



Wicklow County Council  
 OOR HAILE CHONTAE CHILL KHANTAIN

## Access Audit Summary Sheet

CAPITA SYMONDS

Subject: **Tinahely**

Audited: **21 March 2008**

Details: **Co. Wicklow**

### Accessibility Grade

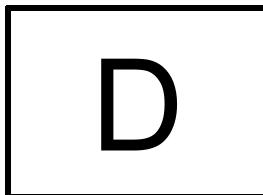
A - Wholly Compliant

B- Satisfactory, minor works needed

C - Poor. Major alterations required

D - Significant issues which severely restrict access and service operations. Major capital works required

### Allocated Grading



Estimate of Totals	No of Alterations	Estimated Costs
Priority 1	5	€46,000
Priority 2	3	€6,080
Priority 3	7	€20,800
Priority 4	3	€2,980
All Costs	18	€75,860

Auditor:	J Lowe
Signed:	
Date:	

### Summary Statement

Tinahely Town Centre, Co. Wicklow

The area audited was found to be generally of poor accessibility particularly in the town square area. Throughout the audit area there was a distinct lack of uncontrolled crossings and no provision of controlled crossings. This town had serious off road parking problems as detailed below. The main square had a steep stepped access from the front and a gradual sloping area from the back with a few singular steps to overcome. This area would be difficult for persons in a wheelchair to access the public facilities which include a library. Likewise no handrails exist for persons of an ambulant nature. Crossing into the main square is difficult due to the heavy parking loads, no particular crossing point and ongoing movement of traffic. Compounding the access problem is that many residential buildings have stepped access and these steps are both visually inconspicuous and protruding into the pedestrian area. It appears that the Tinahely town centre is poorly served by bus stop areas and a review of positioning and access to bus stops should be given. Traffic flows and pedestrian integration should be reviewed with road engineers to examine proposals such as pedestrian only areas or one way traffic flows, traffic parking alternatives, enforcement and education. This is particularly noticeable along Barton Street as the access route to the health centre is only possible by traversing along the road and forced interaction with traffic. Due to the two way traffic, residential dwellings and paths, the path widths have been minimised in lieu of allowing traffic passage. Any review should aim to allow path widening, path access and safe controlled/ uncontrolled crossing points at strategic places or intervals. Certain areas of the town have no controlled crossing points or as a minimum uncontrolled crossing points which are non-evident. Two well placed disabled bays exist but have no high level signage. It is suspected that a disabled bay outline has been marked outside of the health centre but no further markings indicate this. Any disabled bay should follow the recommendations of sections 5.4.1 and 5.4.2 of NDA "Building for Everyone".

As with most of the towns audited, considerable parking problems exist with an inherent attitude to off road parking at the expense of pedestrians. This is particularly problematic and of safety concern for vulnerable groups including disabled persons or children. A consultation with road safety engineers should be implemented considering measures such as alternative parking, out of town parking, bollards and restricted parking road markings, public education. Regarding public transport, it is recommended that discussions with representatives of Bus Eirann should take place to provide supportive facilities such as wheelchair access. Most existing bus stops do not provide any shelter from the elements. It would be of good practice including general benefit for all the public to consider strategic placement of shelters. The access paths to the bus stop is restrictive in its width. Along the main streets, there is generally a lack of suitable seating areas. The one seat noticed during the audit is not accessible by everyone. 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".

The main access audit was carried out by John Lowe and is based on the conditions encountered during an inspection on March 2008.