



adamstown

strategic development zone



Adamstown

Access for All Strategy

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South Dublin County Council Planning Department



Adamstown - Access for All Strategy

Table of Contents

1.0 Purpose / Aim

2.0 Providing an Accessible Environment for People with Disabilities

2.1 Pedestrian Crossing Facilities

2.1.1 Tactile Paving

2.1.2 Dished Crossings

2.1.3 Controlled Crossings

2.1.4 Uncontrolled Crossings

2.1.5 Traffic Islands

2.1.6 At-Grade Crossings

2.2 Street Furniture

3.0 Provision of Designated Disabled Car Parking and Associated Facilities

3.1 Provision of Disabled Car Parking Spaces

3.2 Design and layout of Disable Car Parking Spaces

3.2.1 Perpendicular Parking

3.2.2 Parallel Parking

3.3 Accessible Disabled Parking Spaces in Covered Parking Areas.

3.4 Accessible Controls for Pre-paid Parking Facilities

4.0 Implementation of Adamstown Access for All Strategy

4.1 Relevant South Dublin County Council Policies

Adamstown - Access for All Strategy

1.0 Aim of Document: - To provide design guidance that will assist the promotion of an inclusive environment with access for all throughout Adamstown.

Adamstown will be a new urban community and provides an opportunity to create a fully accessible environment for all of its residents. The general aspiration is to provide a traffic calmed environment within Adamstown where the pedestrian has priority, and to minimise the amount of level differences which often restrict the movement of those who are mobility impaired. This can be achieved by, for example incorporating level and shared surfaces where appropriate.

The first section of the strategy looks at the provision of adequate pedestrian facilities within Adamstown to provide ease of movement for the disabled or mobility impaired. The second part of the strategy looks at the design and provision of disabled car parking facilities and associated infrastructure within Adamstown.

2.0 Providing an Accessible Environment for People with Disabilities

2.1 Pedestrian Crossing Facilities

Pedestrian crossing facilities within Adamstown should be of a high quality and be designed in accordance with best practice in order to accommodate the needs of the disabled or mobility impaired pedestrian.

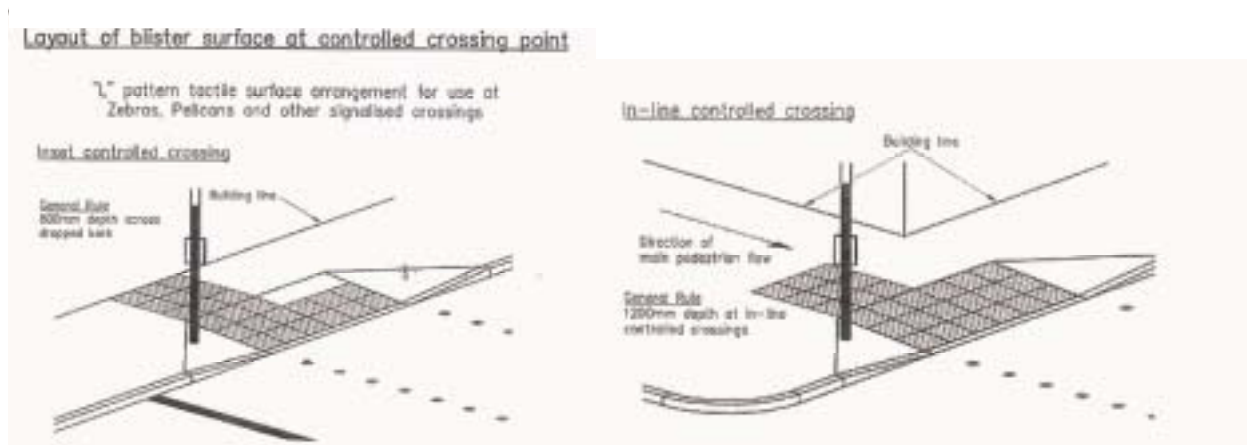
2.1.1 Tactile Paving

- Tactile paving should be used at all pedestrian crossings both controlled and uncontrolled.
- **Red tactile** paving units only, should be used at **controlled crossings**. This is to help guide partially sighted people to a controlled crossing point.
- **Grey or Buff tactile** paving units only, should be used at **uncontrolled crossings**.

