



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

**Auditor:** J Lowe

**Date of Audit:** 12/03/2008

**Capita Ref:** 007

**Name:** Newton Mount Kennedy

**Address:** Co. Wicklow

**Section 1: Town GENERAL ACCESS AND CIRCULATION**

REF:	QUESTION:	Y/N:
<b>1.1</b>	Are general circulatory routes clearly marked out?	<b>Yes</b>
<b>1.2</b>	Are circulation routes suitably surfaced, and slip resistant?	<b>No</b>
26526	06259 An area of poor surfacing exists that is in need of repair.	Across from hotel, near bus stops. 6m 12 3 €3,000
26517	06335 A section of paving at the join between previous path works is broken, uneven and a trip hazard.	Bottom of road towards seasons park. Near road junction onto Main Street. 1 9 3 €3,000
26536	06171 Two areas of loose concrete with electrical connections are present on the path, these are trip hazards and require remedial works. It may be that they are or were previously lighting stansions for a controlled zebra crossing.	Mid way along Main Street. 2 13,14 2 €3,000
26916	05673 Some parts of the path in this area, approx. 50m are covered with a thin layer of mud which is very slippery. The mud appears to be coming from bordering grassed areas and the cleaning of the paths is an ongoing maintenance issue.	Outskirts of town area, along main street. 50m 26,27,29 4 €500
26474	06556 An area of path is requiring surfacing as it is both uneven and loose.	Top of road towards seasons park. 50m 2,3 3 €5,000
<b>1.3</b>	Are routes kept free of snow, ice and fallen leaves?	<b>Yes</b>
<b>1.4</b>	Are there sufficient forms of accessible transport which provide access to the main roads throughout the town centre?	<b>No</b>
27061	05225 There is a bus stop provided on the opposite side of a main road which is only accessible by crossing (Refer to 2.1 record 7). The area has no hard standing area nor shelter. This is unsuitable for persons with mobility problems.	Bus Stop along Main Street on outskirts of town heading towards the hospital. 1 32,33 1 €5,000

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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		
26702	05853	There is an uncontrolled junction here but tactiles exist on one side only.	Bottom of Main Street junction with O'Neills Hill.	1	23,24,25	3	€800
26525	06404	An uncontrolled crossing is recommended at the crossover point of a side road. No dropped kerbs nor tactile paving exists. Any uncontrolled crossing should create a parallel crossing point. This will allow access over to the public amenities which includes church and car park area. A crossing at this point will allow persons to continue down into the town area.	Bottom of road towards Seasons Park.		4,5,6	2	€2,500
27218	05006	An uncontrolled crossing is recommended at the crossover point of this main road. No dropped kerb exists and no tactile paving exists. The road has fast moving vehicles and speed control measures should be considered to allow persons safe crossing over to the bus stop. Any crossing should create a parallel crossing point.	Bus Stop along Main Street on outskirts of town heading towards the hospital	1	34,35,36	2	€2,500
27020	05406	An uncontrolled crossing is recommended at the crossover point of this main road. A dropped kerb exists on one side only but no tactile paving exists. Any uncontrolled crossing should create a parallel crossing point. A crossing at this point will allow persons to continue down the road to the bus stop on the other side as well as the bus stop on the near side.	Bus Stop along Main Street on outskirts of town heading towards the hospital.	1	30,31	3	€2,500
27061	05224	An uncontrolled crossing is recommended at the crossover point of this main road. No dropped kerb exists and no tactile paving exists. The road has fast moving vehicles and speed control measures should be considered to allow persons safe crossing over to the bus stop. Any crossing should create a parallel crossing point. There is no standing area/shelter here. Refer to 1.4 for further information.	Bus Stop along Main Street on outskirts of town heading towards the hospital..	1	32,33	1	€2,500
26526	06258	There is no crossing point in the upper area of this street and although medium levels of traffic were found on the day of the audit, high kerbs exists for a lengthy distance making crossing difficult. There is an immediate reason for crossing at this area due to the provision of bus stops. An uncontrolled crossing exists further down this street but is realistically too far to be of benefit for the bus stops.	Bus Stop area across from hotel	1	10,11	2	€2,500
326589	205749	An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. Dropped kerbing exists on one side only. The traffic flows are low being the entry point to a cul-de-sac residential area.	Entrance into residential street, mid way along O'Neill Row	1	49,52	3	€2,500

