



Ashford

DESCRIPTION	QTY	Priority	(€) Cost
<b>1 Town GENERAL ACCESS AND CIRCULATION</b>			
1.1 The path area is crossed along its length with cars looking to park perpendicular to the path. In some cases it was found that cars were also using the path space to park. Pedestrian demarcation is recommended as are policies to try and stop off-road parking such as bollards, signage, education etc. Path between shops and garden center.	20m	1	€1,500
1.3 There is a crossing point above the roundabout but passes through a rockery bed which has plants starting to overgrow into the path walking area. A maintenance schedule to keep the area clear is required. Crossing above Roundabout on Main Street.	1	3	€300
1.3 Fallen leaves, foliage etc and lying water is making the path slippery. General cleaning and maintenance regime is recommended. Main Street, path bordering garden center.	1	5	€300
<b>2 Town PEDESTRIAN CROSSING POINTS</b>			
2.1 There is a controlled crossing point further down in the town but it is difficult to cross near the roundabout especially where access to the bus stops are concerned. It is recommended that a review with road engineers should consider the requirement and necessity of pedestrians to cross Main Street at strategic areas such as near the roundabout, the side road to the roundabout and the bus stops. 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. A traffic island will also need to be included in the crossover. Main Street near roundabout at the bus stops.	1	2	€5,000
2.1 There is a lack of controlled crossing points such as zebra or traffic lights within the town centre at the upper area of the town. It is recommended that a review with road engineers should consider the requirement and necessity of pedestrians to cross the Main Street at the church and school as parking exists along the opposite road. Disabled bays ( Refer to 10.7) have been recommended but these should ideally be situated at the near side road. Entrance into school and church.	1	3	€5,000
2.2 The existing crossover is via a pedestrian island but neither the island nor the entry exit points are flush and / or parallel with the carriageway and require immediate attention. The island should be in line with both crossing points on either side of the road, it should be flush, low and level through the island and tactile paving should be used. Safety barriers, lighted signage should also be considered as per the recommendations of NDA "Building for Everyone" section 5.1.5. Roundabout crossing on Main Street.	1	1	€2,500
2.2 The existing crossover (second on the roundabout) is via a pedestrian island but neither the island nor the entry exit points are flush and / or parallel with the carriageway and require immediate attention. The island should be in line with both crossing points on either side of the road, it should be flush, low and level through the island and tactile paving should be used. Safety barriers, lighted signage should also be considered as per the recommendations of NDA "Building for Everyone" section 5.1.5. Crossing at the roundabout (Second crossing).	1	1	€2,500
2.7 The path in this vicinity is showing signs of wear and tear although it is passable with care. The contrast, delineation from the road is poor and needs to be attended to either by physical kerbing or road paint demarcation so that partially sighted persons can identify a safe passage around from the monoblock onto the tar pathway. Middle of Main Street close to bottle banks.	10m	4	€2,000

<b>3 Town CONTROLLED CROSSOVERS</b>				
<b>3.3</b>	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. Controlled traffic light crossing bottom of town center.	1	2	€500
<b>7 Town HORIZONTAL CIRCULATION</b>				
<b>7.7</b>	There are no immediate crossings in this area that cross the road towards the school area or church. Into the school area there is a discontinuation of the paths forcing pedestrians onto vehicle roads. A review of access in this area is required by upgrading some crossing points, disabled bays and/ or dropped kerbs. As well as a disabled access issue this area has large health and safety implications. Various methods of pedestrianisation should be considered including demarcation zones. Entrance into school and church.	1	2	€5,000
<b>7.7</b>	There are lamposts and single bollards along the pedestrian path 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. Lamposts throughout the town where they encroach into the path.	6	3	€1,200
<b>7.10</b>	The width of the path is 900mm which is above the minimum but below the recommended size. Due to the brick wall bounding the bus stop, it may not be possible to extend the path width. Review with road engineers to see if the path can be easily widened, as per section 5.1.3 of NDA "Building for Everyone". Bus stop near the roundabout on Main Street.	20m	3	€2,000
<b>7.10</b>	Bottle banks have been placed on the pedestrian path and although the passage is narrowed, for the most part there is suitable width to pass and enough passing points at either side of the bottle bank area. The last bank however, encroaches too far and narrows the passing point to 900mm which is close to the minimum requirement. If the bottle bank cannot be repositioned, passage should be widened as part of any scheduled repair or upgrade works. Bottle Banks on Main Street.	1	5	€200
<b>7.11</b>	The two seats found beside bus stops are 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. It would be better to provide more seating in lieu of removal of the existing benches thus providing a greater selection and choice of seating. Seating within Main Street.	2	4	€3,000
<b>9 Town INFORMATION</b>				
<b>9.3</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>10 Town Car Parking</b>				
<b>10.7</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 and at the top of Main Street near church and school.	3	2	€3,240