2.1.2 Dished Crossings

- Dished crossings can be provided at all pedestrian crossings both controlled and uncontrolled, and should incorporate tactile paving as outlined above.
- A ramp slope of 1 in 20 is desirable but a max of 1 in 12 should not be exceeded. The ramp should be the full width of the crossing area and there should be a taper either side from the road kerb down to the drop kerb.
- Where possible the kerb should be kept flush with the road surface but if this is not achievable, the upstand should be no greater than 6mm to allow ease of access for wheelchair users.

2.1.3 Controlled Crossings – at the crossing the tactile paving should be laid along the full width of the dropped kerb (min 2400mm wide) and should be 800mm deep, and 1200mm deep when the crossing is in the direct line of travel. The stem of the paving should extend back to the full width of the footpath to intercept people who may walk past without knowing. The width of this stem should be 1200mm. Care should also be taken to ensure that the direction of the dimples are aligned so as to guide the visually impaired individual directly to the other side of the crossing – this may necessitate the cutting of some slabs. Also the top of the drop kerb should be painted white for the benefit of the visually impaired.

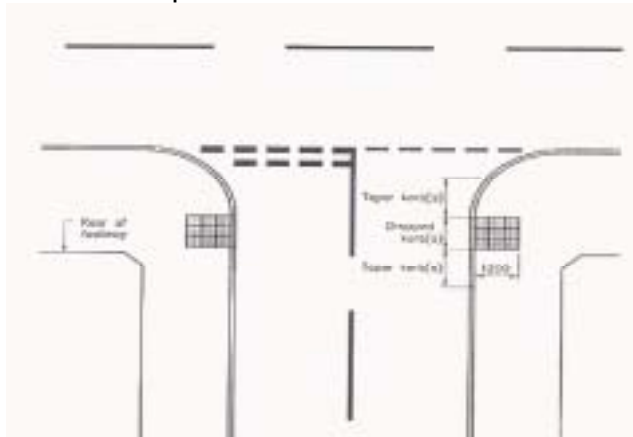


Extract from (DETR) UK document - **'Guidance on the use of Tactile Paving Surfaces'**

PBU – Push Button Units at Controlled Crossings

The push button units used at controlled crossings should be Audio/Tactile push button units to assist the visually and hearing impaired user, and units should be conveniently located at a height of between 900mm and 1100mm

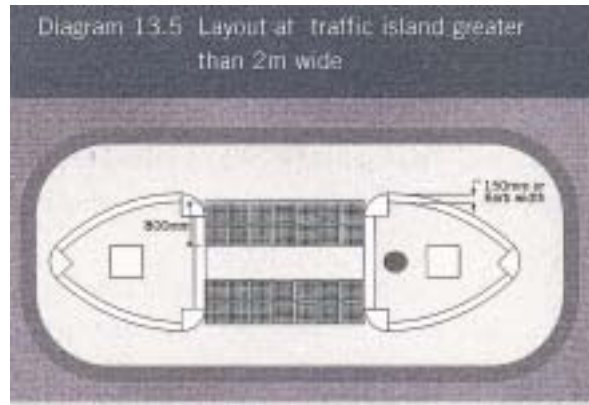
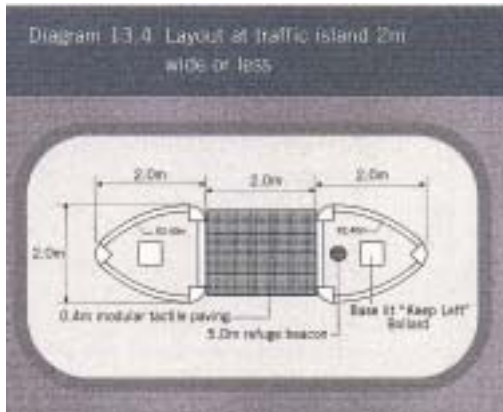
2.1.4 Uncontrolled Crossings – at an uncontrolled crossing the purpose of the tactile paving is to warn the visually impaired pedestrian that there is a reduced kerb height (less than 25mm) at a dished crossing it will be between 0-6mm. This warning is to prevent the visually impaired pedestrian from walking out onto the carriageway rather than guiding him to a safe crossing point. The tactile paving should be grey or buff in colour and no 'Stem' is required as with the controlled crossings.



Extract from (DETR) UK document - **'Guidance on the use of Tactile Paving Surfaces'**

Diagram showing use of Tactile Paving and Dished Crossings at an uncontrolled pedestrian crossing

2.1.5 Traffic Islands – at traffic islands if the island is less than 2m wide then the tactile paving should extend the full width of the drop kerb and across the whole island. If the island is greater than 2m wide then the tactile paving should be the full width of the drop kerb but only 800mm into the entry and exit locations.

