



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

Auditor: J Lowe

Date of Audit: 10/03/2008

Capita Ref: 008

Name: Enniskerry

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?	Yes				
1.3	Are routes kept free of snow, ice and fallen leaves?	No				
322194	217331 Rainwater downpipes are frequently allowing water to flow across uncontrolled along the pathway surface. By installing submerged drainage pipe, the water can be easily channeled subsurface onto the road where road drains will collect the excess water. It is recommended that this technique or something similar should be employed in the development of newly laid pedestrian surfaces.	Throughout the town especially near the town centre.	1	49	4	
1.4	Are there sufficient forms of accessible transport which provide access to the main roads throughout the town centre?	Yes				

Section 2: Town PEDESTRIAN CROSSING POINTS

REF:	QUESTION:	Y/N:				
2.1	Are there suitable crossing points present at regular intervals to allow circulation throughout the residential area?	No				
324281	217101 The access over and onto the bus platform is by way of a main road and no path (grassed area) both of which have to be overcome. The bus stop has no platform. Any proposed platform should have a low kerb access point.	Bray Road near Dargle Bridge.	1	86,87,88	4	€2,500
322397	217289 Access across into the town centre island feature is difficult due to high kerbs. Off road parking, no designated crossing point and traffic all contribute to the difficulty in accessing this area. It is recommended that a crossing point is constructed using measures to open a clear crossing space with tactile paving and lowered kerbing.	Café front over to island. (Town centre.)	1	69	2	€4,000

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322080	217469	The main road currently has a crossing in place highlighted with road signage and road markings but no tactile paving exists. This area is the main crossing point into a school and it should be considered for upgrading to a controlled crossing such as zebra or traffic lights. Provision for zebra poles has been estimated within costs.	Crossing at bottom of Knocksink Road at St Mary and St Gerard National School.	1	38,39,41	2	€5,000
322213	217322	This is a main intersection that is busy and no uncontrolled crossings exist. A review of appropriate crossing areas is required and as such a minimum of two crossing points is expected and has been budgeted for. No dropped kerbing exists. The traffic flows are high and passage across the road is difficult and dangerous due to partially blind turning points. Any crossing should be parallel with the entry/ exit points. Refer to sections 5.1.2 and 5.1.3 of the NDA "Building for Everyone" and 5.1.5 for crossovers.	Intersection of Knocksink Road with Main Street and Kilgarron Hill.	2	44,45,46,47,48	2	€5,000
321918	218551	An uncontrolled crossing is recommended at the crossover point of the side road entrance to a petrol station. No dropped kerbs exist on either side, nor does tactile paving. Any crossing should be parallel with the entry/ exit points. Refer to sections 5.1.2 and 5.1.3 of the NDA "Building for Everyone" and 5.1.5 for crossovers.	Knocksink Road next to the petrol station.	1	25,26	4	€2,500
322103	218030	There exists a bus stop on the opposite of the pavement at the top of Monastery Road / Knocksink Road. There is no crossing point and access onto the bus stop is by way of a high kerb only. A suitable crossing is recommended and a review of how the bus platform can be accessed. There is also a great deal of foliage at this bus stop needing cleared as a general maintenance issue.	Mid way along Knocksink Road. (third location)	1	34,35	3	€4,000
321914	218183	There exists a bus stop on the opposite of the pavement at the top of Monastery Road / Knocksink Road. There is no crossing point and access onto the bus stop is by way of a high kerb only. A suitable crossing is recommended and a review of how the bus platform can be accessed.	Mid way along Knocksink Road.(second location)	1	29,30	3	€4,000
		An uncontrolled crossing is recommended at the crossover point of the side road entrance to a residential cul-de-sac. A dropped kerb on both sides currently exists but there is no tactile paving. Any crossing should be parallel with the entry/ exit points. Refer to sections 5.1.2 and 5.1.3 of the NDA "Building for Everyone" and 5.1.5 for crossovers.	Mid way along Monastery Road at the entrance to a residential street on the upslope of the hill from the junction with Main Street.	1	13,14,15	5	€2,500
321890	217305	The path stops at this point and no crossing across the main road exists. It may be that it is considered in the same location as the recommended crossing in record 13.	Mid way up Kilgarron Hill	1	51,52,53	3	€2,500
321974	217330	An uncontrolled crossing is recommended at the crossover point of the side road. Dropped kerbs exist on either side but there is no tactile paving. Any crossing should be parallel with the entry/ exit points. Refer to sections 5.1.2 and 5.1.3 of the NDA "Building for Everyone" and 5.1.5 for crossovers.	Mid way up Kilgarron Hill.	1	50	3	€2,500

