Age Friendly monaghan

Comhairle Contae Mhuineacháin
Monaghan County Council



WALKABILITY AUDIT

MONAGHAN TOWN

Comhairle Contae Mhuineacháin
Monaghan County Council

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Foreword –

Leona Keenan, Age Friendly Programme Manager Monaghan

Drew Hurley, Senior Executive Planner, Public Realm.

Comhairle Contae Mhuineacháin
Monaghan County Council

As joint leads on this Walkability Audit we are delighted to present this report of the Universal Design Walkability Audit of Monaghan Town. Based on the Universal Design walkability Audit tool developed by the National Transport Authority in conjunction with the Centre for Excellence in Universal Design and Age Friendly Ireland this audit has highlighted the positive aspects of the town and issues encountered by our group along the two routes audited on the day.

This audit reflects a collaborative approach aligned with the strategic objectives of the Monaghan Age Friendly Strategy 2020-2024 which is currently under review having completed public and stakeholder consultation.

I would like to acknowledge Declan Gaffney, National Technical Programme Manager, Age Friendly Ireland, for his expertise, support, and guidance, as well as our colleague, Martin Taylor, Acting Municipal District Coordinator for the Municipal District of Monaghan for his assistance in organising this event.

I also extend my sincere thanks to the participating organisations and their representatives for their engagement, valuable contributions, and for sharing their lived experiences.

As our county becomes more diverse the needs of people also change and as such a walkability audit is a practical way to look at the current structure and facilities of the town, assess how accessible it is and identify where changes can be made to improve accessibility and direct funding to the areas considered high priority.

This group were generous in giving not just their time but also sharing their lived experiences, these contributions have ensured that this has been a meaningful process which can have a positive impact on the people of Monaghan Town.

Age Friendly monaghan

1. Introduction:

This walkability audit of Monaghan Town has been undertaken to assess how well the local environment supports safe, accessible, and inclusive movement for all members of the community.



Guided by Age Friendly and Universal Design principles, the audit recognises the importance of creating streets and public spaces that are usable and welcoming for of all ages and abilities.

From a social inclusion perspective, the audit considers how the design and condition of footpaths, crossings, public spaces, and connections influence equal access to services, social participation, and community life.

In addition, the audit evaluates the quality of the public realm—examining factors such as comfort, safety, legibility, and attractiveness—to determine how the town's streetscapes support everyday walking as a practical, enjoyable, and sustainable mode of transport.

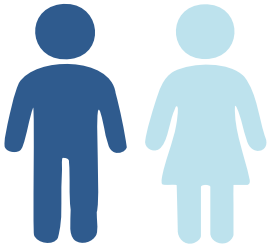
Together, these perspectives aim to identify strengths, highlight barriers, and inform improvements that will enhance Monaghan Town as an inclusive, vibrant, and people-centred place.

Monaghan County Council would like to thank members of the Older People's Council, DisAbility Network, Elected Representatives and all others who attended on the day.

The recommendations in this report have not as yet been circulated to the relevant stakeholders / sections of Monaghan County Council. As such this report is presented without their valuable input or responses. Review, approval and implementation of any of the recommendations of this report will be subject to Management approval and the availability of resources.



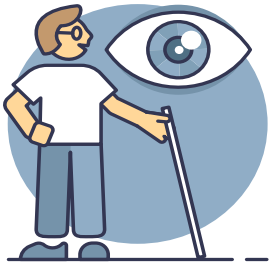
Walkability Audit of Monaghan Town Feedback Brief Overview.



46% 54%
Male Female



The weather on the day was wet



We had one participant with a visual impairment



We had one wheelchair user participant



46% felt there were enough rubbish bins around the town.



Over 60% of our attendees felt there were not enough public toilets available



Most of our Participants were between 50-59



The audit was completed in commercial area.