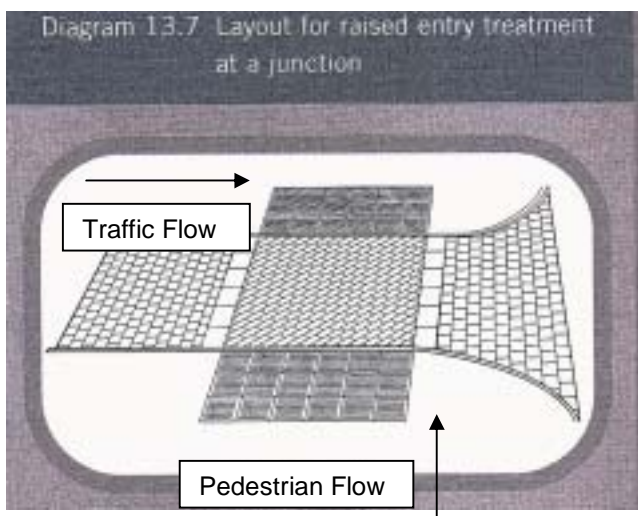


Extract from the DTO 'Traffic Management Guidelines 2003'

2.1.6 At Grade Crossings - At grade crossings are road crossings where there is no level difference between the road crossing and the adjacent footpath and hence the pedestrian crosses the road at an elevated level (often referred to as a raised crossing).

At grade crossings can be provided at either controlled or uncontrolled crossing points. They will often form part of an overall entrance treatment at a junction between roads of different priorities, example: where a local road accesses out onto a residential distributor road. At grade crossings may be used at a controlled crossing on a residential/ access distributor road as part of an overall traffic calming strategy and/or where high volumes of pedestrian movements are expected.

At grade crossings can help to promote a safe, traffic calmed, pedestrian friendly environment and the use of at grade crossings will be encouraged throughout the Adamstown Development.



Extract from the DTO document - 'Traffic Management Guidelines 2003'

Use of Tactile Paving at uncontrolled at-grade crossing.

2.2 Street Furniture

Pathways and access aisles should be kept free from obstacles and should preferably be 1.8m wide in order to allow two wheelchair users to pass. At all times a minimum width of 1.2m should be maintained. All planting should be well maintained and trimmed back so as not to encroach on pedestrian routes. Street furniture should be located in straight lines off the main pedestrian route. Seating should be provided on long or arduous routes to provide respite for people with impaired mobility.



Figure 5: Clear unobstructed pavements

Extract from the National Disabilities Association's document 'Building for Everyone'

Where the use of bollards is required it is essential that they are clearly identifiable (particularly for the visually impaired). They should be a minimum of 800mm high and 250mm wide and should be of a contrasting colour. All gratings or gullies should have a maximum 12mm opening in the direction of pedestrian flow to minimise the likelihood of wheels, canes or heels being trapped in the openings.

Extract from the National Disabilities Association's document 'Building for Everyone'

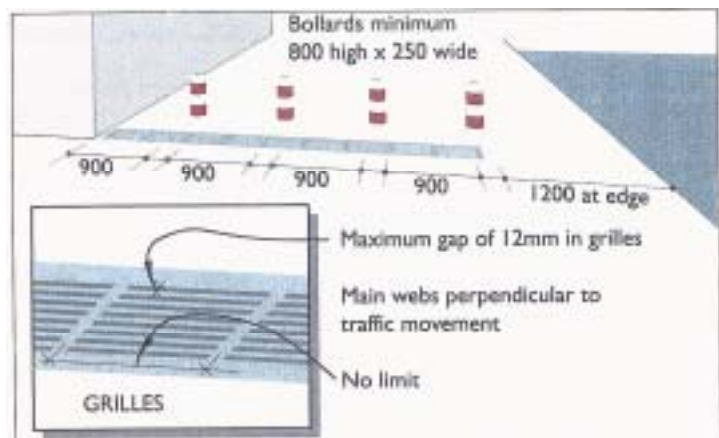


Figure 6: Bollards and grilles

Note:

Tactile paving of various design and dimensions may also be used as a warning mechanism for various hazards such as at the top and bottom of steps or at platform edges. When considering the use of tactile paving reference should be made to the DTO document '**Traffic Management Guidelines 2003**' and the DETR UK document '**Guidance on the use of Tactile Paving Surfaces**' for design guidance on the use of tactile paving.

