



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

Auditor: J Lowe

Date of Audit: 14/03/2008

Capita Ref: 009

Name: Rathnew

Address: Co. Wicklow

## Section 1: Town GENERAL ACCESS AND CIRCULATION

REF:	QUESTION:	Y/N:	No
REF: 1.1	QUESTION: Are general circulatory routes clearly marked out?	Y/N:	No
328943	195307 No path exists from the bottom of Commons Road to the top of it. The top of the road is a school area and at a blind corner of a road junction. This needs to be addressed as a matter of priority. The surfacing is very poor and hazardous.	Commons Road.	100m 5,6,7,8 1 €10,000
REF: 1.2	QUESTION: Are circulation routes suitably surfaced, and slip resistant?	Y/N:	No
328976	195245 Resurface the crossing road.	Bottom of Commons Road.	5m 1 3 €500
328894	195437 This area of path is uneven, broken and in places steep. The large gradient is mainly at the end of the path and could be evened out to minimise the overall end gradient otherwise handrails and alternative (not in lieu) steps should be constructed. The path is wide but the surface is less than ideal although passable. It may be possible that an alternative path can be taken, if this is the case after review, then suitable signage indication needs to be put in place.	Walk and ramp from school down to traffic lights.	40m 15,16,17 3 €10,000
REF: 1.3	QUESTION: Are routes kept free of snow, ice and fallen leaves?	Y/N:	Yes
REF: 1.4	QUESTION: Are there sufficient forms of accessible transport which provide access to the main roads throughout the town centre?	Y/N:	Yes

## Section 2: Town PEDESTRIAN CROSSING POINTS

REF:	QUESTION:	Y/N:	No
REF: 2.1	QUESTION: Are there suitable crossing points present at regular intervals to allow circulation throughout the residential area?	Y/N:	No
328976	195244 There are a series of crossings in this area that feed up towards a school area and a discontinuity of a path up heading towards the town centre forcing pedestrians onto a residential road. A review of crossings in this area is required by upgrading the existing crossing points which have dropped kerbs to allow free access for all persons.	Bottom of Commons Road.	2 1,2,3,4 3 €5,000

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328924	195382	This area in conjunction with the poor surfacing of Commons Road is at a blind junction due to the outcrop of a building. Traffic is prominent in the area although low volume. Associated with this area is a school making the associated risk even greater. A crossing point has good appropriate uncontrolled tactiles but nothing exists at the exit point to this crossing. No pedestrian route exists from the crossing point up towards the school. Due to the lack of space with the amalgamation of buildings / roads and paths, a review of the crossing / surfacing and pedestrian routes is required perhaps including traffic control such as zebra crossings / warning signage etc. This area requires significant works so a budgetary figure has been included.	Intersection at school area on Commons Road.	1	9,10,11,12,13,14	1	€15,000	
328810	195484	No crossing exists parallel with the mini roundabout. Crossing is difficult due to high kerbs and high traffic flows. A controlled crossing such as a zebra crossing should be considered.	Main street across and parallel with the mini roundabout.		22,23,24	1	€5,000	
329035	195452	There is no crossing point in this vicinity and it is difficult to cross near the road especially where access to the bus stops are concerned. There is a safety barrier which could do with repainting and behind this is an entrance to a residential area. Crossing the main road at this point is difficult due to their being a very high kerb. This road is very busy with fast moving traffic It is recommended that a review with road engineers should consider the requirement and necessity of pedestrians to cross this Main Street at strategic areas such as the bus stop / residential area especially as it is also adjacent to a school. It may be that a controlled crossing is considered such as a zebra crossing and or speed restrictions given that the road has proven the necessity to include controlled crossings nearer the town center.	Main Street at school near cemetery	1	35,36	1	€5,000	
329154	195349	An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. Dropped kerbing exists on both sides but 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 wall). 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.	Main Street side crossing at the cemetery entrance.	1	39	3	€2,500	
328868	195476	An uncontrolled crossing is recommended at the crossover point of a side road and two monoblocked areas. Dropped kerbing exists on one side only and no tactile paving exists..	Second side road crossing next to traffic lights.	1	20,21	4	€2,500	
328871	195462	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 and no tactile paving exists.	Side road crossing next to traffic lights.	1	18,19	3	€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>