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321956	218610	There exists a bus stop on the opposite of the pavement at the top of Monastery Road / Knocksink Road. There is no crossing point and access onto the bus stop is by way of a high kerb only. A suitable crossing is recommended and a review of how the bus platform can be accessed.	Monastery Road / Knocksink Road next to the petrol station.		22,23	3	€4,000
322029	218149	An uncontrolled crossing is recommended at the crossover point of a side road next to the main road and close by the speed restricted crossing on the main road. No dropped kerbing exists. The traffic flows are low being the entry point to a cul-de-sac car park (Youth and Sports Centre), however passage across the road is difficult due to high kerbing.	Monastery Road near Main Street junction	1	8,9,10	4	€2,500
322354	217482	There appears to be a new crossing installed at this area which incorporates road markings and speed restriction. It is a level and good surface but no tactile paving exists either side of it.	Monastery Road near Main Street junction.	1	10	3	€1,500
321747	217307	An uncontrolled crossing is recommended at the crossover point of the side road. Dropped kerbs exist on either side but there is no tactile paving. Any crossing should be parallel with the entry/ exit points. Refer to sections 5.1.2 and 5.1.3 of the NDA "Building for Everyone" and 5.1.5 for crossovers.	Residential access at top of steep incline on Kilgarron Hill.	1	54,55	4	€2,500
322273	217321	The access over and onto the bus platform is by way of a main road and no path (grassed area) both of which have to be overcome. The bus stop has no platform. This bus stop is likely to be highly used by residents wanting access down into the town area. Any proposed platform should have a low kerb access point.	Residential area at top of Kilgarron Hill (second bus stop location).	1	63,64,65,66	1	€4,000
322354	217394	No access path exists at the side road junction. It is accessible with care at the moment and it is expected that low traffic volumes are found to be normal at this junction. A lowering of the kerb would be recommended.	Residential area at top of Kilgarron Hill (third bus stop location).	1	64,65	4	€3,000
321336	217367	The access over and onto the bus platform is by way of a main road and a small width path with a high kerb both of which have to be overcome. Likewise the bus platform only has a high kerb access and no low kerb access point exists. This bus stop is likely to be highly used by residents wanting access down into the town area.	Residential area at top of Kilgarron Hill.	1	61,62	1	€4,000
322370	217427	An uncontrolled crossing is recommended at the crossover point of a main road bend. There is a toilet in this area but it appears that the toilet is highlighted for demolition and the area redeveloped. A dropped kerb on both sides currently exists however the dropped kerbs are askewed with each other. Any uncontrolled crossing should create a parallel crossing point. The crossing should be placed back into the side road far enough to give drivers time to stop (Partially blind corner due to the bend). Any crossing should be parallel with the entry/ exit points. Refer to sections 5.1.2 and 5.1.3 of the NDA "Building for Everyone" and 5.1.5 for crossovers.	Road crossing at the white toilet building.	1	1,2,3,4,5,6	3	€2,500

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321939	218265	An uncontrolled crossing is recommended at the crossover point of the side road entrance to a residential cul-de-sac. A dropped kerb on both sides currently exists but there is no tactile paving and the dropped kerbing is on the circumference of the bend directing persons towards the main road. Any crossing should be parallel with the entry/ exit points. Refer to sections 5.1.2 and 5.1.3 of the NDA "Building for Everyone" and 5.1.5 for crossovers.	Top of hill along Monastery Road.	1	16,17	4	€2,500
321931	218390	An uncontrolled crossing is recommended at the crossover point of the side road entrance with the main road T junction. The pavement stops, no dropped kerbing exists, no tactile paving exists. Any crossing should be parallel with the entry/ exit points. Refer to sections 5.1.2 and 5.1.3 of the NDA "Building for Everyone" and 5.1.5 for crossovers.	Top of Monastery Road close to petrol station.	1	18,19	3	€4,000
322395	217131	Crossing the town centre is difficult and very dangerous due to the mixture of high kerbs, off road parking, no designated crossing points and high traffic volumes. All of these contribute to the difficulty in accessing this area and is compounded by entry and exit to bus stops. It is recommended that a series of strategic crossing points are constructed using measures to open a clear crossing space with tactile paving and lowered kerbing. Any uncontrolled / controlled crossing should create a parallel crossing point. If the distance to cross is great then pedestrian road markings should be considered. A review of the current car parking and pedestrian routes is required perhaps including traffic control such as zebra crossings, warning signage, out of town parking, education etc. This area requires significant works so a budgetary figure has been included.	Town centre.	2	71,72,73	2	€20,000
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 7:	Town HORIZONTAL CIRCULATION						
REF: 7.1	QUESTION:	Have guidance path surfaces been used sparingly to guide people around obstacles?				Y/N:	Yes