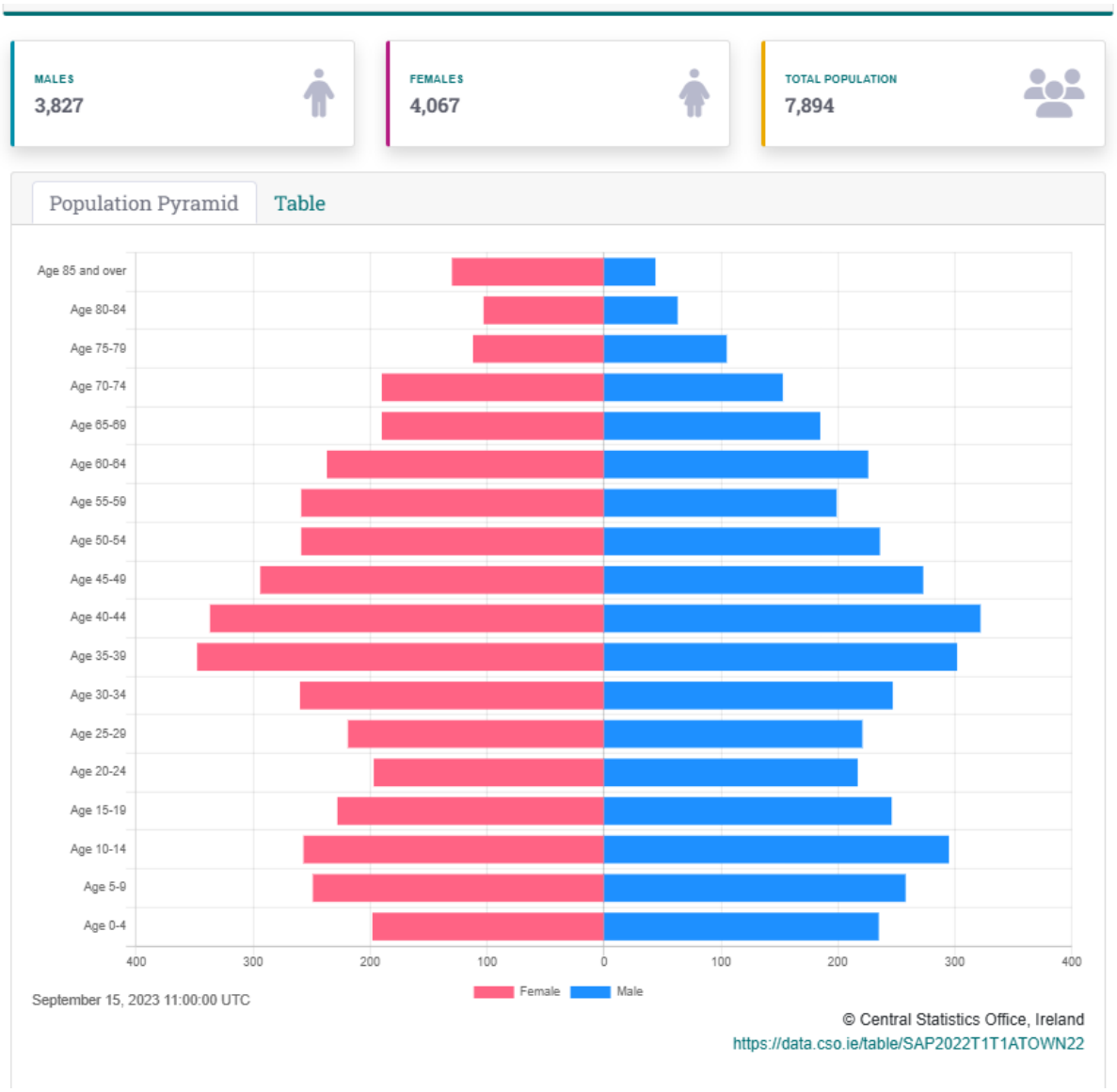
The majority of the group felt the area they walked was “okay”



54% felt there was pleasant street planing along the route.

Monaghan Town Demographics.

Monaghan Town retains the characteristics of a traditional market town, with a vibrant local economy and strong community activity. It has a population of just under 8,000 people and is an important centre for the surrounding rural areas. Like many other similar towns around the country it has a strong family based population, a gradually aging population and in recent year has become more diverse with the arrival of migrants to the county. This has contributed to a wider mix of nationalities and cultural backgrounds which we can see in the large African Community in Monaghan Town.



According to the 2022 census County Monaghan has a population of 64,832 which is an increase of 6% or 3,902 people between April 2016 and April 2022. The number of people aged 65 and over in County Monaghan also increased over this period by 21% to 10,397. The number living alone in this age group grew is 2,692 according to Census 2022.

Currently 15.9% of Monaghan's population is now aged over 65 (10,397) this is higher than our neighboring counties Louth 14%, Meath 13% and Cavan 14% respectively. The total Old Age Dependency Ratio is 1:4 or 24% higher than the national average of 22%.

According to the CSO approximately 15-20% of the population of County Monaghan has at least one disability. Given our aging population and the accessible needs of various groups within our communities their needs need to be reflected in accessible public spaces, transport etc. A town centre that is accessible and easily walkable is essential in allowing people to remine active and also keep their independence. A practical means of assessing any town is via the Universal Design Walkability Audit which creates discussion, highlights good practices and establishes where improvements can be made which will benefit all members of our society.

2. Background

Monaghan County Council is committed to supporting sustainable, inclusive, and healthy communities through its strategic planning and infrastructure investment. The walkability audit of Monaghan Town is situated within this broader policy context, reflecting local authority objectives to enhance accessibility, improve the public realm, and promote compact growth in line with national and regional planning frameworks.

A key driver of this work is the Active Travel Programme, which prioritises walking, cycling, and public transport as viable, everyday modes of transport. Through this programme, the Council aims to create safer, more connected, and user-friendly streets that encourage people of all ages and abilities to choose active modes for short journeys. Improving walkability is central to achieving these outcomes, particularly in terms of connectivity between residential areas, the town centre, schools, services, and public transport.

The audit is also informed by public health objectives, recognising the strong link between the built environment and physical and mental wellbeing. Enhancing walkability supports increased physical activity, reduces car dependency, and contributes to improved air quality and social interaction. In this regard, creating an environment that is safe, comfortable, and accessible for older people, children, and those with mobility challenges is essential to addressing health inequalities and fostering social inclusion.

In addition, the audit reflects the Council's commitment to high-quality public realm design. Well-designed streets and public spaces not only facilitate movement but also encourage people to spend time in the town, supporting economic vitality and community life. By assessing the current walking environment through these combined lenses, the audit will help to identify targeted interventions that align with Monaghan County Council's objectives for a more walkable, age-friendly, and resilient town.

