



Wicklow County Council
 COIR-HAILE CHONTAE CHILL KHANTAIN

Access Audit Summary Sheet

CAPITA SYMONDS

Subject: **Rathnew**

Audited: **14 March 2008**

Details: **Co. Wicklow**

Accessibility Grade

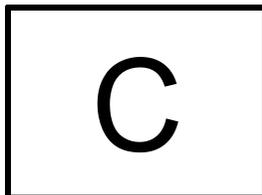
A - Wholly Compliant

B- Satisfactory, minor works needed

C - Poor. Major alterations required

D - Significant issues which severely restrict access and service operations. Major capital works required

Allocated Grading



Estimate of Totals	No of Alterations	Estimated Costs
Priority 1	5	€37,500
Priority 2	3	€5,460
Priority 3	6	€23,500
Priority 4	1	€2,500
All Costs	17	€72,560

Auditor:	J Lowe
Signed:	
Date:	

Summary Statement

Rathnew Town Centre, Co. Wicklow

The area audited was found to be generally of poor accessibility in the out of town areas and average in the main street. The area around the school is very difficult to access safely due to bad surfacing, missing paths and blind corners where the observed traffic was in conflict with pedestrians. Certain areas of the town have no controlled crossing points or as a minimum uncontrolled crossing points which are non-evident. Parts of the paved pedestrian roads are cracked and of uneven surface, each area has been listed appropriately within the report. The controlled traffic lights have a low audibility sounder which is difficult to hear against peripheral traffic and general noise and a lack of red tactile surfacing. Some uncontrolled crossings have red tactile paving which is not consistent with recommendations for uncontrolled crossings. Section 5.1.2 and 5.1.3 of NDA "Building for everyone". It has also been observed that the crossings are on the circumference of the junction, directing persons out into the main road.

As with most of the towns audited, considerable parking problems exist with an inherent attitude to off road parking at the expense of pedestrians. This is particularly problematic and of safety concern for vulnerable groups including disabled persons or children. A consultation with road safety engineers should be implemented considering measures such as alternative parking, out of town parking, bollards and restricted parking road markings, public education. This was noticeable along the entrance to a petrol station on Main Street.

A common, historical building practice is for rain downpipes to filter water across paving areas. This creates a potential slip hazard particularly in combination with foliage or icing at times of extreme cold. A design element of including a "below surface channel" should be employed with any future pavement works. This has been employed in some instances and is a cheap design incorporation but should become common practice.

A common, historical building practice especially in smaller towns with cottage dwellings is for access in and out of the house via steps. These steps protrude out onto the public footpath and are a trip hazard especially as they are of very low visual contrast. Secondly the steps conflicts with the access provided along the footpath by taking away the available width making it extremely difficult for persons to traverse pass.

Regarding public transport, it is recommended that discussions with representatives of Bus Eirann should take place to provide supportive facilities such as wheelchair access. Most existing bus stops do not provide any shelter from the elements. It would be of good practice including general benefit for all the public to consider strategic placement of shelters.

Along the main streets, there is generally a lack of suitable seating areas. Those seats that are currently in place are without arm rests. 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".

The main access audit was carried out by John Lowe and is based on the conditions encountered during an inspection on March 2008