



Enniskerry

DESCRIPTION	QTY	Priority	(€) Cost
<b>1 Town GENERAL ACCESS AND CIRCULATION</b>			
<b>1.3</b> 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	4	
<b>2 Town PEDESTRIAN CROSSING POINTS</b>			
<b>2.1</b> 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	3	€4,000
<b>2.1</b> 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.		3	€4,000
<b>2.1</b> 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	4	€2,500
<b>2.1</b> 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	2	€4,000
<b>2.1</b> 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	4	€3,000
<b>2.1</b> 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	1	€4,000
<b>2.1</b> 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	1	€4,000
<b>2.1</b> 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	4	€2,500

2.1	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	3	€2,500
2.1	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	5	€2,500
2.1	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	3	€4,000
2.1	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	2	€5,000
2.1	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	4	€2,500
2.1	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	3	€4,000
2.1	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	4	€2,500
2.1	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	3	€1,500
2.1	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	2	€20,000
2.1	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	3	€2,500
2.1	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	3	€2,500

2.1	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	2	€5,000
2.1	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	4	€2,500
<b>7 Town HORIZONTAL CIRCULATION</b>				
7.7	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	2	€2,000
7.7	Throughout the town centre area, passage is severely 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	3	€1,600
7.7	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	1	€6,000
7.7	Off street parking is a persistent 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	1	€8,000
7.11	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	5	€1,500
<b>8 Town VERTICAL CIRCULATION</b>				
8.2	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	3	€5,000
8.2	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	2	€6,000
8.7	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	5	

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**9 Town INFORMATION**

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- 9.3** 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.