3. Policy and Standards Context

Walkability audits are guided and informed by a number of National and Local Policies and plans including:



- **National Policy**
    - Design Manual for Urban Roads and Streets (DMURS)
    - National Sustainable Mobility Policy
    - National Planning Framework
    - Climate Action Plan
- **Regional / Local Policy**
    - Monaghan County Development Plan 2025-2031
    - Monaghan County Council Local Transport Plan
    - Active Travel Strategy
    - Dementia Inclusive Community Guide from a Universal Design approach.
- **Relevant Guidance**
    - NTA walking and cycling design standards
    - Universal Design guidelines

4. Objectives of the Audit

The main objectives of this audit were to have a diverse group of individuals – age, ability conduct a walking audit to highlight the positive and negative aspects of walking around specific routes in Monaghan Town.

This will help to identify the needs of different groups of people, how easy it is to move around the town and various barriers people face on a daily basis. This audit will highlight areas including footpaths, crossings how the area looks and feels. It will also identify parking spaces, how pedestrian safety can be improved and what opportunities there are for the local authority to make the town more accessible for all members of the community.

5. Questionnaire:

Our Age Friendly Team and Public Realm created the questionnaire in Appendix 2. The creation of this questionnaire was to determine how our group viewed a number of aspects of Monaghan Town including:

- Footpaths
- Crossings and Junctions
- The Aesthetics – look and feel
- Public Spaces, Parking and Buildings
- Safety and Comfort
- Overall feedback from the walk



The aim of the questionnaire is to get information to:

- Improve public safety
- Encourage walking and a healthier lifestyle
- Address the needs of the community in the area
- To promote sustainable transport
- Improve accessibility and inclusion.
- To prioritise funding and projects.

6. Routes:

Study Area Description

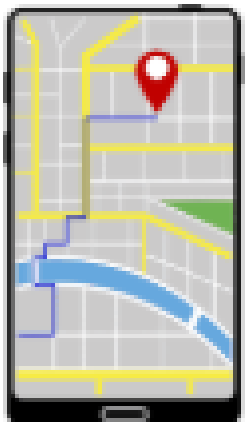
This event took place on the 14th April 2026. The group met at Dinkins Café in Monaghan Town where Leona Kennan, Age Friendly Programme Manager and Drew Hurley, Senior Executive Planner, Public Realm outlined the agenda for the audit and gave background to the group. Also in attendance were representatives from The Older People's Council, Monaghan County Council Staff, the DisAbility Network. Their collective insights and lived experiences provided a valuable, varied and practical perspective on the town's walkability.

The audit was scheduled for 10.30am with the walk beginning at 11am. This was to ensure all of the community groups invited had time to make their way to the meeting point, there was an opportunity for people to catch up and get a hot drink before a briefing on the audit began.

The group was split into two teams who each took a route detailed in the maps in appendix 1. Individuals were nominated to take pictures and record issues along the route which they felt impacted walking around the town but also to note positives they saw along the route. For health and safety all attendees were provided with high visibility vest for this audit.

Route1:

North Road & Glaslough Street



Route 2:

Dublin Street & Dawson Street.



On returning to Dinkins attendees were encouraged to complete the questionnaire provided to give feedback on their experiences. Although we had over 30 participants on the walk we received back 13 survey responses. These responses are representative of the group.

Findings:

Route 1: North Road and Glaslough Street.

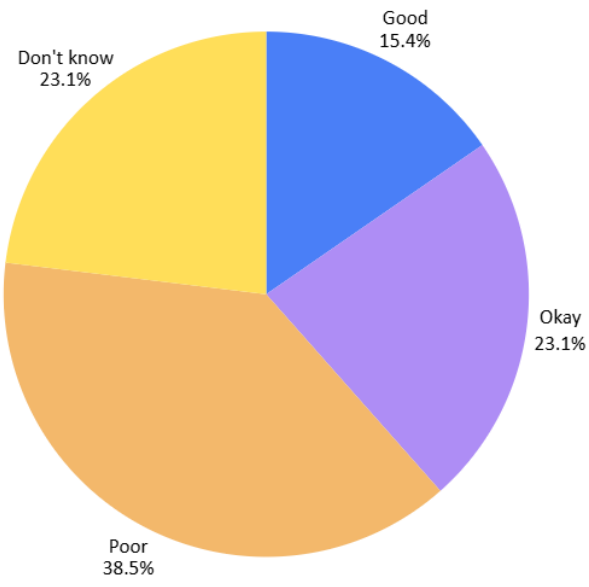
From our questionnaire the graphs below outlined the views of our survey respondents:

Section 2 Footpaths:

Question	Yes	No	Don't know	No response
Footpaths are available on every street?	6	3	0	4
The footpaths are well maintained with few cracks?	2	8	1	2
In wet weather, footpaths are well-drained and not slippy?	5	5	1	2
Footpaths are ramped at kerb and easy to negotiate ?	2	8	1	2
Footpaths are wide enough for two people to walk side by side?	6	4	1	2
Cars parking on footpaths can be a problem?	6	2	1	4
'Street furniture', such as bins, plant boxes, or signs block the footpaths?	7	1	1	4
Overgrown hedges or other planting near footpaths can be a problem?	3	5	2	3

Overall could you please rate the footpaths in the area walked:



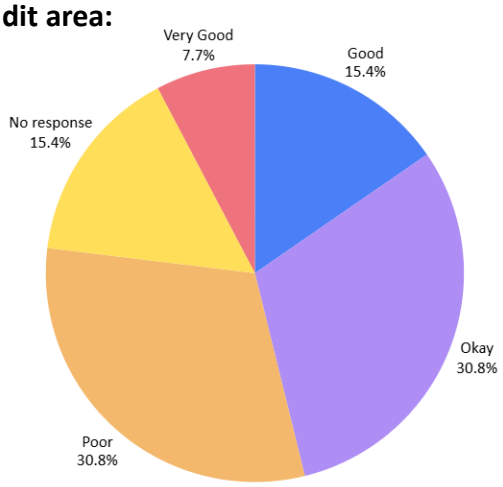


Some of the issues encountered by our group included loose stone and kerbs which were highlighted as an issue for many of our group including people with a visual impairment and people with poor mobility. The quality of the footpaths varied along the route however the uneven surface and lack of dropped kerbs was an issue for our wheelchair user. Most of the footpaths have a slope towards the road which proves difficult to navigate for many sections of our community. There are broken pavements around Flemmings Department Stores and the grey signage poles need some distinction as they are very difficult to see for anyone with a visual impairment.

3. Crossings & Junctions

Question	Yes	No	Don't know	No response
Crossing points are convenient to where people need to go?	2	9	0	2
Busy streets/junctions are well equipped with pedestrian crossings and signals?	4	6	2	1
Slow-moving pedestrians can get across the street in the time allowed by the traffic lights?	2	7	3	1
Pedestrian crossings have a clear sound signal?	2	7	4	0
Crossing points have dropped kerbs which give level access between the road and footpath?	5	5	3	0
At traffic lights do pedestrians have to wait too long before being able to cross?	2	7	3	1
Most drivers yield to pedestrians at crossings, driveways and laneways?	8	1	4	0

Overall could you please rate the crossings and junctions in the walk audit area:

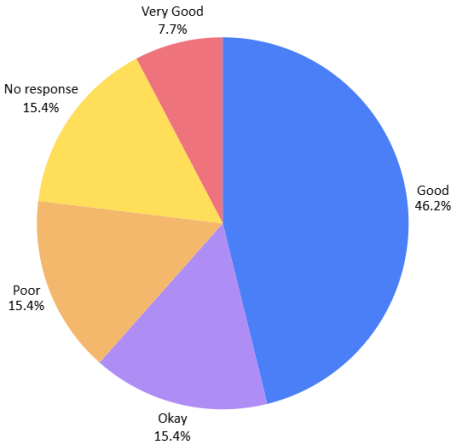




Section 4: Aesthetics – Look & Feel

Question	Yes	No	Don't know	No response
Entrances to public buildings are clearly visible and obvious?	8	3	1	1
The streets are well sign posted?	6	4	3	0
There are enough rubbish bins?	6	5	2	0
There is a lot of dog fouling in the area?	4	7	2	0
There is pleasant street planting on the route?	7	1	5	0
The streets are clean and free of litter?	6	5	2	0
There are abandoned buildings/sites in the area?	8	1	3	0

Overall could you please rate how pleasant the environment was in the walk audit area:



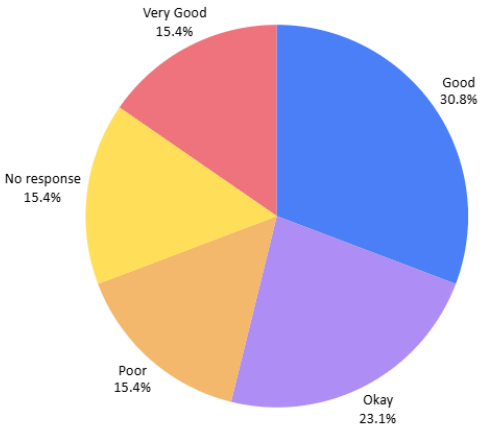




Section 5 Public Spaces, Parking & Buildings

Question	Yes	No	Don't know	No response
Facilities such as shops, banks, medical centers, cafes, post offices and churches are easy to access?	8	3	1	0
Parking spaces are available close to where people need to go?	8	3	1	0
There are accessible parking spaces available close (within 25m. approx.) to amenities?	7	3	1	1
Public parks are accessible for exercise and relaxation (including playgrounds)?	7	1	4	1
Bicycle parking facilities are available close to amenities?	3	6	3	1
Public toilets are available and accessible?	4	8	0	1
There are enough public benches and rest areas along the route?	5	5	2	1
Public benching has adequate back and arm rests?	4	6	2	1
Public transport stops provide adequate shelter and seating?	0	9	3	1

Overall could you please rate from the aspect of walk friendliness the public spaces, buildings and parking:

