawings whether this is to be upgraded/formalised.
Pedestrian/ Cycle Crossings	Are there pedestrian crossings available?	•		- Signal controlled crossing at Kirkpatrick Bridge (Coolmine Road, CH6280) - Crossing at Talbot Bridge (Old Navan Road, CH8140) is not labelled on drawings as signalled. Drawings indicate use of a raised table at this crossing.
	Are they appropriate for the location (e.g. signalised or uncontrolled)	•		Talbot bridge / Old Navan Road crossing is located on a residential street / cul-de-sac serving only a small number of houses.
	Are there enough crossings along the length of the scheme?	•		Crossings are provided at all road crossing points along length of scheme.
	What is the crossing time allowed?			Cannot confirm. This level of detail not provided at current stage.
	Is this crossing time likely to be sufficient for slow users?			Cannot confirm. This level of detail not provided at current stage.

IsSsue	Guiding Questions	Yes	No	Comments
	Are the crossings direct?	•		Yes, crossings are direct.
	Do the uncontrolled crossings have dropped kerbs or step free crossings?	•		Crossing at Talbot Bridge (CH8140) is not labelled on drawings as signalled, although preliminary design drawings indicate the use of a raised table at this crossing location.
	Does the uncontrolled crossing tactile paving comply with UK Department of Transport 2021: “Guidance on the use of Tactile Paving Surfaces”		•	Drawings indicate the use of tactile paving at Kirkpatrick Bridge crossing. Tactile paving should be provided but is not indicated at Talbot Bridge crossing.
	Are there guardrails which restrict crossing movements?		•	Not shown on drawings
	If the crossing is uncontrolled, is it safe and easy to cross? (note if crossing distance is too great, or traffic from surveys indicates volumes may be high)	•		Crossing at Talbot Bridge / Old Navan Road (CH8140) is cul-de-sac serving a small number of houses only.
	If the crossing has more than 2 lanes of traffic is there an island half way?			N/A. No crossing has more than 2 lanes.
	Are the crossings near enough to key trip attractors?			N/A
Cycle facilities	Is there a cycle lane	•		Section comprises a shared pedestrian and cycle greenway.
	Is the cycle lane segregated/protected?		•	Section includes portions of shared surface east of Porterstown Road (CH5370 – 5460) and along Sheepmoor Lane to Coolmine Road (CH5980-6276) along which cyclists will interact with road traffic.
	Is the cycle lane separated from footpath by line, delineator or 60mm kerb with height difference?			N/A. Greenway is either fully segregated or located along a shared surface.
	If the cycle lane separated from traffic by >100mm kerb, lining or delineator?			N/A. Greenway is either fully segregated or located along a shared surface.
	Perform the 6 way check. Can the cyclist safely navigate the junction?			N/A. All crossings are direct.
	Does the cyclist interact with pedestrians at the junction? (e.g. pelican crossing) Is there any conflicts?	•		Crossings along this section are designed as toucan crossings – cyclists and pedestrians will cross concurrently

IsSsue	Guiding Questions	Yes	No	Comments
	Can cyclists safely cross the road where necessary? Is there dropped kerbs available to join a segregated facility?	•		Drawings indicate a step-free crossing / raised table is to be provided at Talbot Bridge crossing. Controlled crossing to be provided at Kirkpatrick Bridge.
	Is cycle parking in a safe area? (lit, sheltered, not isolated/out of sight)			N/A
	Is there an existing cycle network that infrastructure on this road would connect to if built?	•		Forms part of Royal Canal Urban Greenway and connects to Ashtown Greenway at eastern boundary.
	Is any shared space present that may be unsuitable for vulnerable users (e.g. blind)		•	Greenway – shared surface east of Porterstown Road (CH5370 – 5460) and along Sheepmoor Lane to Coolmine Road (CH5980 – 6276). These are short sections with low traffic volumes.
Public Transport Access				Heading is non-applicable
Infrastructure				Heading is non-applicable
Road User Behaviour				Heading is non-applicable
Lighting	Is lighting provided?	•		Lighting plans show this section will be fully lit.
	Are there spaces which are poorly lit?		•	None are apparent from drawings
	Will the lighting illuminate directional signs?			Cannot confirm based on detail provided in drawings.
	Is the lighting obscured by anything e.g. trees		•	Lighting to be provided alongside new landscaping plan.
	Is the footpath or cycle lane clearly illuminated?	•		Lighting plans indicate cycle lane will be fully illuminated.
Busy/Isolated	Are there particular spaces where people could hide?	•		Greenway section in the region of Dr Troy Bridge (CH5460-5670) has a number of twists / turns that may restrict forward / rearward sightlines.
	Is there derelict buildings?		•	None are apparent.
	If in a stairwell or an underpass could someone hear you if you called for help?		•	New underpass at Castleknock Train Station may be out of earshot.