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		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
322182	217358	A bus stop is positioned within the hazard markings which are specifically designed to stop vehicles creating obstructions within the (school) crossing area. It is recommended that the bus stop be repositioned within walking distance but far enough away as not to be a passing hazard. Likewise the opposite bus stop is within this zone and no crossing to and from this area exists which needs to be reviewed on any final decision of bus stop placement. Budget has been included here to provide an appropriate crossing point as well.	Bus stops at bottom of Knocksink Road at St Mary and St Gerard National School.	1	42	1	€6,000
322397	217286	Access into this area is hampered by a step which stops persons accessing the seated area. It is recommended that the step is regraded to provide a low incline.	Island area in the middle of the town centre.	1	69	2	€2,000
322397	217288	Off street parking is a persistant problem at several locations within the town. It is of a particular problem in Enniskerry as it is stopping safe crossing in the town center and obscuring bus stops and forcing buses to parallel park with cars. Due to time of day variations and the audit being a snapshot an estimate of five locations has been included and this could be in the form of several solutions such as paint markings, high level signage restricting parking, bollards etc. Part of the solution should include secondary measures such as additional controlled parking, out of town parking connected with public transport and community education.	Throughout the town but especially in the town center.	5	72,74	1	€8,000
322397	217287	Throughout the town centre area, passage is severly interrupted by the common occurrence of steps from residences out into the pedestrian walkway. In extreme cases, the passage is all but virtually blocked. In lesser cases, they are a hazard for persons with visual problems due to poor contrasting.	Throughout the town especially within the town centre.	4	70,75	3	€1,600
		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: No
322370	217426	A seat is provided in this area but it is without arm rests. Any replacement or new street furniture especially seating should consider the needs of all ranges of disability. It is of low priority to change the existing seat. It would be better to invest monies in further provision of seating areas and should follow the seating type and recommendations of the guidelines from section 5.3.7 of NDA "Building for Everyone".	Bench next to white toilet.	1	7	5	€1,500
		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 8: Town VERTICAL CIRCULATION							
		REF: 8.1 QUESTION: Is the location of any steps clearly indicated by use signage/colour contract/texture/lighting?					Y/N: Yes
		REF: 8.2 QUESTION: Do any steps have a handrail to both side(s) and does it extend 300mm beyond the top and bottom of any flight?					Y/N: No
		A staircase exists to provide access up to a street that has a few residential dwellings. No handrails, nosings or alternative ramp exists.	Mid way along Monastery Road.	1	14,15	3	€5,000
321558	217334	A staircase exists to provide access up to a street that has a few residential dwellings. No handrails, nosings or alternative ramp exists. This staircase is an access route to the pedestrian path.	Residential area at top of Kilgarron Hill.	1	58,59,60	2	€6,000
		REF: 8.3 QUESTION: Is any level change clearly lit?					Y/N: Yes
		REF: 8.4 QUESTION: Are treads and risers uniform?					Y/N: Yes
		REF: 8.5 QUESTION: Are nosings identifiable?					Y/N: Yes
		REF: 8.6 QUESTION: Is the location of any ramp clearly indicated by use signage/colour contract/texture/lighting?					Y/N: Yes

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		REF: 8.7	QUESTION: Are steps available as an alternative to any ramp or ramped surface?				Y/N: No
322370	217428	There are four spaced out steps at this area. After a review of need, it may be necessary to provide access. This will include handrails, nosings and a ramp alternative. It has been assumed that no remedial works are required due to nothing of interest being noted in the top area.	Area next to the white toilets.	1	7	5	
		REF: 8.8	QUESTION: Have all ramps got a suitable gradient in respect to their length?				Y/N: Yes
		REF: 8.9	QUESTION: Do any ramps have a handrail to both side(s) and does it extend 300mm beyond the top and bottom of any flight?				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