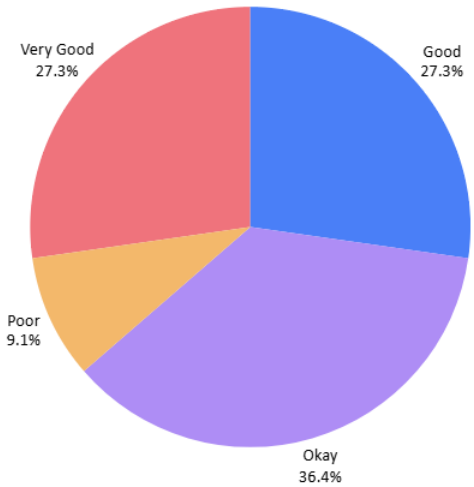




Section 6 Safety & Comfort

Question	Yes	No	Don't know	No response
I would feel safe walking alone on this route in the daytime?	9	2	2	0
The street lighting is good in the area walked?	8	1	3	1
I would feel safe walking alone on this route in the dark?	6	6	1	0
Anti-social behavior or vandalism is a problem in the area?	6	1	5	1
Car speeds are too fast in the area?	9	1	3	0
Drivers are good at obeying the traffic signals and stop signs?	7	4	1	1
Cyclists sharing the footpaths can be a problem?	9	1	3	0

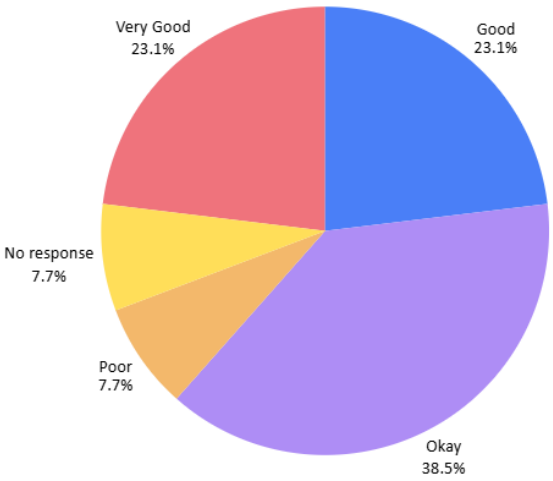
Overall could you please rate how safe you feel walking in the area?





Section 7

Overall please rate the area you walked today in terms of how walk friendly it was.







Now we are almost finished. Please tell us the top three things that you would like done to improve the area you walked today?

1: Footpaths need to be recobbled / repaved some are sloped with a lot of loose stones and are not suitable for a wheelchair user.

2. More pedestrian crossings around the town such as the area around the model school and to include driver alerts. HGV's should also be banned in the town.

3. Some areas are not clearly marked for people who are visually impaired such as on the grey poles along the footpath.

Please tell us the top three positive things that you noticed in the area you walked today.

Very attractive area (Diamond / Peace Campus / Peter's Lake)

Nice architecture, unique features - round corners, arches (Glaslough Street)

The Town is accessible from any point.









Any extra comments you would like to make about the area you walked.

Cars moving too fast on North Road

No seating on North Road.

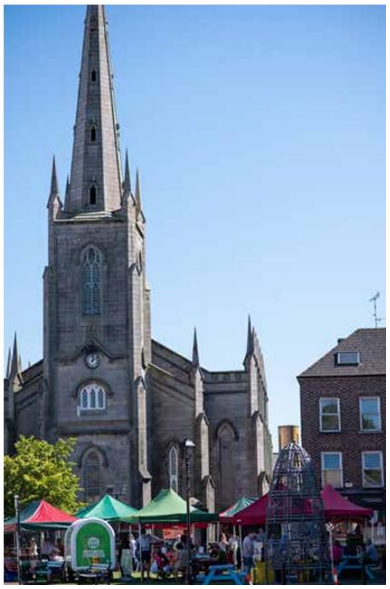
Some shops have display stock on footpath which are dangerous

Dawson Street Was good for walking but Dublin Street was poor.

Overall Monaghan is a nice town with very few vacant buildings. You just need to be vigilant and watch your step in places

More amber lights needed to alert drivers to crossings that are not painted across to the opposite side

7. Debrief



Following the walk, participants gathered for a debrief session in Dinkins Café to share their feedback, reflections and enjoy lunch.

Participants were encouraged to fill in the questionnaires to give their opinion and feedback on the walk including the challenges they faced and to highlight the positive elements of Monaghan Town.

The feedback collected has now be compiled into a formal report to inform future planning and infrastructure improvements in Monaghan Town.

The event highlighted the importance of inclusive design, awareness, and community collaboration in creating a safer, more accessible environment for all. Leona Keenan, Age Friendly Programme Manager, extended sincere thanks to everyone who took part and contributed to this meaningful initiative.



What our group had to say!



Flowers made the area look very well.

Dawson Street was good for walkingbut Dublin Street was poor.

The Diamond area is very accessible.

A lot of loose stones on Dublin Street.



I wouldn't feel safe walking unaided during the day as I'm a wheelchair user and the paths are unlevel.

Entry to Rossmore Park not suitable for people with a disability.

APPENDIX 1: QUESTIONNAIRE



monaghan
Age Friendly County

Comhairle Contae Mhuineacháin
Monaghan County Council

Monaghan County Council

Walkability Audit

How walkable is your town?

Guidelines

Part of Monaghan County Council's commitment to ensuring that towns are easy to get around and that it is easy to access the services and facilities they contain. Use this walkability audit to review what it is like to walk along a specified route in your area.

There may be more than one route that you can choose on the day to walk. Select the route you would like to take, some may be longer than others and it takes time to assess the route, so take this into consideration when choosing.

