



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

Auditor: J Lowe

Date of Audit: 18/03/2008

Capita Ref: 005

Name: Blessington

Address: Co. Wicklow

Section 1: Town GENERAL ACCESS AND CIRCULATION

REF:		QUESTION:						Y/N:	No
297402	213497	The path runs out beyond the outskirts of the town, The area to be audited continues along the road but it appears that there is no further amenities beyond this point and as such a low priority exists to extend the path.	Main street beyond the local garage.	100m	1	5		€4,000	
REF:		QUESTION:						Y/N:	No
298083	214227	Area along Main Street has poor surfacing which is also subject to heavy surface water. Refer to record 5 section 2.1.	Entrance to side road within main street.	30m	23,24	2		€3,000	
REF:		QUESTION:						Y/N:	No
297524	213660	Growth from the surrounding bushes are starting to encroach significantly into the pedestrian pathways. Maintenance schedules to arrest the encroachment should be implemented.	Roundabout at outskirts of Main Street.	1	4	3		€200	
298108	214279	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.		24				
REF:		QUESTION:						Y/N:	No
		Public transport particularly in the form of buses is limited in places. A review of bus stops including what measures should be taken to allow wheelchair access onto buses with wheelchair facilities should take place with representatives of the local bus companies. Access across to bus stops on the opposite side of any paved area should also be considered as should provision of shelters and alternative information signs for example braille.	Throughout town and residential outskirts.			1			

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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		
298446	214715	A crossing point exists with dropped kerb but no tactile paving is present. This crossing point is subject to a significant amount of mud blocking the entry / exit point of the dropped kerb making it a slip hazard.	Along Main Street.	1	32	2	€2,500
298083	214229	Crossing point is used as an industrial exit and is situated within the main town. Ideally the crossing point should be highlighted with tactile paving. It is expected that this crossing area is low traffic usage however, the surface and trip hazard is of bigger concern.	Entrance nearby parking in the town centre.	2	23,24	3	€1,000
298013	214129	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 however the dropped kerbs are askewed with each other. Any uncontrolled crossing should create a parallel crossing point.	Main street heading towards town centre from local garage.	1	14,15	3	€2,500
297936	214022	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.	Main Street nearby community education centre.	1	12,13	2	€2,500
297900	214008	An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. This will also benefit the quality of the surface which is also in need of repair. The contrast between path and road is also poor at this point. Refer to 1.2	Main Street.	1	10,11	2	€2,500
298332	214556	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. No tactiles exist and the surface on one side could be improved to allow access onto an associated side path.	Outskirts of Main Street.	1	38	3	€2,500
298481	214814	The crossing point has dropped kerbs, new surfaces but only tactile paving on one side. Upgrading the opposite side is recommended. The existing tactiles are improperly laid and constitute a trip hazard.	Side Street along Main Street.	1	33	2	€1,500
298044	214168	There is a lack of controlled crossing points outwith the town centre in allowing pedestrians to cross the main road which has a high speed, high traffic flow. 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 residential areas or at amenity places such as the community education centre.	Strategic points along Main Street.	1	18	2	€2,500
298148	214291	The crossing point within the main street is a prominent crossing point situated within the main town centre requiring to be traversed in order to maintain passage between shops etc.	Town Centre.	1	27	1	€2,500

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		REF: 2.2 QUESTION: Are all crossovers flush with the carriageway?					Y/N: No
		Refer to record 8 question 2.1					
		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
298431	214714	Bollards exist and although they protect pedestrians and off road parking, the positioning of one bollard at the corner minimises the passage width to 950 mm which is within legal requirements, however it is less than the recommended 1000mm that allows powered wheelchairs to pass by. Given that this area is in a popular area, repositioning of the bollard is recommended.	Town centre.	1	35,36	5	€1,000
298132	214276	At the traffic light controlled crossing, a litter bin is positioned such that it is within the entry/ exit point of the crossing. Repositioning of the bin to a less obtrusive area is recommended.	Traffic Lights	1	26	4	
		REF: 2.7 QUESTION: Is there a strong colour contrast at the kerb edge to assist partially sighted users?					Y/N: Yes
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
298284	214463	The sounder at the controlled crossing is of low audibility. It is especially difficult to hear with background noise levels including nearby traffic movement.	Traffic Light (Second set).	1	30	1	€250
298132	214275	The sounder at the controlled crossing is of low audibility. It is especially difficult to hear with background noise levels including nearby traffic movement.	Traffic Lights (First Set).	1	26	1	€250
		REF: 3.4 QUESTION: Has red material been avoided in the vicinity of a controlled crossing?					Y/N: Yes

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		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
Section 4: Town UNCONTROLLED CROSSOVERS							
		REF: 4.1 QUESTION: Is tactile paving at uncontrolled crossings buff or a colour other than red which provides a contrast with the surrounding surface?					Y/N: Yes
		REF: 4.2 QUESTION: Has red material been avoided in the vicinity of any uncontrolled crossing?					Y/N: No
297676	213804	Red tactile paving has been used at the four crossing points around the roundabout. Either this area was earmarked to be controlled or red tactile has been used in error. As the crossing is now built, money and priorities at other junctions should preceed changes at this point hence a low priority has been assigned. It is more important to realise future proper use in building projects.	Four island crossing points at the main roundabout on Main street.	4	4,5	4	€1,000
		REF: 4.3 QUESTION: Is the blistered surface installed along the full width of the flush dropped kerb?					Y/N: Yes

