



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

Auditor: J Lowe

Date of Audit: 20/03/2008

Capita Ref: 011

Name: Rathdrum

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				
318872	188098 An area of pavement is cracked and uneven.	Brewery Lane.	5m	32	4	€1,000
318992	188210 This surface is badly damaged, uneven and a trip hazard. Resurfacing is recommended.	Junction with Main street and back lane to Fairgreen.	20m	19,20,21	1	€4,000
1.3	Are routes kept free of snow, ice and fallen leaves?	Yes				
1.4	Are there sufficient forms of accessible transport which provide access to the main roads throughout the town centre?	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 the town particularly on main road.				

Section 2: Town PEDESTRIAN CROSSING POINTS

REF:	QUESTION:	Y/N:				
2.1	Are there suitable crossing points present at regular intervals to allow circulation throughout the residential area?	No				
319178	188716 No crossing point exists in this area. It is at the bottom of a steep hill and persons may heavily rely on the public transport provided in the form of bus stops which are only accessible by traversing the road which is busy and fast at this point and at a bend. Ideally a controlled crossing should be considered.	Bottom of Lower Street.	2	14,15,16	2	€5,000

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318760	188266	An uncontrolled crossing is recommended at the crossover point of a side road. Dropped kerbing exists Note: the path to which it leads is recommended to be widened (below 800mm in places) but is outwith the audited pathways. No tactile paving exists.	Entrance to path onto Fairgreen.	1	25	4	€2,500
		An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. Dropped kerbing exists but the surface is also in need of repair (Refer to 1.2). No tactile paving exists.	Junction with Main street and back lane to Fairgreen.	1	19,20,21	3	€2,500
319081	188670	An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. The crossing should be across the main road as nothing exists in this area. Dropped kerbing exists further up on one side of the main road and could be used. No tactile paving exists.	T junction where side road goes downhill next to car park on Lower Street.	1	5,6,7	4	€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
318723	188287	There is a bench provided which is not ideal due to the design (lack of arm rests), it is old and in need of upgrading. It is also recessed onto the grassed area and has no hardstanding area around it. Likewise there is a high kerb making access difficult for persons with mobility problems. Provide new bench and area of hardstanding and dropped kerb access.	Bench on edge of grassed area in Fairgreen.	1	28	4	€2,000
REF: 2.7	QUESTION:	Is there a strong colour contrast at the kerb edge to assist partially sighted users?					Y/N: No
318985	187984	The road and pavement are one and the same, they should be demarcated by kerbing or road paint.	Out of town car park on Railway Station access.	1	1	4	€1,000

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
319104	188686	Information surfaces should be placed into the pavement surface. The box is also positioned too high and consideration should be given to lowering the height for persons in a seated position for example.	P.O. Box wall mounted on Lower Street.	1	11	4	€800
		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
318908	188095	There are lamposts 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.	Throughout the town and along Brewery Lane.	4	31,32	4	€800
319017	188344	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.	10	10,12,18	1	€5,000
		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..				
		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
319017	188345	This area from the exit at the car park upto the town centre back through to the other car park has a series of poor paths / surfaces and steps. As such this entire street is needing considerable works and rather than treat every problem independently they have been summarised here. A montage of photos has been included. An immediate problem is that the paths either side of the road are poor in width with many kerbstones, steps and poles needing to be overcome. By concentrating on one side of the road, a path can be made accessible through widening without encroaching significantly into the roadspace. Other measures could be used such as one way traffic flows, chicanes, light signal control. A main reason that paths are inaccessible is the constant of road parking. A budgetary figure has been included but this may not be realistic depending on what measures are finally approved.	Along the main thoroughfare of the town.	200m	4,10,12,13,17,18	1	€20,000	
REF: 7.11		QUESTION: Is suitable seating provided at regular intervals?					Y/N:	No
		No seating exists throughout the town (except at north end at fairgreen but this is inaccessible refer to 2.6). It is especially noticeable that the bottom end of the town has no seating or shelter at the bus stop areas.	Bottom of Lower Street and throughout the town.	4	14,16	3	€6,000	
REF: 7.12		QUESTION: Is general circulation available to all areas by way of accessible routes?					Y/N:	No
318790	188156	A length of paving stops and this is a route for pedestrians to get to residential areas. At present persons must use traffic road areas to continue their journeys.	Brewery Lane.	40m	33,34	4	€8,000	
318724	188309	Two areas of paving ends and this is the main access path up towards the college. This means that persons must use the road to get to the college. A path can be constructed to provide a continuous route from the town center direction to the college entrance.	Lane next to Fairgreen heading towards the college.	50m	29,30	3	€10,000	
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 contrast/texture/lighting?					Y/N:	No
318974	188170	A single vertical step 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.	Back Lane heading towards Fairgreen from direction of Main Street.	10m	23	2	€2,000	

EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
318804	188260	A series of four vertical step exists just up from some local shops. It may be an unnecessary obstacle and it is recommended that the surface is regraded to remove it and provide a low incline gradient if this is possible. Otherwise handrails, appropriate nosings and an alternative ramp needs to be provided. Budget has been provided on the assumption that the pavement can be regraded.	Back Lane heading towards Fairgreen from direction of Main Street. Near singular step.	20m	24	2	€4,000
	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
	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 contrast/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: Yes
	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 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

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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
318943	188117	No Parking bays were evident especially near the tourist information office which is an obvious amenity requiring access. This area was under reconstruction works so a disabled bay may have existed, however no temporary disabled bay was evident. Likewise no disabled parking was evident throughout the town except in the out of town car parks.	Throughout the town center especially in the town square.	3	2,3	2	€3,240