1. While you are out on the streets you will be looking for things that support you to walk, or stop you from walking comfortably along the streets. Take time to note the location of problems and take photos of problems and also things you like.
2. During the walk take time to assess the:
- footpaths: availability, quality, ramped, width, obstacles in the way
- crossings: convenience, safety, traffic lights
- aesthetics: signage, litter, bins, derelict buildings
- public spaces: accessibility of services, availability of parking, green spaces, public toilets, benches, transport stops
- safety: car speeds, driver behaviour, cyclists, street lighting, general feeling of safety.

3. Read the questionnaire before you go.
4. Finally, it is really important that everybody taking part in the audit complete the questionnaire, as fully as possible at the end of the walk and give it to one of the organisers. If you would like help completing the questionnaire tell the leader of your walk and they will make sure your opinions are captured.
5. You don't have to answer all the questions and you may stop at any time. Any information we collect will be treated confidentially.

You can contact our Town Regeneration Department :
Drew Hurley phone 04730532.

Section 1

Location:_____	Route No.:
Start time:_____	Date:
Starting point: _____	Finishing point:_____
_____	_____
Weather: Wet ☐ or Dry ☐	(Please ✓)
Area mostly: Residential ☐ or Commercial ☐	

Q.1 Are you male ☐ or female ☐ ? (Please ✓)

Q.2 Please tick the box/es that may apply to you? (You may ✓ more than one)

A wheelchair user	☐	A person with a buggy/stroller	☐
A person with reduced mobility	☐	A person with a young child (toddler)	☐
A person with a visual impairment	☐	None of these	☐
A person with a hearing impairment	☐		

Q.3 Which of the following groups includes your age? (Please ✓)

Under 40	40-49	50 to 59	60 to 69	70 to 79	80 +
☐	☐	☐	☐	☐	☐

In the next five sections, could you please say whether you agree or disagree with the statements/questions? You also have the option to answer 'don't know' or 'not applicable'. As you walk the route take note of the location where there were issues and elaborate in the last column of the questionnaire. There is also extra space for comments at the end of each page and at the end of the questionnaire. Use the route map to help locate issues.

Section 2 Footpaths

Q.4 (Please ✓)	**Yes**	**No**	**Don't Know**	**N/A**	**If there was an issue, please note location and comment here.**
Footpaths are available on every street?	☐	☐	☐	☐	
The footpaths are well maintained with few cracks?	☐	☐	☐	☐	
In wet weather, footpaths are well-drained and not slippy?	☐	☐	☐	☐	
Footpaths are ramped at kerb and easy to negotiate ?	☐	☐	☐	☐	
Footpaths are wide enough for two people to walk side by side?	☐	☐	☐	☐	
Cars parking on footpaths can be a problem?	☐	☐	☐	☐	
'Street furniture', such as bins, plant boxes, or signs block the footpaths?	☐	☐	☐	☐	
Overgrown hedges or other planting near footpaths can be a problem?	☐	☐	☐	☐	

Overall could you please rate the footpaths in the area walked: Please note any other comments you may have on footpaths here:	**Very Good**	**Good**	**OK**	**Poor**	**Very Poor**
	☐	☐	☐	☐	☐

Section 3 Crossings & Junctions

Q.5 (Please ✓)	**Yes**	**No**	**Don't Know**	**N/A**	**If there was an issue, please note location and comment here.**
Crossing points are convenient to where people need to go?	☐	☐	☐	☐	
Busy streets/junctions are well equipped with pedestrian crossings and signals?	☐	☐	☐	☐	
Slow-moving pedestrians can get across the street in the time allowed by the traffic lights?	☐	☐	☐	☐	
Pedestrian crossings have a clear sound signal?	☐	☐	☐	☐	
Crossing points have dropped kerbs which give level access between the road and footpath?	☐	☐	☐	☐	
At traffic lights do pedestrians have to wait too long before being able to cross?	☐	☐	☐	☐	
Most drivers yield to pedestrians at crossings, driveways and laneways?	☐	☐	☐	☐	

Overall could you please rate the crossings and junctions in the walk audit area	**Very Good**	**Good**	**OK**	**Poor**	**Very Poor**
	☐	☐	☐	☐	☐

Please note any other comments you may have on crossings and junctions:

Section 4 Aesthetics – Look and Feel

Q.6 (Please ✓)	**Yes**	**No**	**Don't Know**	**N/A**	**If there was an issue, please note location and comment here.**
Entrances to public buildings are clearly visible and obvious?	☐	☐	☐	☐	
The streets are well sign posted?	☐	☐	☐	☐	
There are enough rubbish bins?	☐	☐	☐	☐	
There is a lot of dog fouling in the area?	☐	☐	☐	☐	
There is pleasant street planting on the route?	☐	☐	☐	☐	
The streets are clean and free of litter?	☐	☐	☐	☐	
There are abandoned buildings/sites in the area?	☐	☐	☐	☐	

Overall could you please rate how pleasant the environment was in the walk audit area:	**Very Good**	**Good**	**OK**	**Poor**	**Very Poor**
	☐	☐	☐	☐	☐

Please note any other comments you may have on how the area felt

:

Section 5 Public Spaces, Parking & Buildings

Q.7 (Please ✓)	**Yes**	**No**	**Don't Know**	**N/A**	**If there was an issue, please note location and comment here.**
Facilities such as shops, banks, medical centers, cafes, post offices and churches are easy to access?	☐	☐	☐	☐	
Parking spaces are available close to where people need to go?	☐	☐	☐	☐	
There are accessible parking spaces available close (within 25m. approx.) to amenities?	☐	☐	☐	☐	
Public parks are accessible for exercise and relaxation (including playgrounds)?	☐	☐	☐	☐	
Bicycle parking facilities are available close to amenities?	☐	☐	☐	☐	
Public toilets are available and accessible?	☐	☐	☐	☐	
There are enough public benches and rest areas along the route?	☐	☐	☐	☐	
Public benching has adequate back and arm rests?	☐	☐	☐	☐	
Public transport stops provide adequate shelter and seating?	☐	☐	☐	☐	

Overall could you please rate from the aspect of walk friendliness the public spaces, buildings and parking:	**Very Good**	**Good**	**OK**	**Poor**	**Very Poor**
	☐	☐	☐	☐	☐

Please note any other comments you may have on public spaces.