IsSsue	Guiding Questions	Yes	No	Comments
Signage	Is the street signage needed or should it be removed?			No signage shown in drawings, cannot confirm.
	Is there wayfinding signage present?			No signage shown in drawings, cannot confirm.
Visibility	Is street visibility obstructed by anything e.g. lampposts, pillars, bins, bushes, walls?			This level of detail is not apparent from drawings provided. Cannot confirm.
	Is planting low to the ground and doesn't impact sight lines?			Not apparent from drawings, cannot confirm. New landscaping plans to be prepared as part of scheme.
	Is there active building fronts?		•	
	Are there small confined areas hidden from view? E.g. alleyways, blind corners, utility shed, laneway, construction site.	•		- New underpass at Castleknock Train Station - Greenway section in the region of Dr Troy Bridge (CH5460-5670) has a number of twists / turns that may restrict forward / rearward sightlines.
	Are there areas that should be locked, fenced or barricaded? E.g. vacant lots, abandoned houses, building entrances, kiosks.		•	None are apparent from drawings
	Will proposed infrastructure be in an area of passive surveillance?	•		Majority of section is in the vicinity of residential developments, train stations etc. offering limited opportunity for passive surveillance.
	Is there high walls and fences along the route?		•	None are apparent from drawings
Accessibility	Is there ramped access to amenities?	•		- Plans for new steel bridge (CH7120 - 7370) indicate gradient below 1:20 - Access from Castleknock train station to Castleknock Road (CH7810) via ramped access.
	Is there steps or inaccessible areas for someone with limited mobility?		•	None are apparent from drawings.
	Are the wheelchair access ramps appropriate (slope less than or equal to 1:12)?			- Greenway east of Coolmine Road (CH6300) ramps up to join road - gradient not shown on drawings - cannot confirm. - Plans for new steel bridge (CH7120 - 7370) indicate gradient below 1:20
	Is there a lift available where there is no ramp?			N/A

IsSsue	Guiding Questions	Yes	No	Comments
	Are handrails provided where needed?	•		Railings provided along proposed new Quarry Bridge section at rear of Delwook Park and along length of proposed Landmark Bridge (CH7120 – 7370)
	Do any hazards have appropriate tactiles e.g. steps, edges, etc.?		•	No such hazards are apparent from drawings, save for raised table crossing at Talbot Bridge which does not appear to make provision for tactiles.
	Is tactile paving to the standard of the UK Department of Transport 2021: Guidance on the Use of Tactile Paving?		•	Drawings indicate the use of tactile paving at Kirkpatrick Bridge crossing. Tactile paving should be provided but is not indicated at Talbot Bridge crossing.
	Is there tactile paving at crossings?		•	- Drawings indicate tactile paving at Coolmine road crossing (CH6300) - None is indicated at Talbot Bridge / Old Navan Road crossing (CH8140)
	Are the tactiles correctly aligned?			Cannot confirm. This level of detail is not provided in drawings
	Will there be audible or vibrating cues at crossings with associated tactiles on the signal buttons?			Cannot confirm. This level of detail is not provided at current stage.
	Are there obstacles in the way of the walkway/ footpath?	•		Demountable bollards in pathway at eastern end of section joining Old Navan Road (CH8140).
	Are facilities easily accessible from the footpath?		•	12 th Lock, Castleknock train station are immediately accessible. Otherwise, no.
	Is there seating to stop and rest?		•	None is shown on drawings provided.
	Is bicycle parking available close to amenities/ along main route?		•	None is provided as part of scheme.
	Is the bicycle parking accessible? E.g. suitable for mobility bicycles, cargo bicycles?			N/A – none provided as part of scheme
	Is the area a shared area or shared surface that is difficult for the visually or mobility impaired to navigate?	•		Section includes portions of shared surface east of Porterstown Road (CH5370 – 5460) and along Sheepmoor Lane to Coolmine Road (CH5980 – 6280)
	Is tonal and colour contrast used appropriately?			Cannot confirm. This level of detail is not provided in drawings
	Is there any barriers on this route (list in comment box)		•	None are apparent from drawings.

Issue	Guiding Questions	Yes	No	Comments
Surveillance	Is there CCTV?		•	Ducting provided for CCTV connectivity along length of scheme; not apparent whether CCTV to be installed from outset.
	Will there be adequate passive surveillance?	•		Section is in the vicinity of residential developments, train stations (Coolmine & Castleknock) and other amenities (12 th Lock) along majority of length, providing limited opportunity for passive surveillance.
Attractiveness	Will there be places/seating to rest?		•	None provided along this section.
	Will there be shade/shelter along the route?		•	No such locations are apparent from drawings
Other	Is the speed limit appropriate?			This level of detail has not been provided at this stage. Cannot confirm.