



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

Auditor: J Lowe

Date of Audit: 19/03/2008

Capita Ref: 016

Name: Dunlavin

Address: Co. Wicklow

## Section 1: Town GENERAL ACCESS AND CIRCULATION

REF:	QUESTION:	Y/N:	No
287430	201228	Budget provision has been put in for a disabled bay and markings as none exists here. It may be possible that disabled bays exist further in the college area which is outside the audit area however no signs are in place to alert persons of any such facility which should be considered if this alternative situation is the case.	€1,080
287331	201312	This area is a general meeting point with pedestrian and traffic users converging. Road hazard markings, demarcation of pedestrian routes etc. should be considered.	€3,000
REF: 1.2	QUESTION: Are general circulatory routes clearly marked out?	Y/N:	No
REF: 1.3	QUESTION: Are circulation routes suitably surfaced, and slip resistant?	Y/N:	Yes
REF: 1.4	QUESTION: Are routes kept free of snow, ice and fallen leaves?	Y/N:	Yes
REF: 1.4	QUESTION: Are there sufficient forms of accessible transport which provide access to the main roads throughout the town centre?	Y/N:	Yes

## Section 2: Town PEDESTRIAN CROSSING POINTS

REF:	QUESTION:	Y/N:	No
287331	201311	There currently exists a dropped kerb crossing over onto the school but no tactile exists and requires upgrading. This has been budgeted as per the recommendation in record 2. Refer also to 1.1.	€7,500
287250	201415	Crossing over onto the grassed area (Fair Green) is difficult mainly due to the lack of dropped kerbing around this triangular grassed area. Crossing points should be considered at different areas of the triangular area. Ideally this would be at all three corners which incorporates access to shops (corner 1), church (corner 2), school (corner 3).	€7,500
REF: 2.1	QUESTION: Are there suitable crossing points present at regular intervals to allow circulation throughout the residential area?	Y/N:	No

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287402	201252	Surface area is in need of upgrade as this point crosses over a vehicle access point, it may be prudent to consider tactile paving.	R412 towards St Kevins comm. College.	1	13,14	4	€2,500
298352	237044	An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. A dropped kerb on both sides currently exists and the dropped kerbs are askewed with each other. Any uncontrolled crossing should create a parallel crossing point. The priority of this junction is low due to the fact that dropped kerbs currently exist allowing a degree of accessibility and low traffic volumes are expected. However, it does not negate from the requirement of having appropriate remedial works sanctioned.	Side road "T" junction with main road.	1	1,2	4	€2,500
287337	201406	As well as crossing over to the triangular grassed area, crossing the road that parallels the church should also be considered as it appears that traffic parks along this area and commutes down this path on the far side and would need to cross over at some point.	Sparrow Road parallel with church.	1	5,6,7,8,9	3	€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**

**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 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**

**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: Yes**

**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**

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		<b>REF: 10.6</b> <b>QUESTION:</b> Are accessible bays adequately signed?					<b>Y/N: Yes</b>
		<b>REF: 10.7</b> <b>QUESTION:</b> 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)					<b>Y/N: No</b>
		There is a lack of disabled parking bays along key areas of the town and areas of high usage such as shops. A review by road engineers should establish need and strategic placement of bays.	Throughout town and near strategic areas such as the church.	2		3	€2,160