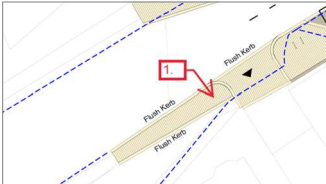
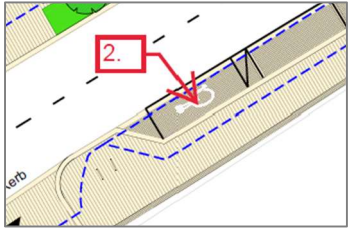




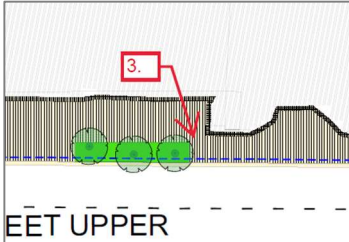
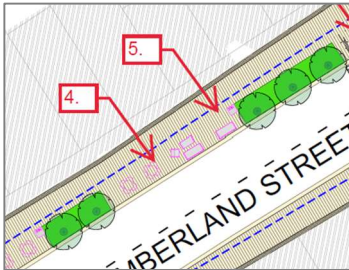
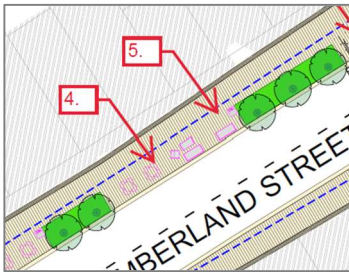
Accessibility Review

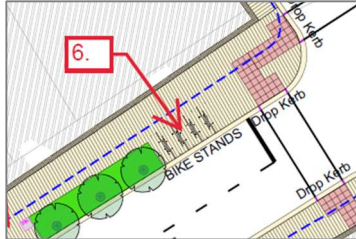
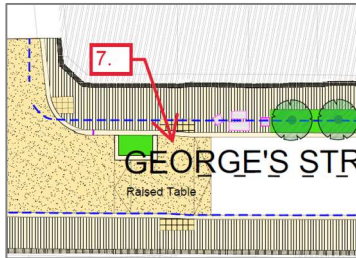
Project:	Public Realm Improvements – Dún Laoghaire Village (230029)
Address:	Dún Laoghaire, Co Dublin
Review Type:	No.1 – High Level Review
Review Date:	28 June 2023
Prepared by:	Clodagh Dodd

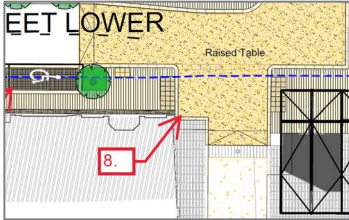
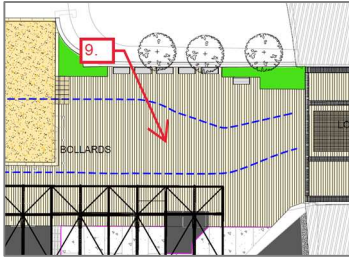
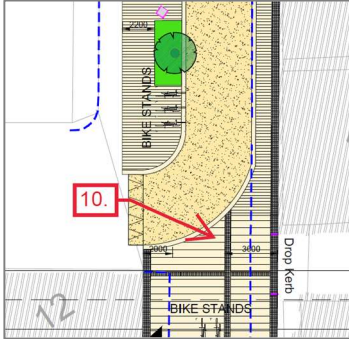
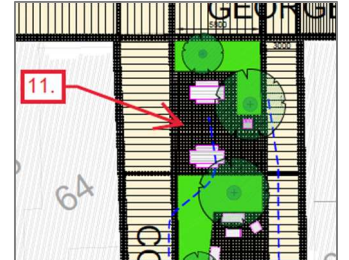
1. Accessibility Review – Design of streets