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		<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: 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: 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: 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: Yes</b>
<b>Section 3: Town CONTROLLED CROSSOVERS</b>							
		<b>REF: 3.1</b>	<b>QUESTION:</b> Is the blistered tactile paving at controlled crossings red?				<b>Y/N: No</b>
329032	195446	No blistered paving exists at either side of the controlled crossing. Consideration should be given to placement of tactile paving in accordance with sections 5.1.2 and 5.1.3 of the NDA "Building for Everyone".	Traffic Light near mini roundabout.	1	31,32,33,34	2	€2,500
		<b>REF: 3.2</b>	<b>QUESTION:</b> If the footway is also red, is there a contrasting border of 150mm wide around the tactile surface?				<b>Y/N: Yes</b>
		<b>REF: 3.3</b>	<b>QUESTION:</b> Are there any audible signals at controlled crossovers?				<b>Y/N: No</b>
329032	195445	The audible sounder is very hard to hear especially with natural town background noises. It is recommended that they are reset to a higher level.	Traffic Light near mini roundabout.	1	31,32,33,34	2	€800
		<b>REF: 3.4</b>	<b>QUESTION:</b> Has red material been avoided in the vicinity of a controlled crossing?				<b>Y/N: Yes</b>
		<b>REF: 3.5</b>	<b>QUESTION:</b> 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?				<b>Y/N: Yes</b>
		<b>REF: 3.6</b>	<b>QUESTION:</b> At all other controlled crossings is a depth of 800mm been provided?				<b>Y/N: Yes</b>
		<b>REF: 3.7</b>	<b>QUESTION:</b> Is the back edge of tactile paving at right angles to the direction of crossing				<b>Y/N: Yes</b>
		<b>REF: 3.8</b>	<b>QUESTION:</b> Where the back edge is not parallel to the kerb, and the depth of surface varies, it is no less than 800mm?				<b>Y/N: Yes</b>
		<b>REF: 3.9</b>	<b>QUESTION:</b> Is the stem of the tactile paving 1200 wide and extends to the building line where possible?				<b>Y/N: Yes</b>
		<b>REF: 3.10</b>	<b>QUESTION:</b> Does the stem extend back adjacent to the control box or zebra pole?				<b>Y/N: Yes</b>

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		<b>REF: 3.11</b>	<b>QUESTION:</b> Does the stem extend in line with the direction of travel across the road?				<b>Y/N: Yes</b>
		<b>REF: 3.12</b>	<b>QUESTION:</b> 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?				<b>Y/N: Yes</b>
		<b>REF: 3.13</b>	<b>QUESTION:</b> 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?				<b>Y/N: Yes</b>
		<b>REF: 3.14</b>	<b>QUESTION:</b> 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?				<b>Y/N: Yes</b>
<b>Section 4: Town UNCONTROLLED CROSSOVERS</b>							
		<b>REF: 4.1</b>	<b>QUESTION:</b> Is tactile paving at uncontrolled crossings buff or a colour other than red which provides a contrast with the surrounding surface?				<b>Y/N: Yes</b>
		<b>REF: 4.2</b>	<b>QUESTION:</b> Has red material been avoided in the vicinity of any uncontrolled crossing?				<b>Y/N: No</b>
328745	195623	An uncontrolled crossing has been set up with red tactiles as well as the crossing having been set on the circumference of the bend. Both of these problems creates confusion and danger for persons reliant on using the crossing. The direction off of the pavement is directly into the middle of a road with high, fast moving traffic.	Side road crossing near garage.	1	25,26,27,28	1	€2,500
		<b>REF: 4.3</b>	<b>QUESTION:</b> Is the blistered surface installed along the full width of the flush dropped kerb?				<b>Y/N: Yes</b>
		<b>REF: 4.4</b>	<b>QUESTION:</b> Is the back edge of the tactile surface at right angles to the direction of crossing?				<b>Y/N: Yes</b>
		<b>REF: 4.5</b>	<b>QUESTION:</b> Are crossings at side roads inset into the side road, approx 1000mm beyond the radius kerb?				<b>Y/N: Yes</b>
		<b>REF: 4.6</b>	<b>QUESTION:</b> When inset crossovers are not possible, is a tactile surface installed in the line of travel?				<b>Y/N: Yes</b>
		<b>REF: 4.7</b>	<b>QUESTION:</b> Are dropped kerbs directly opposite each other to minimise the crossing distance?				<b>Y/N: Yes</b>
		<b>REF: 4.8</b>	<b>QUESTION:</b> At crossings away from junctions is a flush dropped kerb provided with tactile paving installed to a depth of 800mm?				<b>Y/N: Yes</b>
		<b>REF: 4.9</b>	<b>QUESTION:</b> 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?				<b>Y/N: Yes</b>

