



Rathnew

DESCRIPTION	QTY	Priority	(€) Cost
1 Town GENERAL ACCESS AND CIRCULATION			
1.1 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	1	€10,000
1.2 Resurface the crossing road. Bottom of Commons Road.	5m	3	€500
1.2 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	3	€10,000
2 Town PEDESTRIAN CROSSING POINTS			
2.1 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	4	€2,500
2.1 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.		1	€5,000
2.1 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	3	€2,500
2.1 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 budgetry figure has been included. Intersection at school area on Commons Road.	1	1	€15,000
2.1 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	1	€5,000

2.1	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	3	€5,000
2.1	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	3	€2,500
3 Town CONTROLLED CROSSOVERS				
3.1	No blisterd 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	2	€2,500
3.3	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	2	€800
4 Town UNCONTROLLED CROSSOVERS				
4.2	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	1	€2,500
7 Town HORIZONTAL CIRCULATION				
7.7	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	5	€600
7.10	There is a decrease in the path width due to a brick garden wall perimeter. Depending on assessed requiement 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	5	€3,000
7.11	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
9 Town INFORMATION				
9.3	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.			
10 Town Car Parking				
10.7	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