3.0 Provision of Designated Disabled Car Parking and Associated Facilities

In order to develop an environment within Adamstown where equal opportunity for physical access is afforded to all, it is important to provide the necessary infrastructure to support the disabled or mobility impaired residents of Adamstown.

3.1 Provision of Disabled Parking Spaces

The following table outlines the minimum requirements for the provision of reserved spaces for disabled parking.

Total Parking Spaces Required	Spaces Reserved for Disabled Parking
1-25	Minimum of 1 space
25-50	Minimum of 3 spaces (i.e. 6%)
50-200	5% of spaces or a minimum of 5 spaces (whichever is greater)
200+	2 spaces plus 4% of total spaces

(Based on guidelines within the National Disability Association's document 'Building for Everyone')

- Reserved parking spaces for disabled people serving a designated building should be located as close as possible to the main entrance of the associated building. In exceptional circumstances where they are located at a distance greater than 50m, the provision of a covered access route should be considered.
- Where reserved parking spaces for disabled people are provided on-street in residential areas, the spaces should be provided strategically at mid points along the length of the street so as to provide the shortest possible distance to serve the maximum number of units.
- General public usage car parks (for example within the district and local centre) should be appropriately located close to the main attractions.
- At large scale developments accessible to the public such as a supermarket, shopping centre or leisure centre, a parking set down/pick up area (minimum 2.5m x 8.0m) should be provided as a set down/pick up area to accommodate disabled transport. This should be provided as close as possible to the main building entrance and a covered seating area should be provided at these locations.
- At large scale developments accessible to the public such as a supermarket, shopping centre or leisure centre a minimum of 1 disabled van space should be provided at all times and where possible 1 in every 8 reserved disabled spaces should be identified as a disabled van space.

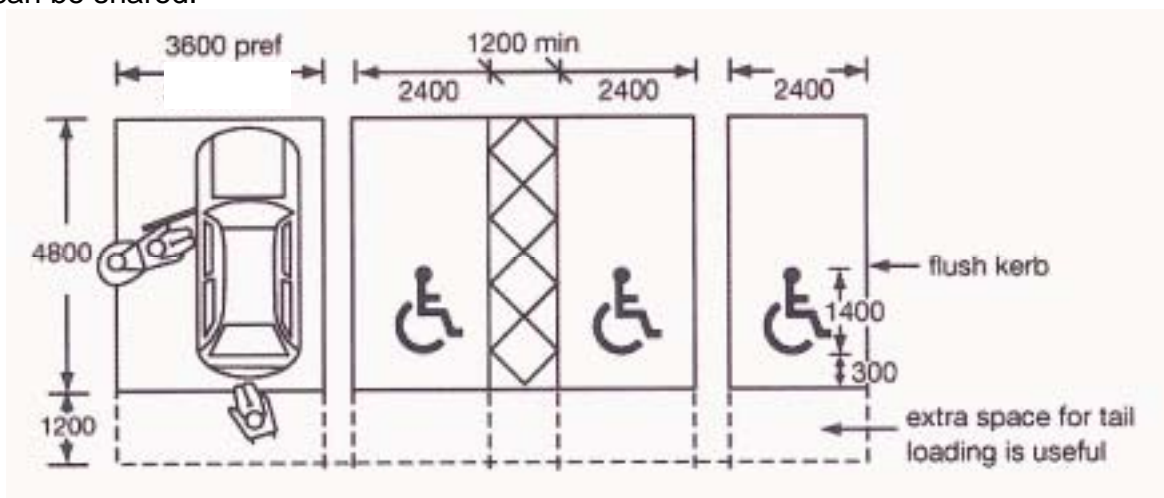
- All reserved parking spaces should be clearly identified with a standard disability symbol painted on the ground and they should be clearly sign posted as disabled parking only. Disabled van spaces should be clearly sign posted as disabled van parking only.

3.2 Design and Layout of Disabled Parking Spaces

3.2.1 Perpendicular Parking

- The minimum dimensions for a disabled parking space should be the standard 2.4m x 4.8m parking space plus an additional 1.2m access aisle to the side to allow wheelchair access and where possible an extra 1.2m access aisle to the rear to provide for rear boot access and facilitate cars with rear hoists. Overall space required (3.6m x 6.0m)
- An access aisle (**minimum 1200mm**) should be provided adjacent to each of the parking spaces - (access aisle to side of disabled van space should be 2400mm wide to accommodate wheelchair lift)
- The access aisle should form part of a clear unobstructed well lit access route to the main building entrance (preferable width for access aisle - 1.8m with a minimum width of 1.2m). A drop kerb should be provided from the access aisle to the adjacent footpath. Ramps should be provided preferably at a grade of 1 in 20, with a maximum allowable grade of 1 in 12.

