



EASTING	NORTHING	RECOMMENDATION	LOCATION	QTY	PHOTO REF	PRIORITY	COSTS
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Use Type: Town Centre

Auditor: J Lowe

Date of Audit: 21/03/2008

Capita Ref: 014

Name: Tinahely

Address: Co. Wicklow

## Section 2: Town PEDESTRIAN CROSSING POINTS

REF:	2.1	QUESTION:	Are there suitable crossing points present at regular intervals to allow circulation throughout the residential area?	Y/N:	No		
303556	172949	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. It is a medium priority as it is a quiet road but on the other hand, the requirement to crossover is could be high with persons trying to get to the health centre.	Along Bridge Street towards the health centre.	1	21	3	€2,500
303691	173154	An uncontrolled crossing is recommended at the crossover point of a side road and main road "T" junction. A dropped kerb on both sides currently exists however the dropped kerbs are skewed with each other. Any uncontrolled crossing should create a parallel crossing point.	Along Main Street towards town centre.	1	2,3	3	€2,500
303765	173196	An uncontrolled crossing is recommended somewhere along the bridge and straight road leading into Tinahely. No dropped kerbs nor tactile paving exists. Any uncontrolled crossing should create a parallel crossing point. It is a medium priority as it is a busy road but on the other hand, the requirement to crossover is low.	Along Main Street.	1	1	3	€2,500
		There is no crossing point along the length of this street and although low levels of traffic were found on the day of the audit, high kerbs exists for a lengthy distance. Consider placing a crossing point along the length of this street at an appropriate area.	Top end of Main Street.	1	16	4	€2,500
REF:	2.2	QUESTION:	Are all crossovers flush with the carriageway?	Y/N:	Yes		
REF:	2.3	QUESTION:	Is the surface slip resistant?	Y/N:	Yes		
REF:	2.4	QUESTION:	Is blistered tactile paving present at all crossovers where the kerb upstand has been removed?	Y/N:	Yes		
REF:	2.5	QUESTION:	Is all blistered paving located in a suitable manner that will not lead to confusion for someone with a visual impairment?	Y/N:	Yes		

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	REF: 2.6	QUESTION: Is all street furniture suitably located to ensure that it will not cause a hazard to pedestrians?					Y/N: Yes
	REF: 2.7	QUESTION: Is there a strong colour contrast at the kerb edge to assist partially sighted users?					Y/N: Yes
<b>Section 7: Town HORIZONTAL CIRCULATION</b>							
	REF: 7.1	QUESTION: Have guidance path surfaces been used sparingly to guide people around obstacles?					Y/N: Yes
	REF: 7.2	QUESTION: Do the bars run in the direction of pedestrian travel?					Y/N: Yes
	REF: 7.3	QUESTION: Have information surfaces been used to draw attention to amenities such as phone kiosk, post boxes, or information points?					Y/N: Yes
	REF: 7.4	QUESTION: Are information surfaces level with the surrounding footway?					Y/N: Yes
	REF: 7.5	QUESTION: Does the surface extend the full width of the amenity or 800mm, whichever is greater?					Y/N: Yes
	REF: 7.6	QUESTION: Does a space of 400mm exist between the amenity and surface?					Y/N: Yes
	REF: 7.7	QUESTION: Are pedestrian routes free of hazards?					Y/N: No
303469	173290	There are posts 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.	Along Main Street.	4	15	3	€800
		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	9	3	€5,000
		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.	Througout the town..	5	14,15,19	1	€3,000
	REF: 7.8	QUESTION: Does the lighting installation take into account the needs of people with visual impairments?					Y/N: Yes