Section 6 Safety & Comfort

Q.8 (Please ✓)	**Yes**	**No**	**Don't Know**	**N/A**	**If there was an issue, please identify and comment here.**
I would feel safe walking alone on this route in the daytime?	☐	☐	☐	☐	

The street lighting is good in the area walked?	☐	☐	☐	☐	
I would feel safe walking alone on this route in the dark?	☐	☐	☐	☐	
Anti-social behavior or vandalism is a problem in the area?	☐	☐	☐	☐	
Car speeds are too fast in the area?	☐	☐	☐	☐	
Drivers are good at obeying the traffic signals and stop signs?	☐	☐	☐	☐	
Cyclists sharing the footpaths can be a problem?	☐	☐	☐	☐	

Overall could you please rate how safe you feel walking in the area?	**Very Good**	**Good**	**OK**	**Poor**	**Very Poor**
	☐	☐	☐	☐	☐

Please note any other comments you may have on the safety of the area:

Section 7

Q.9 Overall please rate the area you walked today in terms of how walk friendly it was. (Please ✓)

Very Good	Good	OK	Poor	Very Poor
☐	☐	☐	☐	☐

Q.10 Now we are almost finished. Please tell us the top three things that you would like done to improve the area you walked today?

1.
2.
3.

Q.11 Please tell us the top three positive things that you noticed in the area you walked today.

1.
2.
3.

The space below is for any extra comments you would like to make about the area you walked.

Thank You for your contribution.

APPENDIX 2: ROUTE MAPS



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Mill St
North Rd
Mill St
R867
R867
Castle Rd
Castle Rd
Broad Rd
Broad Rd
Broad Rd
R162
Canal St
Canal St
Canal St
Broad Rd
Ulster Canal Greenway
Mall Rd
Cois Chnoic
Pound Hill

APPENDIX 3:
PHOTO MONTAGE



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Age Friendly County

Route 1 – North Road and Glaslough Street:

Fig 1. Areas needs to be cleaned.





Fig 2. Signage on footpath.





Fig 3: Pedestrian Crossings needed.

Fig 4: Steps are not obvious.





Fig 5: Uneven footpaths trip hazard.



Fig 6: No pedestrian crossings.



Fig 7: Uneven manhole cover.

Project: Walkability Audit
Report date: 14 Apr 2026 11:51 am
Generated by: Das Kalayil
Email: neccmasaki@gmail.com

SiteCam

Walkability Audit 14-Apr-2026 11:51:10 AM

Walkability audit report- Dublin street& Dawson street

REPORT DETAILS
Capture date: 14 Apr 2026
Captured by: Das Kalayil

CONTENTS
Report items: 57
Photos: 57

View online

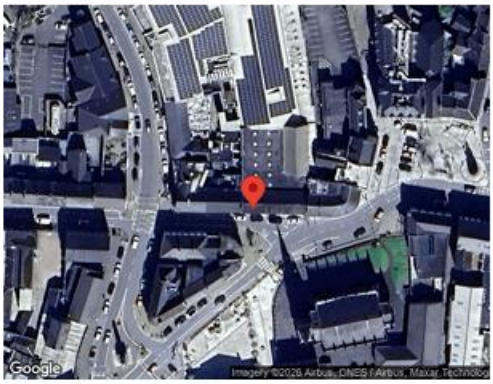
Observed Risks- Dog Fouling at the Lower Dublin street was raised as a major concern.

