



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

Auditor: J Lowe

Date of Audit: 13/03/2008

Capita Ref: 012

Name: Ashford

Address: Co. Wicklow

Section 1: Town GENERAL ACCESS AND CIRCULATION

REF: 1.1	QUESTION: Are general circulatory routes clearly marked out?						Y/N: No
327027	197213	The path area is crossed along its length with cars looking to park perpendicular to the path. In some cases it was found that cars were also using the path space to park. Pedestrian demarcation is recommended as are policies to try and stop off-road parking such as bollards, signage, education etc.	Path between shops and garden center.	20m	2,3	1	€1,500
REF: 1.2	QUESTION: Are circulation routes suitably surfaced, and slip resistant?						Y/N: Yes
REF: 1.3	QUESTION: Are routes kept free of snow, ice and fallen leaves?						Y/N: No
327069	197452	There is a crossing point above the roundabout but passes through a rockery bed which has plants starting to overgrow into the path walking area. A maintenance schedule to keep the area clear is required.	Crossing above Roundabout on Main Street.	1	8,9,10	3	€300
327025	197066	Fallen leaves, foliage etc and lying water is making the path slippy. General cleaning and maintenance regime is recommended.	Main Street, path bordering garden center.	1	1	5	€300
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: 2.1	QUESTION: Are there suitable crossing points present at regular intervals to allow circulation throughout the residential area?						Y/N: No
327127	197657	There is a lack of controlled crossing points such as zebra or traffic lights within the town centre at the upper area of the town. It is recommended that a review with road engineers should consider the requirement and necessity of pedestrians to cross the Main Street at the church and school as parking exists along the opposite road. Disabled bays (Refer to 10.7) have been recommended but these should ideally be situated at the near side road.	Entrance into school and church.	1	15	3	€5,000

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327042	197378	There is a controlled crossing point further down in the town but it is difficult to cross near the roundabout especially where access to the bus stops are concerned. It is recommended that a review with road engineers should consider the requirement and necessity of pedestrians to cross Main Street at strategic areas such as near the roundabout, the side road to the roundabout and the bus stops. It may be that a controlled crossing is considered such as a zebra crossing and or speed restrictions given that the road has proven the necessity to include controlled crossings. A traffic island will also need to be included in the crossover.	Main Street near roundabout at the bus stops.	1	5,6	2	€5,000
REF: 2.2		QUESTION: Are all crossovers flush with the carriageway?					Y/N: No
327069	197453	The existing crossover (second on the roundabout) is via a pedestrian island but neither the island nor the entry exit points are flush and / or parallel with the carriageway and require immediate attention. The island should be in line with both crossing points on either side of the road, it should be flush, low and level through the island and tactile paving should be used. Safety barriers, lighted signage should also be considered as per the recommendations of NDA "Building for Everyone" section 5.1.5.	Crossing at the roundabout (Second crossing).	1	16,17	1	€2,500
327069	197451	The existing crossover is via a pedestrian island but neither the island nor the entry exit points are flush and / or parallel with the carriageway and require immediate attention. The island should be in line with both crossing points on either side of the road, it should be flush, low and level through the island and tactile paving should be used. Safety barriers, lighted signage should also be considered as per the recommendations of NDA "Building for Everyone" section 5.1.5.	Roundabout crossing on Main Street.	1	8,9,10,22	1	€2,500
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: No
327103	197557	The path in this vicinity is showing signs of wear and tear although it is passable with care. The contrast, delineation from the road is poor and needs to be attended to either by physical kerbing or road paint demarcation so that partially sighted persons can identify a safe passage around from the monoblock onto the tar pathway.	Middle of Main Street close to bottle banks.	10m	22	4	€2,000

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Section 3: Town CONTROLLED CROSSOVERS							
	REF: 3.1	QUESTION: Is the blistered tactile paving at controlled crossings red?					Y/N: Yes
	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: No
327023	197277	The audible sounder is very hard to hear especially with natural town background noises. It is recommended that they are reset to a higher level.	Controlled traffic light crossing bottom of town center.	1		2	€500
	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
	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

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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
327120	197669	There are no immediate crossings in this area that cross the road towards the school area or church. Into the school area there is a discontinuation of the paths forcing pedestrians onto vehicle roads. A review of access in this area is required by upgrading some crossing points, disabled bays and/ or dropped kerbs. As well as a disabled access issue this area has large health and safety implications. Various methods of pedestrianisation should be considered including demarcation zones.	Entrance into school and church.	1	13,14,15	2	€5,000
327069	197535	There are lamposts and single bollards along the pedestrian path which require colour contrasting to highlight their presence. 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.	Lamposts throughout the town where they encroach into the path.	6	11,18,19,21,22	3	€1,200
	REF: 7.8	QUESTION: Does the lighting installation take into account the needs of people with visual impairments?					Y/N: Yes
	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

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REF: 7.10		QUESTION: Are pedestrian routes a minimum of 1800mm wide?					Y/N:	No
327023	197278	Bottle banks have been placed on the pedestrian path and although the passage is narrowed, for the most part there is suitable width to pass and enough passing points at either side of the bottle bank area. The last bank however, encroaches too far and narrows the passing point to 900mm which is close to the minimum requirement. If the bottle bank cannot be repositioned, passage should be widened as part of any scheduled repair or upgrade works.	Bottle Banks on Main Street.	1	24	5	€200	
327042	197377	The width of the path is 900mm which is above the minimum but below the recommended size. Due to the brick wall bounding the bus stop, it may not be possible to extend the path width. Review with road engineers to see if the path can be easily widened, as per section 5.1.3 of NDA "Building for Everyone".	Bus stop near the roundabout on Main Street.	20m	6,7	3	€2,000	
REF: 7.11		QUESTION: Is suitable seating provided at regular intervals?					Y/N:	No
327042	197379	The two seats found beside bus stops are not suited to a range of disabilities. A review of providing seats at regular intervals along main thoroughfares should take place. Following guidelines from section 5.3.7 of NDA "Building for Everyone". 2 seats have been included for budgetary reasons. It would be better to provide more seating in lieu of removal of the existing benches thus providing a greater selection and choice of seating.	Seating within Main Street.	2	5,6	4	€3,000	
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

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		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
		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
		REF: 10.6 QUESTION: Are accessible bays adequately signed?					Y/N: Yes
		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: No
327109	197584	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 the town and at the top of Main Street near church and school.	3	12	2	€3,240