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	<b>REF: 7.9</b>	<b>QUESTION:</b> Are junctions between different surfaces smooth to ensure that they do not present a tripping hazard or cause visual confusion?					<b>Y/N: Yes</b>
	<b>REF: 7.10</b>	<b>QUESTION:</b> Are pedestrian routes a minimum of 1800mm wide?					<b>Y/N: Yes</b>
	<b>REF: 7.11</b>	<b>QUESTION:</b> Is suitable seating provided at regular intervals?					<b>Y/N: No</b>
		Along the main streets, there is generally a lack of suitable seating areas. 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".	Throughout town.	2		3	€3,000
	<b>REF: 7.12</b>	<b>QUESTION:</b> Is general circulation available to all areas by way of accessible routes?					<b>Y/N: No</b>
303628	173140	The southern area on the opposite of the island requires a continuation of passage by providing paved walkway and removal of two steps bounded by flower boxes. This will also improve the surface which is cracked.	Next to shops with Bar / wine merchant.	10m	6,7	2	€2,000
303666	173127	The area around the triangular stepped island in the town centre is difficult to access. Crossing is difficult due to high traffic loads, off street parking and lack of dropped kerbs with any form of controlled crossing. The area to access has public amenities such as library, court etc. It is highly recommended that crossing points are reviewed and that access is considered from various directions. In this instance due to the difficulties in crossing and high likelihood that persons will travel to this area a controlled crossing is recommended.	North and South access points over to the Triangular stepped island.	2	5,8,9	1	€15,000
303637	173105	Access to the library, seat, litter bin, noticeboard etc. on the island requires a few singular steps to be overcome. An entry/ exit crossing point at the same level of the library will help. The steps at the front would not need to be replaced but handrails, nosings etc need to be considered. The singular steps should have small ramped accesses put in place. Refer to 8.2	North side of triangular island.	3	9,10	1	€3,000
303622	173040	This area from the exit at the town centre upto the health centre has a series of poor paths / surfaces and steps. As such this entire street is needing considerable works and rather than treat every problem independently they have been summarised here. A montage of photos has been included. An immediate problem is that the paths either side of the road are poor in width with many kerbstones, steps and poles needing to be overcome. By concentrating on one side of the road, a path can be made accessible through widening without encroaching significantly into the roadspace. Other measures could be used such as one way traffic flows, chicanes, light signal control. A budgetary figure has been included but this may not be realistic depending on what measures are finally approved.	The length of bridge street up to the health centre.	200m	17,18,19,20,24,25,26	1	€20,000

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		<b>REF: 7.13</b>	<b>QUESTION:</b> Is town centre signage suitably positioned, sized with necessary colour and tonal contrast between letters and background? Is there alternative pictorial signage where possible?				<b>Y/N: Yes</b>
<b>Section 8: Town VERTICAL CIRCULATION</b>							
		<b>REF: 8.1</b>	<b>QUESTION:</b> Is the location of any steps clearly indicated by use signage/colour contract/texture/lighting?				<b>Y/N: No</b>
303691	173144	A series of steps (four, over a spilt level of one and three) exist which have no nosings, indications or handrails. Similarly no alternative method to pass through this area exists particularly for wheelchairs and a ramp or alternative crossing could be considered. IN this instance a road chicane could serve to allow a pedestrian bypass.	Along Main Street towards town centre.	1	4	1	€5,000
303691	173155	Opposite the series of four steps on the other side of the road are two steps which blocks wheelchair access. These two steps should be changed to allow an alternative ramp over half their length, installing appropriate nosings and handrails or more sensibly the steps could be removed a long low gradient put in place.	Along Main Street towards town centre..	1	2,3	2	€3,000
		<b>REF: 8.2</b>	<b>QUESTION:</b> Do any steps have a handrail to both side(s) and does it extend 300mm beyond the top and bottom of any flight?				<b>Y/N: No</b>
303637	173106	The steps require nosings, corduroy tactile paving and handrails at appropriate intervals to help persons in ascending /descending.	Steps at front of triangular island.	3	10	3	€4,500
		<b>REF: 8.3</b>	<b>QUESTION:</b> Is any level change clearly lit?				<b>Y/N: Yes</b>
		<b>REF: 8.4</b>	<b>QUESTION:</b> Are treads and risers uniform?				<b>Y/N: Yes</b>
		<b>REF: 8.5</b>	<b>QUESTION:</b> Are nosings identifiable?				<b>Y/N: Yes</b>
		<b>REF: 8.6</b>	<b>QUESTION:</b> Is the location of any ramp clearly indicated by use signage/colour contract/texture/lighting?				<b>Y/N: Yes</b>
		<b>REF: 8.7</b>	<b>QUESTION:</b> Are steps available as an alternative to any ramp or ramped surface?				<b>Y/N: Yes</b>
		<b>REF: 8.8</b>	<b>QUESTION:</b> Have all ramps got a suitable gradient in respect to their length?				<b>Y/N: Yes</b>
		<b>REF: 8.9</b>	<b>QUESTION:</b> Do any ramps have a handrail to both side(s) and does it extend 300mm beyond the top and bottom of any flight?				<b>Y/N: Yes</b>