***Where two disabled spaces are adjacent then the one 1.2m access aisle to the side can be shared.

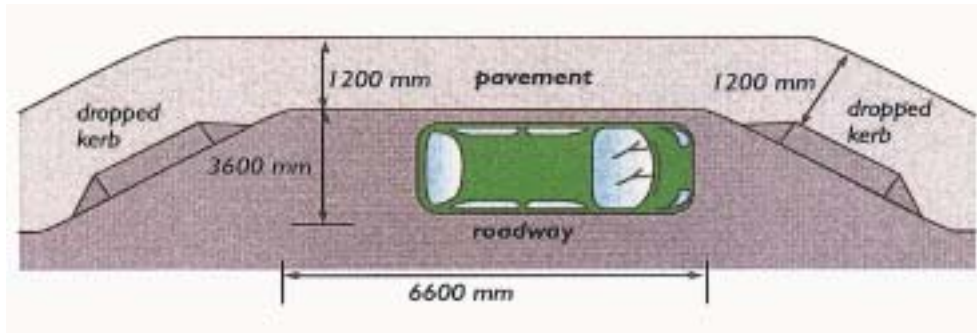


Accessible off-street parking

Extract from the Northern Ireland (DOE) document 'Access for All'

3.2.2 Parallel Parking

- The minimum dimensions for a disabled parking space should be the standard 2.4m x 4.8m parking space plus an additional length of 1.8m to provide for rear boot access and facilitate cars with rear hoists and an additional width of 1.2m to allow for safe access to and from either side of the car. Overall space required (3.6m x 6.6m). Where possible a drop kerb should be provided along the full length of the parking bay to facilitate easy access from the vehicle into a wheelchair.



Accessible on-street parking

Extract from the CIRIA guidelines 'Buildings for all to use'

3.3 Accessible Parking Spaces in Covered Parking Areas.

When providing reserved disabled parking spaces within a covered or multi-storey car park it is important to provide adequate height clearance to facilitate wheelchair accessible vehicles. Many covered car parks in Ireland provide only 1.9m to 2.25m clear height compared to 2.4m to 2.6m specified in many other European countries. This extra height is often required to cater for high roof wheelchair accessible vehicles.

3.4 Accessible Controls for Pre-paid Parking Facilities.

- Disabled drivers should not have to exit their cars to operate a parking barrier/entrance system
- Ticket machines and barrier controls should be easy to operate and in an accessible location and should conform to guidance given in **BS EN 12414**. (recommends unit heights, tactile controls, colour contrasts etc)
- Proximity sensors or attendant controlled gates at entrance barriers are preferred, as ticket controlled, swipe card controlled or key activated controls require a level of manual dexterity the some disabled people may find difficult. An intercom should also be provided so that people who are having difficulty operating the system can call for assistance

4.0 Implementation of Adamstown Access for All Strategy

4.1 Relevant South Dublin County Council Policies

South Dublin County Council intends to assess all applications for development in Adamstown against all relevant planning policies within the Development Plan. The main policy considerations relating to accessibility and the built environment are set out in Chapter 4.3 of the South Dublin County Dublin Development Plan 2004-2010 Policy - Social Inclusion and Community Development.

Policy SDR 3: Disabled People

'It is the policy of the council to further promote the inclusion of disabled people in South Dublin County through the implementation of the Barcelona Declaration (1995) (and any subsequent amendment as may be made from time to time) and to continue the provision and development of facilities which maximize the independent mobility of all disabled people'

In addition to the above all future planning applications for development within the Adamstown SDZ will be assessed against the '**Adamstown Access for all Strategy**' to ensure that a well designed equally accessible environment for all is achieved.

References:

Dublin Transport Office - '**Traffic Management Guidelines 2003**'
(Irish) National Disability Association's document - '**Building for Everyone**'
(N.I) Department of Environment - '**Access for All**'
(UK) CIRIA guidelines - '**Buildings for all to use**'
British Standards - (**BS 8300:2001**)
DETR UK document - '**Guidance on the use of Tactile Paving Surfaces**'
(U.S) ADA - '**Americans with Disabilities Act**'