



EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
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Use Type: Town Centre

Auditor: J Lowe

Date of Audit: 25/03/2008

Capita Ref: 015

Name: Carnew

Address: Co. Wicklow

Section 1: Town GENERAL ACCESS AND CIRCULATION

REF:	QUESTION:	Y/N:
1.1	Are general circulatory routes clearly marked out?	Yes
1.2	Are circulation routes suitably surfaced, and slip resistant?	No
301369	163270 Separate to record 1, there are other areas of pathway requiring resurfacing due to wear and tear, which is making the path uneven and subject to lying water. An approximate figure of 50m has been budgeted.	Coolattin Row outside of residential properties. 50m 2 4 €5,000
301370	163294 No crossing point exists at this junction however no path exists beyond this point as well. Budget has been accounted for the crossing in record 1 section 2.1. 50m has been included in this recommendation for path upgrades.	Coolattin Row. 50m 2 3 €5,000
301641	163117 An area of pathway is poorly surfaced, cracked and uneven. The damage is along the complete width and unavoidable when traversing and as such in need of repair. It is in a very busy pedestrian area.	Shopping area in Main Street. 10m 15 2 €5,000
163239	163238 There is a raised square manhole cover which is several inches above the surface level of the path. It is an obvious obstruction but also a severe trip hazard and requires immediate attention.	Side street and disabled bay next to Coolattin Row. 1 4 1 €1,500
1.3	Are routes kept free of snow, ice and fallen leaves?	Yes
1.4	Are there sufficient forms of accessible transport which provide access to the main roads throughout the town centre?	Yes

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Section 2: Town PEDESTRIAN CROSSING POINTS

REF:	QUESTION:	Y/N:	No				
REF: 2.1	QUESTION: Are there suitable crossing points present at regular intervals to allow circulation throughout the residential area?	Y/N:	No				
	There is a lack of controlled crossing points such as zebra or traffic lights within the town centre in allowing pedestrians to cross the main road which has a relatively high speed, high traffic flow. It is recommended that a review with road engineers should consider the requirement and necessity of pedestrians to cross the Main Street at strategic areas such as shop areas or at amenity places such as post offices etc. A budget figure has been included.						
	Along Main Street Shopping Area.	1	14				
		1	1				
			€10,000				
301362	163227	An uncontrolled crossing is recommended at the crossover between the "T" junction of two side roads. A dropped kerb on one side currently exists. This junction is very near to a disabled bay.	Coolattin Row near the disabled bay.	1	5,6	3	€2,500
301370	163293	No crossing point at this area which is an access road towards the town centre. A dropped kerb exists on one side but there are no tactiles. Secondly there is no path for approximately 50m Refer to 1.2.	Coolattin Row.	1	2	3	€2,500
301360	163137	No uncontrolled crossing exists at this area. An uncontrolled crossing is recommended at the crossover point of the side road and main road "T" junction. A dropped kerb on one side currently exists however the dropped kerb is too high and needing reworked. Any uncontrolled crossing should create a parallel crossing point.	Entry / Exit point from main road to Coolattin Road.	1	5,6,7	2	€2,500
301556	163094	An uncontrolled crossing is recommended at the crossover point of the side road and main road "T" junction. It is at a busy junction area off of the main shopping area. A dropped kerb on both sides currently exists however the dropped kerbs area on the circumference of the bend. Any uncontrolled crossing should create a parallel crossing point.	Junction along Main Street in shopping area.	1	12	2	€2,500
301675	163126	This area has no crossing point either across the "T" junction (where the path has run out) or across the main road. It is recommended that two junctions are placed in this area and the path and kerbing is upgraded using appropriate tactile paving in suitable locations. This would also demarcate the path from the road which merges together physically and is currently of very poor contrast.	Main Road T junction at the top of main street and R748	2	17,18,19	1	€5,000
301926	163204	The path stops on one side but continues on the other side which has residential buildings. A crossing point here should be considered to allow persons to continue their journey. This may not be necessary should a crossing point be provided nearer the main road junction.	R748.	1	20,21	5	€2,500
REF: 2.2	QUESTION: Are all crossovers flush with the carriageway?	Y/N:	Yes				
REF: 2.3	QUESTION: Is the surface slip resistant?	Y/N:	Yes				