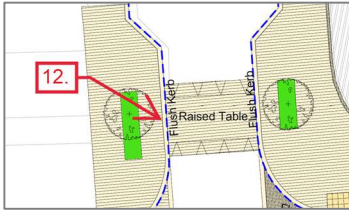
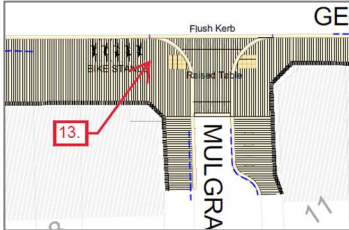
No.	Item	OHAC Comment/Recommendation	Drawing Reference	Design Team Comments
1.	Flush kerbs at crossing points and junctions	<p>Please confirm and indicate how pedestrians with vision impairments will be warned from inadvertently entering the vehicular carriageway, in instances where flush kerbs are provided between footpaths and vehicular carriageways.</p> <p>RISK: there is a serious H&S risk of people with vision impairments being struck by passing cars, if there is not sufficient warning provided between pedestrian and vehicular routes.</p> <p>Please indicate dropped kerbs and associated tactile paving at points where vehicular traffic crosses the pedestrian route.</p> <p>Please ensure the tactile paving provision is indicated on all drawings as it is a critical feature to aid in safe navigation of streetscapes for persons with vision impairments.</p> <p>RISK: there is a serious H&S risk of a person with a vision impairment inadvertently walking into the path of a vehicle if sufficient warning is not provided to alert them of potential vehicle crossings.</p>		<p>This is noted and will be addressed at detailed design stage.</p> <p>Indicative locations have been added. This will be further examined and finalised at detailed design stage.</p> <p>Indicative locations have been added. This will be further examined and finalised at detailed design stage.</p>
2.	Accessible Parking	<p>Further information is required on the provision and design of the accessible parking bays. It is noted that many bays are indicated alongside standard bays with no provision for a marked access zone to facilitate a transfer zone.</p> <p>Accessible bays should be designed to ensure that a wheelchair user can safely alight and</p>		<p>This is noted and will be addressed at detailed design stage.</p> <p>This is noted and will be addressed at detailed design stage.</p>

		<p>transfer from a vehicle clear of the vehicular route – the current proposal does not provide sufficient space to allow safe transfer.</p> <p>RISK: there is a serious H&S risk of wheelchair users being struck by passing cars, if sufficient clear marked access zones are not provided adjacent to accessible parking bays to facilitate safe transfer / alighting.</p> <p>There are also no dropped kerbs indicated at the parking bays to allow a person with reduced mobility to access the footpath – please indicate same on drawings.</p> <p>RISK: there is a serious H&S risk of wheelchair users being struck by passing cars, if they are required to traverse the vehicular lane to access a dropped kerb.</p> <p>If kerbs are flush with pavement / carriageway please indicate how pedestrians with people with vision impairments will be warned from inadvertently entering the vehicular carriageway.</p> <p>RISK: there is a serious H&S risk of people with vision impairments being struck by passing cars, if there is not sufficient warning provided between pedestrian and vehicular routes.</p> <p>See Section 1.1.5 and Diagrams 8 and 9 of TGD M 2010 for further information.</p>		<p>Indicative locations have been added. This will be further examined and finalised at detailed design stage.</p> <p>This is noted and will be addressed at detailed design stage.</p>
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3.	Access Route Widths	<p>It is noted that the min. Part M (2010) compliant access route should achieve 1,500mm width clear of obstruction, please confirm the min. access route widths achieved on drawings.</p>	 <p>EET UPPER</p>	<p>This has been reviewed and amended where appropriate. A minimum 1.5m clear width is provided throughout the scheme</p>
4.	Seating provision	<p>Please ensure seating is provided at regular intervals along access routes, clear of access routes.</p> <p>Ensure the clear width of the access route is maintained when seating is occupied.</p> <p>Note NDA guidelines for regular seating rest points, identifies the following maximum distances of travel without a rest:</p> <ul style="list-style-type: none"> • Visually impaired persons: 150M • Wheelchair user: 150M • Ambulatory without walking aid: 100M • Stick Users: 50M 		<p>Extensive new seating is being provided. This will be further examined and finalised at detailed design stage.</p>
5.	Seating design	<p>Please ensure accessibility has been considered in the seating provision.</p> <p>For example: where seating is provided, a mix of seating types should be provided (with and without armrests, differing heights, etc.) to suit a wide variety of users.</p> <p>Please ensure seating design allows for a wheelchair user to sit clear of access routes.</p>		<p>A mix of seating types will be provided to suit a wide variety of users. The details of all seating types will be further examined and finalised at detailed design stage.</p>

