



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: 010

Name: Baltinglass

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
286762	188535 The path onto the bridge is a poor surface and uneven, it slopes such that the fall is into the direction of the road of a very busy bridge. The path is minimal width and traffic is forced onto the path. It may be that traffic control is put in place over the bridge such that a single lane of traffic crosses over allowing the path to be widened and measures such as safety barriers can be included. NO BUDGET HAS BEEN INCLUDED for remedial works of this nature due to the requirement to discuss with road engineers and high costs that may be incurred. Costs represent resurfacing only.	Path leading onto the bridge. 13,14 3 €3,000
1.3	Are routes kept free of snow, ice and fallen leaves?	No
	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 audit area. 1 2 4
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: 2.1		QUESTION: Are there suitable crossing points present at regular intervals to allow circulation throughout the residential area?	Y/N: No				
286998	188587	This area is a wide open space and leads upto a school area. An uncontrolled crossing is recommended especially one which specifically marks out a pedestrian route given the wide expanse that needs to be crossed at the lower end or as an alternative directional signage indicating where uncontrolled crossings exist in the nearby vicinity.	Along Weavers Square Road.	1	23,24,25,26,27	3	€2,500
286699	188521	Parallel with the crossing in record 2, another crossing point is required to allow safe passage over the opposite side road to access the amenities on this side. Note: Close to the four way intersection there is a controlled crossing point (traffic lights) and takes care of crossing between the main road.	Crossing near town centre next to "Supervalu" entrance heading toward bridge.	1	11	2	€2,500
286729	188492	This area is at a road intersection and no suitable crossing points exist. The traffic flows here are high with vehicles generally turning. Some kerbing is very high and surfaces poor and uneven. Dropped kerbs have been provided but these are in dangerous positions being placed within the circumference of the bends and need repositioning. No tactile paving exists and discussions with road engineers should determine the need for both safe and controlled crossing points allowing pedestrians full access in all directions of travel. Budget for two controlled crossings have been included.	Road intersection at town centre.	2	4,5,6,7	1	€10,000
286825	188549	A crossing and surface issues exist. Upgrading the crossing will also resolve the surface problems. An uncontrolled crossing is recommended at the crossover point of the side road and main road "T" junction. A dropped kerb on both sides currently exists however the dropped kerbs are askewed with each other. Off road parking is obscuring any potential crossing point. Any uncontrolled crossing should create a parallel crossing point.	Side road heading towards market square.	1	15,16	3	€2,500
286700	188516	Refer also to 7.7. An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. No suitable dropped kerbing exists on both sides and no tactile paving exists. The crossing should be placed back into the side road far enough to give drivers time to stop (Partially blind corner due to the off road parking). 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.	Side road near town centre opposite "Supervalu" shop.	1	9,12	2	

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287169	188372	An uncontrolled crossing is recommended somewhere along the length of this road given the distance involved and the amenities along it such as residences and church. No suitable dropped kerbing exists on both sides and no tactile paving exists indicating a crossing point. 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.	Weavers Square Road.	1	32	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: No
286924	188578	A street litter bin is placed in the path creating an obstacle. Repositioning of the bin is recommended.	Main Street toward the maket square.	1	21	1	€100
	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
	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

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REF: 7.7		QUESTION: Are pedestrian routes free of hazards?					Y/N:	No
286700	188519	A car (perhaps legitimately) is parked in this area, it creates an obstruction by parking too close to the road crossing. It also minimises the distance onto the path. Remarking of parking bays is recommended in conjunction with 2.1 record 2 (crossing point including a dropped kerb)	Parking next to shops close by town centre.	1	9,10	3	€3,000	
286869	188558	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	1	19	3	€2,000	
286804	188580	There are lamposts along the pedestrian paths 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. An estimate of six posts has been included.	Throughout the town.	6	17,22	3	€1,200	
286813	188550	Off street parking is a persistant problem at several locations within the town. 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..	1	16,18	2	€5,000	
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
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

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Section 8: Town VERTICAL CIRCULATION

REF:	QUESTION:	Y/N:	Cost
8.1	Is the location of any steps clearly indicated by use signage/colour contract/texture/lighting?	No	
286896	188569 A single vertical step exists at an entrance between some local shops. It is an unnecessary obstacle and it is recommended that the surface is regraded to remove it or a dropped kerb is incorporated.		€1,500
286960	188590 A single vertical step exists at an entrance between some local shops. It is an unnecessary obstacle and it is recommended that the surface is regraded to remove it or a dropped kerb is incorporated.		€1,500
286723	188518 Two vertical steps exists just up from some local shops. It is an unnecessary obstacle and it is recommended that the surface is regraded to remove it and provide a low incline gradient.		€3,000
8.2	Do any steps have a handrail to both side(s) and does it extend 300mm beyond the top and bottom of any flight?	Yes	
8.3	Is any level change clearly lit?	Yes	
8.4	Are treads and risers uniform?	Yes	
8.5	Are nosings identifiable?	Yes	
8.6	Is the location of any ramp clearly indicated by use signage/colour contract/texture/lighting?	Yes	
8.7	Are steps available as an alternative to any ramp or ramped surface?	Yes	
8.8	Have all ramps got a suitable gradient in respect to their length?	Yes	
8.9	Do any ramps have a handrail to both side(s) and does it extend 300mm beyond the top and bottom of any flight?	Yes	

Section 9: Town INFORMATION

9.1	Is there a tactile plan of the town centre?	Yes
9.2	If orientation information is available to the public, is it available in alternative formats?	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: No**

287078	188530	High level signage is placed at the two disabled bays to the north of market square next to appropriate places such as doctor surgery. The poles need a colour contrast banding around them to make them visible to persons of low visual perception.	Disabled bays to the north of market square next to appropriate places such as doctor surgery.	2	28,29,30,31	5	€400
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		Provide high level signage, appropriate dimensions and good road markings. Refer to section 5.4.2 of NDA "Building for Everyone".	Next to petrol pumps on main street at market square.	1	34	2	
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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**

		There are two disabled bays to the north of market square next to appropriate places such as the doctor surgery. Likewise there is one very poorly marked bay next to market square. Given the amount of parking (200+ spaces) there is inadequate disabled parking especially in amenity areas to the south of market square and over the bridge.	Throughout the town especially to the Market Square road and Edward Street.	4	4,27	2	€4,320
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