



Aughrim

DESCRIPTION	QTY	Priority	(€) Cost
2 Town PEDESTRIAN CROSSING POINTS			
2.1 There is an abrupt end to the path along Main Street forcing pedestrians to cross at a busy part of the road. This is caused by the encroachment of a building with the road. The most feasible route to continue along to the shops area is to cross the road and then cross back further along. Due to heavy traffic flows and off road parking, crossing points are very dangerous as no control is being exercised and is a general health and safety risk as well as a disability issue. Crossing area next to the Stonecutter Pub.	2	1	€5,000
2.1 A new path has been laid in this area but the kerbing is very high and makes it very difficult for persons particularly in wheelchairs to cross. No tactiles exist to indicate it as a crossing point. An uncontrolled crossing point is recommended in this area. Entrance across from stand at residential area on Rednagh Road.	1	3	€2,500
2.1 This area is at a road intersection and no suitable crossing points exist. The traffic flows here are high with vehicles generally turning. Some dropped kerbs have been provided but these are in dangerous positions being placed within the circumference of the bends and need repositioning. No tactile paving exists and discussions with road engineers should determine the need for both safe and controlled crossing points allowing pedestrians full access in all directions of travel. Intersection between Aughrim Bridge, Main Street and Rednagh Road.	2	1	€5,000
2.1 Due to heavy traffic flows and off road parking, the crossing point is very dangerous as no control is being exercised and is a general health and safety risk as well as a disability issue. This is also the case when trying to cross at a main 'V' intersection of the road to a row of shops next including "the cutting room". This area is recognisable by the steps at the front of the area. Stepped area at "the cutting room"	1	1	€2,500
2.1 There is a crossing point at this entrance to a residential area however the dropped kerbs which are in place are on the circumference of the bend and should be set back into the side road as the existing direction places the pedestrian into the main road. No tactiles exist to indicate it as a crossing point. Residential entrance along Rednagh Road.	1	2	€2,500
2.1 Crossing at the main bridge out of town has no pedestrian roadway and has to be shared with vehicles. The passage is difficult even for persons without disabilities and control or separation of traffic must be considered. A potential action is to make the bridge a controlled crossing and/ or instate one way traffic flows. Ideally a separate pedestrian crossing such as that found in Shillelagh should be introduced. Due to the nature of the works and high costs potentially involved, NO COSTS HAVE BEEN INCLUDED. Road intersection of town centre and main bridge out of town.	1	1	
2.1 An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. 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 picnic area. Top of Main Street at Tinnakilly Bridge	1	3	€2,500
2.1 A new path has been laid in this area and the kerbing is dropped on the residential side. No tactiles exist to indicate it as a crossing point and no hazard warning in the form of road painting exists or path on the other side. An uncontrolled crossing point is recommended in this area. Entrance across from market, bowling green and fishing grounds on Rednagh Road.	1	3	€1,000
2.6 There are plant pots positioned at the top of a few steps surrounded by a pavement. The positioning is stopping an entry exit point for wheelchair access. Simple repositioning and education would solve this problem. Outside of the cutting room.	3	2	

7 Town HORIZONTAL CIRCULATION				
7.7	There is an abrupt end to the path along Main Street forcing pedestrians to cross at a busy part of the road. This is caused by the encroachment of a building with the road. The most feasible route to continue along to the shops area is to cross the road and then cross back further along. Due to heavy traffic flows and off road parking, crossing points are very dangerous as no control is being exercised and is a general health and safety risk as well as a disability issue. Crossing area next to the Stonecutter Pub.	2	1	€5,000
7.7	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.			
7.11	There is no regular seating along main routes in the town. The one seat found outside the library is partly sculptural and part practical however this is not suited to a range of disabilities. 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". 2 seats have been included for budgetary reasons. Outside of Library.	2	3	€3,000
8 Town VERTICAL CIRCULATION				
8.1	The staircase is very basic and fails to provide nosings, contrasts and lighting. A review of the specification of the staircase is recommended as per section 5.2.2 of "Building for Everyone" of NDA. Entrance to Library..	1	2	€1,200
8.1	The staircase is very basic and fails to provide nosings, contrasts and lighting. A review of the specification of the staircase is recommended as per section 5.2.2 of "Building for Everyone" of NDA. Across from Library as access point to residential area.	1	3	€1,200
8.2	Staircase has handrail only on one side. It is of a higher priority due to increased public traffic requiring access to public amenities. Across from Library as access point to residential area.	1	2	€1,440
8.2	Staircase has handrail only on one side. Entrance to Library.	1	3	€1,440
8.5	Refer to records 1 and 2 of 8.1. Each includes costings.			
8.7	There is no alternative access to the library and is therefore restrictive for public access for persons requiring ramped access unless they enter by way of the car park area which is less than ideal due to safety concerns. Staircase entrance to library.	1	1	€5,000
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				
10.1	The only noticeable parking bays are outside of the Lawless Hotel. It could not be determined if this was a local authority provided bay or hotel owned and maintained. These particular bays have no high level signage and would be difficult for persons without prior local knowledge to know that they existed. 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.	4	2	€6,000
10.6	Refer to 10.1.			