		<p>Please ensure picnic benches are accessible in their design, and include knee recesses to allow wheelchair users to sit at the table.</p> <p>Ensure positioning of seating allow for safe access without the need to enter bike lanes.</p> <p>RISK: there is a serious H&S risk of pedestrians, particularly persons with reduced mobility or vision impairments being struck by passing bikes or cars, if sufficient access zones are not provided to access seating.</p>		
6.	Accessible / inclusive bike parking spaces	<p>Provide accessible bike parking for non-standard bikes (e.g. cargo bike parking, hand operated tricycles, etc.). Consideration needs to be given to design of non standard bike parking: access to spaces including turning circles of larger, less manoeuvrable bikes, positioning of stands to negate the need to reverse bikes, extended and low and high level locking bars for flexibility of use, positioning of spaces to ensure, when occupied, they do not obstruct access routes.</p>		This is noted and will be addressed at detailed design stage.
7.	Sightlines and obstructions at crossing points	<p>Further information required on the type of planting at this location – please confirm planter type and that same does not obstruct the visibility for both motorists and pedestrians at this crossing point.</p> <p>RISK: there is a serious H&S risk of collision between motorists and pedestrians where clear sightlines are not maintained at crossing points.</p>		This is noted and will be addressed at detailed design stage.

8.	Dropped Kerb location	Confirm detail here – Confirm pedestrian crossing is located at footpath / vehicular route edge.		This is noted and will be addressed at detailed design stage. Convent Lane is being pedestrianised as part of the Myrtle Square Scheme and so a pedestrian crossing may not be required here
9.	Shared Surface	Further information is required here in relation to the design of shared space, in particular, what provisions have been made to ensure the safety of pedestrians with vision impairments. See separate OHAC File Note on Shared Surfaces provision.		This section is pedestrianised, a similar layout to Grafton St is proposed. Further details will be provided at detailed design stage.
10.	Transitioning from pedestrian only spaces.	Further information is required on the layout and design here – please confirm extent of pedestrian only area. Please confirm how pedestrians, particularly those with visual impairments are alerted to the end / extent of the pedestrian only zone / transition into vehicular & pedestrian zone. Visual acuity and clarity for all users, motorists, cyclists and pedestrians alike is critical for the safe navigation of access routes and junctions.		This is noted and will be addressed at detailed design stage.
11.	Surface Materials	Where a mix of surface materials are provided, ensure frictional characteristics of the surface materials are similar in adjoining materials – to reduce risk of potential trip hazards, confirm slip resistance, visual contrast etc.		This is noted and will be addressed at detailed design stage.

12.	Crossing point design	<p>Please ensure that sufficient manoeuvring space is provided to allow persons with mobility aids, wheelchair users or parents with buggies to manoeuvre to the crossing point and wait as required.</p> <p>Ensure sufficient maintenance is undertaken year round to provide a minimum clear head height of 2,100mm under trees and other obstructions.</p> <p>If kerbs are flush with pavement / carriageway please indicate how pedestrians with people with vision impairments will be warned from inadvertently entering the vehicular carriageway.</p> <p>RISK: there is a serious H&S risk of people with vision impairments being struck by passing cars, if there is not sufficient warning provided between pedestrian and vehicular routes.</p>		This is noted and will be addressed at detailed design stage.
13.	Positioning of bike racks	Ensure the positioning of bike parking does not interfere / obstruct clear manoeuvring spaces on access routes, including at crossing points.		This is noted and will be addressed at detailed design stage.
14.	Setting down areas	Has a provision been made for set down areas within the proposal to allow persons to safely alight from a vehicle / taxi? – see Section 1.1.6 of TGD M 2010 for further information.	General Note	This is noted and will be addressed at detailed design stage.
15.	Street furniture	Please ensure the placement of fixed street furniture does not encroach on, or impede access routes – same should be indicated on drawings.	General Note	This is noted and will be addressed at detailed design stage.