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		REF: 2.4	QUESTION: Is blistered tactile paving present at all crossovers where the kerb upstand has been removed?				Y/N: Yes
		REF: 2.5	QUESTION: Is all blistered paving located in a suitable manner that will not lead to confusion for someone with a visual impairment?				Y/N: Yes
		REF: 2.6	QUESTION: Is all street furniture suitably located to ensure that it will not cause a hazard to pedestrians?				Y/N: Yes
		REF: 2.7	QUESTION: Is there a strong colour contrast at the kerb edge to assist partially sighted users?				Y/N: Yes
Section 3: Town CONTROLLED CROSSOVERS							
		REF: 3.1	QUESTION: Is the blistered tactile paving at controlled crossings red?				Y/N: No
301292	163180	There is no red tactile paving at either side of the controlled zebra crossing. Consider placing tactile paving in accordance with sections 5.1.2 and 5.1.3 of the NDA "Building for Everyone".	Main Street near the junction with Coolattin Row and school.	2	1	3	€800
		REF: 3.2	QUESTION: If the footway is also red, is there a contrasting border of 150mm wide around the tactile surface?				Y/N: Yes
		REF: 3.3	QUESTION: Are there any audible signals at controlled crossovers?				Y/N: Yes
		REF: 3.4	QUESTION: Has red material been avoided in the vicinity of a controlled crossing?				Y/N: Yes
		REF: 3.5	QUESTION: Where the dropped kerb at the controlled crossing is in the direct line of travel, is the tactile surface laid to a depth of 1200mm?				Y/N: Yes
		REF: 3.6	QUESTION: At all other controlled crossings is a depth of 800mm been provided?				Y/N: Yes
		REF: 3.7	QUESTION: Is the back edge of tactile paving at right angles to the direction of crossing				Y/N: Yes
		REF: 3.8	QUESTION: Where the back edge is not parallel to the kerb, and the depth of surface varies, it is no less than 800mm?				Y/N: Yes
		REF: 3.9	QUESTION: Is the stem of the tactile paving 1200 wide and extends to the building line where possible?				Y/N: Yes
		REF: 3.10	QUESTION: Does the stem extend back adjacent to the control box or zebra pole?				Y/N: Yes
		REF: 3.11	QUESTION: Does the stem extend in line with the direction of travel across the road?				Y/N: Yes

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	REF: 3.12	QUESTION: Where two controlled crossings are in close proximity does the stem leading to the main road crossing extend from the kerb across the entire footway?					Y/N: Yes
	REF: 3.13	QUESTION: Where two controlled crossings are in close proximity does the stem leading to the side road extend from the kerb to the point where it intersects the other stem?					Y/N: Yes
	REF: 3.14	QUESTION: When pedestrian refuges are part of a crossing, do splitter islands (I take it this is the same as "Staggered islands) have suitable blister surfaces and railings to safely direct visually impaired persons to the opposite crossing point on the island?					Y/N: Yes
Section 7: Town HORIZONTAL CIRCULATION							
	REF: 7.1	QUESTION: Have guidance path surfaces been used sparingly to guide people around obstacles?					Y/N: Yes
	REF: 7.2	QUESTION: Do the bars run in the direction of pedestrian travel?					Y/N: Yes
	REF: 7.3	QUESTION: Have information surfaces been used to draw attention to amenities such as phone kiosk, post boxes, or information points?					Y/N: Yes
	REF: 7.4	QUESTION: Are information surfaces level with the surrounding footway?					Y/N: Yes
	REF: 7.5	QUESTION: Does the surface extend the full width of the amenity or 800mm, whichever is greater?					Y/N: Yes
	REF: 7.6	QUESTION: Does a space of 400mm exist between the amenity and surface?					Y/N: Yes
	REF: 7.7	QUESTION: Are pedestrian routes free of hazards?					Y/N: No
301462	163073	Several silver bollards are without colour contrasting. Reflective banding should also be considered for low level light conditions. They are also low lying and taller bollards should have been considered. Guidance on positioning and type can be found in section 5.3.3 "building for everyone" of the NDA.	Along Main Street across from disabled bay.	14	11	5	€2,800
301598	163109	Tree guards are used along the pathway and although fairly wide, they have no colour contrasting the black paint used. Reflective banding should also be considered for low level light conditions. Guidance on positioning and type can be found in section 5.3.3 "building for everyone" of the NDA.	Along Main street shopping area.	4	12	4	€800
	REF: 7.8	QUESTION: Does the lighting installation take into account the needs of people with visual impairments?					Y/N: Yes