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**Section 9: Town INFORMATION**

<b>REF: 9.1</b>	<b>QUESTION:</b> Is there a tactile plan of the town centre?						<b>Y/N: No</b>
	Tactile information at key areas should be considered throughout the town.						
<b>REF: 9.2</b>	<b>QUESTION:</b> If orientation information is available to the public, is it available in alternative formats?						<b>Y/N: Yes</b>
<b>REF: 9.3</b>	<b>QUESTION:</b> Are all relevant locations clearly signed?						<b>Y/N: No</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>REF: 9.4</b>	<b>QUESTION:</b> Does the signage system incorporate colour/tone/ contrast and upper and lower case lettering?						<b>Y/N: Yes</b>

**Section 10: Town Car Parking**

<b>REF: 10.1</b>	<b>QUESTION:</b> If required, are there any accessible parking spaces provided?						<b>Y/N: Yes</b>
<b>REF: 10.2</b>	<b>QUESTION:</b> Are on street accessible bays provided in a safe location?						<b>Y/N: Yes</b>
<b>REF: 10.3</b>	<b>QUESTION:</b> Does the accessible bay have a drop kerb to the rear to allow disabled motorists access to the walkway?						<b>Y/N: Yes</b>
<b>REF: 10.4</b>	<b>QUESTION:</b> Is the accessible car parking surface even and free from loose stones?						<b>Y/N: Yes</b>
<b>REF: 10.5</b>	<b>QUESTION:</b> Are accessible bays adequately lit?						<b>Y/N: Yes</b>
<b>REF: 10.6</b>	<b>QUESTION:</b> Are accessible bays adequately signed?						<b>Y/N: No</b>
303636	173096	No high level signage for the disabled bay is in situ. The bay is well displayed in blue road markings making high level signage of a lower priority however it should not be discarded as it is an important feature for persons driving past to quickly ascertain that an accessible bay exists.	Disabled bay across from triangular island on Main Street.	1	13	4	€240

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303661	173101	No high level signage for the disabled bay is in situ. The bay is well displayed in blue road markings making high level signage of a lower priority however it should not be discarded as it is an important feature for persons driving past to quickly ascertain that an accessible bay exists.	Disabled bay next to newsagent across from trangular island on Bridge Street.	1	11	4	€240	
303556	172948	An accessible bay was found on the day of the audit, it could not be determined if this was a local authority provided bay. This particular bay had no high level signage and would be difficult for persons without prior local knowledge to know that it existed. Assuming that this is dedicated to disabled parking, proper markings need to be put in place as well as a dropped kerb. Refer to section 5.4.2 of NDA "Building for Everyone".	Outside of health centre along Bridge Street.	1	23	2	€1,080	
<b>REF: 10.7</b>		<b>QUESTION:</b> Is there a sufficient number of accessible parking bays to meet requirements (1 space per 25 standard spaces, 3 spaces per 25-50 spaces, 5 spaces per 50-100 standard spaces)					<b>Y/N: Yes</b>	