Appendix I2
Accessibility Audit
Designers Response

Belfield / Blackrock to City Centre Core Bus Corridor Scheme

Accessibility Audit Designers Response

Assessment Comments	To Be Completed By Designer		
	Problem/ Observation Accepted (yes/no/n/a)	Recommended measure accepted (yes/no/n/a)	Designers Comments
On-street Disabled Parking Space layout should be to the appropriate standard, with dropped kerb access between the parking space and footpath.	Y	Y	Where practicable, existing disabled parking spaces have been upgraded to meet current standards. If not practicable, and a suitable alternative location where standards can be met is not present nearby, it is considered appropriate to retain the existing space in its current layout to reserve space for mobility impaired drivers.
Width of footpaths should be clear of clutter, such as street furniture, and allow unimpeded access for the mobility impaired, and in doing so, meet the minimum standards for widths.	Y	Y	Footpath widths throughout the scheme are a minimum of 2m with the exception of a number of pinchpoints where the width is reduced locally. This allows sufficient space to accommodate street furniture along the scheme. Street furniture locations will be fully designed at detailed design stage . All efforts will be made to ensure that footpath widths are not unnecessarily restricted by the prescence of street furniture.
All footpaths should have sufficient cross-fall for drainage purposes but without affecting the ability of mobility-impaired people to move safely along the corridor.	Y	Y	All cross-falls on footpaths have been designed to adhere to required standards.
Guardrails should be located only where needed for safety purposes – and care should be taken not to create narrow spaces which create difficulties for movement.	Y	Y	Guardrail locations will be identified during the detail design stage
Pedestrian crossing points should be laid out in accordance with standards and make it convenient and safe for mobility impaired users to negotiate the crossing of carriageways.	Y	Y	Insofar as is practicable, pedestrian crossings have been designed to be single-stage and avoid the need for central refuges. Where refuges are required, these have been sized in accordance with standards. All crossings have been designed in accordance with standards and will continue to be as part of the detailed design stage
Controlled and Uncontrolled Crossings should have tactile paving laid out correctly to provide tactile and visual assistance to mobility-impaired users approaching crossing points.	Y	Y	Tactile paving will be designed as part of the detailed design stage and will be provided at all controlled and uncontrolled crossing points.
Any changes in level should be addressed in the design process to ensure that all changes in level, where practicable, comply with standards.	Y	Y	All changes in level have been designed to comply with standards.
Shared pedestrian/cyclist areas should be well laid out, with clear visual and tactile elements included, to ensure that these areas are safe for mobility-impaired users, pedestrians and cyclists.	Y	Y	Shared pedestrian/cyclsist areas have been minimised as much as practicable. Where they do exist, tactile paving will be designed as part of the detailed design stage and comply with standards.
Footpath materials should be selected to ensure surfaces are free of undulations, with no trip hazards where there is a transition between surface materials – or where the Proposed Scheme ties into the existing infrastructure.	Y	Y	The proposed material typologies will ensure that surfaces are free from trip hazards. The footpaths around trees being retained, which currently have disturbed or damaged footpath surfaces, will be replaced where appropriate with self-binding gravel so as improve the vitality of the trees and ensure accessible facilities.
All poles for signs and street lighting should be carefully located to minimise the effect on the safe and convenient passage of pedestrians and cyclists, with due cognisance to the safe movement of mobility impaired users	Y	Y	Street lighting locations have been designed to ensure safe and convenient passage of pedestrians and cyclists and the safe movement of mobility impaired users. Traffc signage pole locations will be designed at detailed design stage and every effort will be made to ensure that footpath widths are not unnecessarily restricted.