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	REF: 7.9	QUESTION: Are junctions between different surfaces smooth to ensure that they do not present a tripping hazard or cause visual confusion?					Y/N: Yes
	REF: 7.10	QUESTION: Are pedestrian routes a minimum of 1800mm wide?					Y/N: Yes
	REF: 7.11	QUESTION: Is suitable seating provided at regular intervals?					Y/N: Yes
	REF: 7.12	QUESTION: Is general circulation available to all areas by way of accessible routes?					Y/N: Yes
	REF: 7.13	QUESTION: Is town centre signage suitably positioned, sized with necessary colour and tonal contrast between letters and background? Is there alternative pictorial signage where possible?					Y/N: Yes
Section 9: Town INFORMATION							
	REF: 9.1	QUESTION: Is there a tactile plan of the town centre?					Y/N: Yes
	REF: 9.2	QUESTION: If orientation information is available to the public, is it available in alternative formats?					Y/N: Yes
	REF: 9.3	QUESTION: Are all relevant locations clearly signed?					Y/N: No
		There is no signage to identify entrances, recommended routes, amenities etc. A review of pedestrian traffic throughout the area and hence a corresponding requirement for signage should take place. The provision of any signage needs to take into account requirements for persons of various disabilities. This could include braille signage. Any visual signage should have a text height of a minimum of 60mm, the background of the signboard should be white and the text should be black or blue.					
	REF: 9.4	QUESTION: Does the signage system incorporate colour/tone/ contrast and upper and lower case lettering?					Y/N: Yes
Section 10: Town Car Parking							
	REF: 10.1	QUESTION: If required, are there any accessible parking spaces provided?					Y/N: Yes
	REF: 10.2	QUESTION: Are on street accessible bays provided in a safe location?					Y/N: Yes

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REF: 10.3		QUESTION: Does the accessible bay have a drop kerb to the rear to allow disabled motorists access to the walkway?				Y/N: No	
301373	163239	There is signage for a disabled bay but no road surface demarcation exists as well as no dropped kerb. This should be fixed in accordance with the NDA section 5.4 "building for Everyone". There is also a serious trip hazard in this area refer to 1.2	Coolattin Row.	1	4	1	€1,080
REF: 10.4		QUESTION: Is the accessible car parking surface even and free from loose stones?				Y/N: Yes	
REF: 10.5		QUESTION: Are accessible bays adequately lit?				Y/N: Yes	
REF: 10.6		QUESTION: Are accessible bays adequately signed?				Y/N: No	
301475	163080	This particular bay had no high level signage and would be difficult for persons without prior local knowledge to know that it existed.	Along Main Street near church.	1	10	4	€480
301683	163124	This particular bay had no high level signage and would be difficult for persons without prior local knowledge to know that it existed.	Along Main Street.	1	16	4	€480
301540	163089	This particular bay had no high level signage and would be difficult for persons without prior local knowledge to know that it existed.	Disabled bay outside shops along Main Street.	1	13	4	€480
REF: 10.7		QUESTION: Is there a sufficient number of accessible parking bays to meet requirements (1 space per 25 standard spaces, 3 spaces per 25-50 spaces, 5 spaces per 50-100 standard spaces)				Y/N: Yes	