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	<b>REF: 4.10</b>	<b>QUESTION:</b> 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?					<b>Y/N: Yes</b>
	<b>REF: 4.12</b>	<b>QUESTION:</b> Is there an absence of an upstand where the footway crosses the vehicle crossover?					<b>Y/N: Yes</b>
	<b>REF: 4.13</b>	<b>QUESTION:</b> Is there a contrast in colour and tone between footways and carriageways?					<b>Y/N: Yes</b>
	<b>REF: 4.14</b>	<b>QUESTION:</b> Are there barriers present where the carriageway is flush with the footway around an entire junction, other than any controlled crossings?					<b>Y/N: Yes</b>
	<b>REF: 4.15</b>	<b>QUESTION:</b> If traffic flow is high on a vehicle crossover, is the crossing treated as an uncontrolled crossing in its design?					<b>Y/N: 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: Yes</b>
	<b>REF: 7.2</b>	<b>QUESTION:</b> Do the bars run in the direction of pedestrian travel?					<b>Y/N: 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: Yes</b>
	<b>REF: 7.4</b>	<b>QUESTION:</b> Are information surfaces level with the surrounding footway?					<b>Y/N: Yes</b>
	<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>
328976	195243	At the bottom of Commons Road, there are several road barriers positioned in and around the pedestrian route. They are of low contrast dependant on what direction they are approached from. A band highlighting colour contrast should be placed on the rear of them.		3	1,4	5	€600
	<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: No</b>
328886	195463	There is a decrease in the path width due to a brick garden wall perimeter. Depending on assessed requirement of need to continue on this path, consider widening the path. It has been assumed a low priority of need exists due to only a few residential houses in this area and town boundary.	Edge of town next to garage.	1	29,30	5	€3,000
		<b>REF: 7.11</b>	<b>QUESTION:</b> Is suitable seating provided at regular intervals?				<b>Y/N: No</b>
		Seats, especially in the region of the main street, shops and amenities should be considered. Seating areas should follow the guidelines from section 5.3.7 of NDA "Building for Everyone". Two seats have been budgeted here.	Throughout town especially in the region of the main street, shops and amenities.	2		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: 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: Yes</b>
<b>Section 9: Town INFORMATION</b>							
		<b>REF: 9.1</b>	<b>QUESTION:</b> Is there a tactile plan of the town centre?				<b>Y/N: 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: Yes</b>
		<b>REF: 9.3</b>	<b>QUESTION:</b> Are all relevant locations clearly signed?				<b>Y/N: No</b>
		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.					
		<b>REF: 9.4</b>	<b>QUESTION:</b> Does the signage system incorporate colour/tone/ contrast and upper and lower case lettering?				<b>Y/N: Yes</b>

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**Section 10: Town Car Parking**

<b>REF: 10.1</b>	<b>QUESTION:</b> If required, are there any accessible parking spaces provided?						<b>Y/N: Yes</b>
<b>REF: 10.2</b>	<b>QUESTION:</b> Are on street accessible bays provided in a safe location?						<b>Y/N: Yes</b>
<b>REF: 10.3</b>	<b>QUESTION:</b> Does the accessible bay have a drop kerb to the rear to allow disabled motorists access to the walkway?						<b>Y/N: Yes</b>
<b>REF: 10.4</b>	<b>QUESTION:</b> Is the accessible car parking surface even and free from loose stones?						<b>Y/N: Yes</b>
<b>REF: 10.5</b>	<b>QUESTION:</b> Are accessible bays adequately lit?						<b>Y/N: Yes</b>
<b>REF: 10.6</b>	<b>QUESTION:</b> Are accessible bays adequately signed?						<b>Y/N: Yes</b>
<b>REF: 10.7</b>	<b>QUESTION:</b> 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)						<b>Y/N: No</b>
	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		2	€2,160