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27376	04812	An uncontrolled crossing is recommended at the crossover point of both the hospital entrance and the main road. Some dropped kerbing exists but no tactile paving exists. The road has fast moving vehicles and speed control measures should be considered to allow persons safe crossing over to the bus stops in the vicinity. Any crossing should create a parallel crossing point.	Entrance to the hospital and crossover at the Main Street.	2	37,38,39,40,41	2	€5,000	
26655	05912	No uncontrolled crossing exists at this area. 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 exist however no tactile paving is present. Any uncontrolled crossing should create a parallel crossing point.	Junction at bottom of Main Street next to monoblocked seating area.	1	19,20	4	€2,500	
26474	06555	An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. No dropped kerbing exists. The traffic flows are low being the entry point to a cul-de-sac residential area, however passage across the road is difficult due to high kerbing.	Top of road towards seasons park.	1	1	4	€2,500	
<b>REF: 2.2</b>	<b>QUESTION:</b>	Are all crossovers flush with the carriageway?					<b>Y/N:</b>	<b>Yes</b>
<b>REF: 2.3</b>	<b>QUESTION:</b>	Is the surface slip resistant?					<b>Y/N:</b>	<b>Yes</b>
<b>REF: 2.4</b>	<b>QUESTION:</b>	Is blistered tactile paving present at all crossovers where the kerb upstand has been removed?					<b>Y/N:</b>	<b>Yes</b>
<b>REF: 2.5</b>	<b>QUESTION:</b>	Is all blistered paving located in a suitable manner that will not lead to confusion for someone with a visual impairment?					<b>Y/N:</b>	<b>Yes</b>
<b>REF: 2.6</b>	<b>QUESTION:</b>	Is all street furniture suitably located to ensure that it will not cause a hazard to pedestrians?					<b>Y/N:</b>	<b>Yes</b>
<b>REF: 2.7</b>	<b>QUESTION:</b>	Is there a strong colour contrast at the kerb edge to assist partially sighted users?					<b>Y/N:</b>	<b>Yes</b>
<b>Section 7: Town HORIZONTAL CIRCULATION</b>								
<b>REF: 7.1</b>	<b>QUESTION:</b>	Have guidance path surfaces been used sparingly to guide people around obstacles?					<b>Y/N:</b>	<b>Yes</b>
<b>REF: 7.2</b>	<b>QUESTION:</b>	Do the bars run in the direction of pedestrian travel?					<b>Y/N:</b>	<b>Yes</b>
<b>REF: 7.3</b>	<b>QUESTION:</b>	Have information surfaces been used to draw attention to amenities such as phone kiosk, post boxes, or information points?					<b>Y/N:</b>	<b>Yes</b>
<b>REF: 7.4</b>	<b>QUESTION:</b>	Are information surfaces level with the surrounding footway?					<b>Y/N:</b>	<b>Yes</b>

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	<b>REF: 7.5</b>	<b>QUESTION:</b> Does the surface extend the full width of the amenity or 800mm, whichever is greater?					<b>Y/N: Yes</b>
	<b>REF: 7.6</b>	<b>QUESTION:</b> Does a space of 400mm exist between the amenity and surface?					<b>Y/N: Yes</b>
	<b>REF: 7.7</b>	<b>QUESTION:</b> Are pedestrian routes free of hazards?					<b>Y/N: No</b>
26526	06345	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.	Bottom of road towards seasons park. Near road junction onto Main Street.	1	7	3	€200
326637	205801	A vehicle crash barrier is located on the hill which is inherently low lying and without colour contrasting on the pedestrian side. A contrasting band preferably with reflective properties should be considered for low level light conditions. Guidance can be found in section 5.3.3 "building for everyone" of the NDA.	Mid way up O'Neills Row.	2	42	2	€400
26536	06172	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. It was evident that parking at uncontrolled junctions was being practised.	Throughout the town.	1	9,13,15	3	€3,000
326650	205812	There are a series of crossings in this area that feed up towards a school area but there is a discontinuation of the paths forcing pedestrians onto vehicle roads. A review of crossings in this area is required by upgrading the existing crossing points some of which have dropped kerbs to allow free access for all persons. 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.	Top of O'Neills Row at the school entrance areas.	1	44,45,46,47,48	1	€5,000
	<b>REF: 7.8</b>	<b>QUESTION:</b> Does the lighting installation take into account the needs of people with visual impairments?					<b>Y/N: Yes</b>
	<b>REF: 7.9</b>	<b>QUESTION:</b> Are junctions between different surfaces smooth to ensure that they do not present a tripping hazard or cause visual confusion?					<b>Y/N: Yes</b>

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<b>REF: 7.10</b>		<b>QUESTION:</b> Are pedestrian routes a minimum of 1800mm wide?					<b>Y/N:</b>	<b>No</b>
326650	205811	The paths in this area are below the recommended width. It is recommended that they be upgraded as this will also improve the surface and the width etc. Access is possible especially if the recommended appropriate crossings are put in place. Foliage is also encroaching into the path areas and a maintenance schedule to cut back hedging etc. should be considered. Approximate costs have been included for budgeting purposes.	O'Neills Row.	100m	50,51,52,53,54	5	€10,000	
<b>REF: 7.11</b>		<b>QUESTION:</b> Is suitable seating provided at regular intervals?					<b>Y/N:</b>	<b>No</b>
26630	05960	There is a seat provided at the corner of a monoblocked area however this bench is without recommended armrests. Further seats especially on the other side of main street should be considered. 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".	Throughout the town and along Main Street.	2	18	3	€3,000	
<b>REF: 7.12</b>		<b>QUESTION:</b> Is general circulation available to all areas by way of accessible routes?					<b>Y/N:</b>	<b>Yes</b>
<b>REF: 7.13</b>		<b>QUESTION:</b> Is town centre signage suitably positioned, sized with necessary colour and tonal contrast between letters and background? Is there alternative pictorial signage where possible?					<b>Y/N:</b>	<b>No</b>
27020	05405	Signage for the bus stop is obscured by a hedge and pole.	Bus stop along Main Street on outskirts of town.	1	30	4	€280	

**Section 9: Town INFORMATION**

<b>REF: 9.1</b>		<b>QUESTION:</b> Is there a tactile plan of the town centre?					<b>Y/N:</b>	<b>Yes</b>
<b>REF: 9.2</b>		<b>QUESTION:</b> If orientation information is available to the public, is it available in alternative formats?					<b>Y/N:</b>	<b>Yes</b>
<b>REF: 9.3</b>		<b>QUESTION:</b> Are all relevant locations clearly signed?					<b>Y/N:</b>	<b>No</b>
<p>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.</p>								

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	REF: 9.4	QUESTION: Does the signage system incorporate colour/tone/ contrast and upper and lower case lettering?					Y/N: Yes
<b>Section 10: Town Car Parking</b>							
	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
	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.	2		3	€2,160