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		REF: 4.4	QUESTION: Is the back edge of the tactile surface at right angles to the direction of crossing?				Y/N: Yes
		REF: 4.5	QUESTION: Are crossings at side roads inset into the side road, approx 1000mm beyond the radius kerb?				Y/N: No
297676	213805	The crossing and islands are offset and built into the radius of the bend rather than at the straight in the side road. As the crossing is now built, money and priorities at other junctions should precede changes at this point hence a low priority has been assigned. It is more important to realise future proper use in building projects.	Four island crossing points at the main roundabout on Main street.	4	4,5	4	
		REF: 4.6	QUESTION: When inset crossovers are not possible, is a tactile surface installed in the line of travel?				Y/N: Yes
		REF: 4.7	QUESTION: Are dropped kerbs directly opposite each other to minimise the crossing distance?				Y/N: Yes
		REF: 4.8	QUESTION: At crossings away from junctions is a flush dropped kerb provided with tactile paving installed to a depth of 800mm?				Y/N: Yes
		REF: 4.9	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
		REF: 4.10	QUESTION: Are direction or information signs (including means of escape) visible from both sitting and standing levels, and are they in upper and lower case (delete), and in large enough type to be read by those with impaired vision?				Y/N: Yes
		REF: 4.12	QUESTION: Is there an absence of an upstand where the footway crosses the vehicle crossover?				Y/N: Yes
		REF: 4.13	QUESTION: Is there a contrast in colour and tone between footways and carriageways?				Y/N: Yes
		REF: 4.14	QUESTION: Are there barriers present where the carriageway is flush with the footway around an entire junction, other than any controlled crossings?				Y/N: Yes
		REF: 4.15	QUESTION: If traffic flow is high on a vehicle crossover, is the crossing treated as an uncontrolled crossing in its design?				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

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		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: No
298393	214621	No information surfaces have been used at the post box amenity. This may be difficult to achieve without relocation of the post box as a metal grid exists at this point.	Along Main street near set of four bollards.	1	31	4	€2,000
		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
298031	214150	Bollards exist which have colour contrasting strip of white against black. As a general note, white on black is not ideal in this situation as it poorly contrasts with the black road surface and white painted lines. The bollards on the opposite side have a gold banding but this is difficult to see due to severe mud covering the bollard and as a maintenance issue, they should be occasionally cleaned.	Along Main Street towards the town centre.	20	16,18,20,22,41	3	€2,000
298475	214799	Tree guards are used along the pathway and although fairly wide, they have no colour contrasting the black paint used. 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.	Along Main street.	5	34	4	€1,000
298252	214445	Along the pedestrian path, there is an open grid which is a hazard for persons using canes and walking aids. Ideally this should be changed to a continuous sheet of metal thus eliminating risks.	Along the Main Street.	1	38	4	€600
298193	214342	There are lampposts 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.	Main Street within town centre.	5	28	3	€1,000
297805	213927	Within the passage area of the pedestrian walkway, pole(s) exists which require pedestrians to avoid or negotiate around. If relocation of the pole to a new less intrusive position is not possible within reasonable costs then poles should be colour contrasted remembering that 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. In this instance the path is wide so a colour contrasting band would be an acceptable solution.	Path heading along Main Street into town.	1	8	3	€200

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297851	213965	Within the passage area of the pedestrian walkway, pole(s) exists which require pedestrians to avoid or negotiate around. If relocation of the pole to a new less intrusive position is not possible within reasonable costs then poles should be colour contrasted remembering that 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. In this instance the path is wide so a colour contrasting band would be an acceptable solution.	Path heading along Main Street into town..	1	9	3	€200
298393	214620	Four bollards are without colour contrasting. 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.	Set of four Bollards along Main Street within town centre.	4	31	3	€800
297469	213543	Off street parking is a persistent 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.	5	2,3	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
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:	Yes

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		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
		REF: 8.7 QUESTION: Are steps available as an alternative to any ramp or ramped surface?					Y/N: Yes
		REF: 8.8 QUESTION: Have all ramps got a suitable gradient in respect to their length?					Y/N: No
298078	214222	A steep ramp exists at the end of a set of bollards and the surface is also poor. The gradient requires to be lessened and appropriate crossing, markings incorporated.	Along Main Street nearby set of bollards.	1	21,22	1	€2,500
		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: No
		Tactile information at key areas should be considered throughout the town.					
		REF: 9.2 QUESTION: If orientation information is available to the public, is it available in alternative formats?					Y/N: N/A
		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: N/A

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Section 10: Town Car Parking

	REF: 10.1	QUESTION: If required, are there any accessible parking spaces provided? refer to 10.7					Y/N: No
	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
298221	214408	One accessible bay was found on the day of the audit, it could not be determined if this was a local authority provided bay. This particular bay had no high level signage and would be difficult for persons without prior local knowledge to know that it existed.	Along Main Street back from the road in a car park.	1	39,40	2	€250
	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) 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.	4		1	€6,000