		<p>Street furniture needs to be so placed and maintained so as to not become a hazard to persons with visual impairments.</p> <p>Items to consider:</p> <ul style="list-style-type: none"> • Location of lighting, signage etc. clear of access routes. • Provision of visually contrasting bands on posts or columns within access routes. • Location of bins clear of access routes. • Design and finish of planters. 		
16.	Street lighting	<p>Provide lighting to ensure all users, including persons with visual impairments, and persons sensory / neurological processing difficulties can navigate the external environment conveniently, safely and securely. Consider illuminance on surfaces, avoidance of glare, reflective surfaces etc.</p>	General Note	This is noted and will be addressed at detailed design stage.
17.	Visual contrast	<p>Provide good visual contrast to ensure legibility of space. Hazards (such as columns, bollards or posts) in walkways should be easily identifiable by use of visual contrast.</p> <p>It is noted that low visual contrast is provided between the existing low level bollards (e.g. bollards positioned in front of Dún Laoghaire Shopping Centre) and the background against which they are seen.</p>	General Note	This is noted, details of compliance will be provided at detailed design stage.
18.	Surface Materials	<p>Ensure frictional characteristics of the surface materials are similar in adjoining materials – to reduce risk of potential trip hazards, confirm slip resistance, visual contrast etc.</p>	General Note	This is noted, details of compliance will be provided at detailed design stage.

19.	Signage and wayfinding providing a Universal Design strategy	<p>Provide all signage and wayfinding in line with best practice and universal design. For further information on the provision of signage and wayfinding refer to:</p> <ul style="list-style-type: none"> • BS8300-1:2018 & BS8300-2:2018 • Building for Everyone. 	General Note	This is noted, details of compliance will be provided at detailed design stage.
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2. Accessibility Review – Operations

No.	Item	OHAC Comment/Recommendation	Design Team Comments
1.	Standards and guidance	<p>What standards and guidance documents are being used to inform the design?</p> <p>Have DLRCoCo outlined a commitment to Universal Design as opposed to minimum compliance – what best practice document is being referenced?</p>	<p>The Design Manual for Urban Roads and Streets.</p> <p>Part M of the Building Regulations, the project aspires to follow all regulations in this document while noting that this project is a retrofit of an existing urban street and so following all guidance applicable to buildings may not be feasible</p> <p>Universal Design standards to be discussed at detailed design stage.</p>
2.	Maintenance	<p>Consideration needs to be given to the continued maintenance of an accessible streetscape, for example:</p> <p>How will DLRCoCo ensure hazards additional to the proposed design are not provided that pose a H&S risk to users, particularly those with vision impairments? For example:</p> <ul style="list-style-type: none"> • Seating sandwich boards are maintained clear of access routes. • Temporary signage (including but not limited to election signage, temporary road works signage, etc.) 	Noted, to be discussed with DLRCoCo.

		are installed and maintained at a height so as not to pose a collision risk to pedestrians or cyclists?	
3.	Consultation and engagement	Has there been any engagement with the community / disability groups to discuss any current barriers / or the accessibility of the proposed scheme? OHAC strongly recommend stakeholder engagements take place.	The design team has engaged with the DLR disability action group. Further engagement with a variety of groups is planned during the development of the detailed design.
4.	Procurement and purchasing	Further discussion required to identify how accessibility and Universal Design can be embedded into all purchasing and procurement exercises (e.g. new signage; new street furniture, etc.). Further discussion required on the role of contractors and ensuring they address Universal Design.	Noted

References:

1. DEHLG (2010) Building Regulation, 2010 Technical Guidance Document M. Disability Access. Department of Environment, Heritage and Local Government, Dublin.
2. BSI (2018), BS8300-1: Design of an accessible and inclusive built environment, Part 1: External environment – Code of practice.
3. BSI (2018), BS8300-2: Design of an accessible and inclusive built environment, Part 2: Buildings – Code of practice.