



Baltinglass

DESCRIPTION	QTY	Priority	(€) Cost
1 Town GENERAL ACCESS AND CIRCULATION			
1.2 The path onto the bridge is a poor surface and uneven, it slopes such that the fall is into the direction of the road of a very busy bridge. The path is minimal width and traffic is forced onto the path. It may be that traffic control is put in place over the bridge such that a single lane of traffic crosses over allowing the path to be widened and measures such as safety barriers can be included. NO BUDGET HAS BEEN INCLUDED for remedial works of this nature due to the requirement to discuss with road engineers and high costs that may be incurred. Costs represent resurfacing only. Path leading onto the bridge.		3	€3,000
1.3 Rainwater downpipes are frequently allowing water to flow across uncontrolled along the pathway surface. By installing submerged drainage pipe, the water can be easily channeled subsurface onto the road where road drains will collect the excess water. It is recommended that this technique or something similar should be employed in the development of newly laid pedestrian surfaces. Throughout the audit area.	1	4	
2 Town PEDESTRIAN CROSSING POINTS			
2.1 An uncontrolled crossing is recommended somewhere along the length of this road given the distance involved and the amenities along it such as residences and church. No suitable dropped kerbing exists on both sides and no tactile paving exists indicating a crossing point. 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. Weavers Square Road.	1	3	€2,500
2.1 Refer also to 7.7. An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. No suitable dropped kerbing exists on both sides and 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 off road parking). 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. Side road near town centre opposite "Supervalu" shop.	1	2	
2.1 A crossing and surface issues exist. Upgrading the crossing will also resolve the surface problems. An uncontrolled crossing is recommended at the crossover point of the side road and main road "T" junction. A dropped kerb on both sides currently exists however the dropped kerbs are askewed with each other. Off road parking is obscuring any potential crossing point. Any uncontrolled crossing should create a parallel crossing point. Side road heading towards market square.	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 kerbing is very high and surfaces poor and uneven. 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. Budget for two controlled crossings have been included. Road intersection at town centre.	2	1	€10,000
2.1 This area is a wide open space and leads upto a school area. An uncontrolled crossing is recommended especially one which specifically marks out a pedestrian route given the wide expanse that needs to be crossed at the lower end or as an alternative directional signage indicating where uncontrolled crossings exist in the nearby vicinity. Along Weavers Square Road.	1	3	€2,500

2.1	Parallel with the crossing in record 2, another crossing point is required to allow safe passage over the opposite side road to access the amenities on this side. Note: Close to the four way intersection there is a controlled crossing point (traffic lights) and takes care of crossing between the main road. Crossing near town centre next to "Supervalu" entrance heading toward bridge.	1	2	€2,500
2.6	A street litter bin is placed in the path creating an obstacle. Repositioning of the bin is recommended. Main Street toward the market square.	1	1	€100
7 Town HORIZONTAL CIRCULATION				
7.7	There are lamposts along the pedestrian paths 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. An estimate of six posts has been included. Throughout the town.	6	3	€1,200
7.7	A car (perhaps legitimately) is parked in this area, it creates an obstruction by parking too close to the road crossing. It also minimises the distance onto the path. Remarking of parking bays is recommended in conjunction with 2.1 record 2 (crossing point including a dropped kerb). Parking next to shops close by town centre.	1	3	€3,000
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	1	3	€2,000
7.7	Off street parking is a persistent 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..	1	2	€5,000
8 Town VERTICAL CIRCULATION				
8.1	A single vertical step exists at an entrance between some local shops. It is an unnecessary obstacle and it is recommended that the surface is regraded to remove it or a dropped kerb is incorporated. Main Street heading towards market square next to a local restaurant.	1	2	€1,500
8.1	Two vertical steps exist 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. Start of a side road, nearby the town centre.	1	2	€3,000
8.1	A single vertical step exists at an entrance between some local shops. It is an unnecessary obstacle and it is recommended that the surface is regraded to remove it or a dropped kerb is incorporated. Main Street close heading towards market square.	1	2	€1,500
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				
10.6	High level signage is placed at the two disabled bays to the north of market square next to appropriate places such as doctor surgery. The poles need a colour contrast banding around them to make them visible to persons of low visual perception. Disabled bays to the north of market square next to appropriate places such as doctor surgery.	2	5	€400
10.6	Provide high level signage, appropriate dimensions and good road markings. Refer to section 5.4.2 of NDA "Building for Everyone". Next to petrol pumps on main street at market square.	1	2	

10.7	There are two disabled bays to the north of market square next to appropriate places such as the doctor surgery. Likewise there is one very poorly marked bay next to market square. Given the amount of parking (200+ spaces) there is inadequate disabled parking especially in amenity areas to the south of market square and over the bridge. Throughout the town especially to the Market Square road and Edward Street.	4	2	€4,320
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