Item 1 ID: A057

Folder: General **Record type:** General

14 Apr 2026
Trip hazards









Item 3 ID: A055

Folder: General **Record type:** General

14 Apr 2026
Loose pavers





Item 4 ID: A054

Folder: General Record type: General

14 Apr 2026
Trip hazards





Item 5 ID: A053

Folder: General Record type: General

14 Apr 2026
Loose pavers





Item 6 ID: A052

Folder: General Record type: General

14 Apr 2026
Broken manhole cover





Item 7 ID: A051

Folder: General Record type: General

14 Apr 2026
Trip hazards by manholes





Item 8 ID: A050

Folder: General Record type: General

14 Apr 2026
Obstructions on footpath





Item 9 ID: A049

Folder: General Record type: General

14 Apr 2026
Broken kerb





Item 10 ID: A048

Folder: General Record type: General

14 Apr 2026
Trip hazard by missing paver





Item 11 ID: A047

Folder: General Record type: General

14 Apr 2026
Gaps between kerbs





Item 12 ID: A046

Folder: General Record type: General

14 Apr 2026
Uncovered services





Item 13 ID: A045

Folder: General Record type: General

14 Apr 2026
Trip hazard





Item 14 ID: A044

Folder: General Record type: General

14 Apr 2026
Missing bollards makes trip hazard





Item 15 ID: A043

Folder: General Record type: General

14 Apr 2026
Drop kerb extension





Item 16 ID: A042

Folder: General Record type: General

14 Apr 2026
Mud on pavement





Item 17 ID: A041

Folder: General Record type: General

14 Apr 2026
Trip hazard





Item 18 ID: A040

Folder: General Record type: General

14 Apr 2026
Loosen pavers





Item 19 ID: A039

Folder: General Record type: General

14 Apr 2026
Loose pavers





Item 20 ID: A038

Folder: General Record type: General

14 Apr 2026
Shorten drop kerbs





Item 21 ID: A037

Folder: General Record type: General

14 Apr 2026
Manhole reinstatement





Item 22 ID: A036

Folder: General Record type: General

14 Apr 2026
Manhole needs reinstatement





Item 23 ID: A035

Folder: General Record type: General

14 Apr 2026
Steep surface





Item 24 ID: A034

Folder: General Record type: General

14 Apr 2026
Undulated pavers





Item 26 ID: A032

Folder: General **Record type:** General

14 Apr 2026
Trip hazard





Item 27 ID: A031

Folder: General **Record type:** General

14 Apr 2026
Undulated pavers





APPENDIX 4: Universal Design Walkability Audit Toolkit



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Age Friendly County

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Universal Design

Walkability Audit Tool for Roads and Streets



Version 1 Final

Introduction

Government policy seeks the transition to more sustainable forms of transport. To facilitate this, we need to check that our neighbourhoods and streets are places where people of all ages and abilities can walk safely, conveniently and independently.

A Universal Design approach, which caters for the broadest range of users, can result in streets and neighbourhoods that can be used and enjoyed by everyone, regardless of their age, size, ability or disability. Increased walking activity contributes to a wide range of societal and health benefits including improved levels of fitness, cleaner air, safer environments and better social inclusion.

The Universal Design Walkability Audit Tool was developed as a collaboration between the National Transport Authority, Age Friendly Ireland, Green-Schools and the National Disability Authority's Centre for Excellence in Universal Design. This Audit will be used to capture the existing conditions of a specified walking route in relation to its walkability. Walkability is the extent to which the built environment is friendly to the presence of people walking, living, shopping, visiting, engaging or spending time in an area. The Audit is intended to be carried out by a wide range of people of various ages and abilities including disability and older people's organisations, advocacy organisations, school travel planners, members of the public and Local Authority officers.

The Audit process will enable the identification of a priority list of recommendations for the route. The recommendations from the audit will be taken into account when local authorities are planning improvements to roads and streets in the future.

Undertaking the Audit

To reflect a Universal Design approach, it is desirable to have participants with a diverse range of ages and abilities undertaking the Audit. This includes for example: parents with buggies, children, wheelchair users, older people and people with impaired vision. Participants with local knowledge, who use the route regularly, will enrich the Audit process.

Audits will typically be carried out by a group of participants, working with a trained coordinator, such as those engaged with the Age Friendly Ireland or the Green-Schools Travel programmes. However, Audits can also be carried out independently by individuals.

Typically, the Audit should cover a walking trip and route of up to an approximate 20-30 minute walking distance. Allowing for stops and short discussion, the Audit itself should take around 45 minutes but can be longer or shorter depending on the group.

Additional time either side of the Audit itself, should be catered for to provide an information briefing (prior to the commencement of the Audit) and a discussion to inform the final report at the end of the Audit.

The following items are generally required to inform your audit;

- A map of the route
- A pen or pencil to complete responses
- A measuring tape or trundle wheel
- A recording device such as a camera or mobile phone
- A pedometer and
- A stopwatch.

Role of the Coordinator

In most cases, the coordinator is likely to be tasked with;

- **Consulting local participants to identify the route(s) to be audited**
- **Explaining the audit process**
- **Co-ordinating maps and photographs**
- **Assisting participants to complete the audit tool, if required**
- **Facilitating a discussion with participants after the audit is complete**
- **Analysing the completed audit tools and compiling an audit report, complete with maps and photographs of the route.**

Prior to the Audit, coordinators should consider **Road-**to familarise themselves with the surroundings, to anticipate safety issues. A suitable location for **Safety** be identified.

The coordinator may wish to delegate specific **Look and** group, for example having a dedicated photographer or time-keeper.**Outside the School Gates**

After the audit, the coordinator should facilitate the discussion and seek to gain an understanding of the key issues identified by **After the** the different headings in the audit tool.

There should be a broad consensus of the key recommendations and suggestions that are required to improve the route. After the **Maps** group discussion, the coordinator should allow additional time to analyse the feedback from participants and write the audit report.**Photographs**

Photographs

Space has been provided at the end of the Audit Tool to allow for additional comments and useful

Contents

Participant's Details 4

Footpaths 5

Facilities 6

Crossing the Road 7

User Behaviour 8

Safety 9

Feel 10

Outside the School Gates 11

Audit 12

Recommendations 13

Maps 14

Photographs 15

information including supporting photographs, maps and text. Please ensure that all personal data collected, including photographs, is compliant with data protection requirements.

Final Report

The completed audit report will include analysis of the feedback received from participants and a series of recommendations to improve the route. This audit report will be submitted to the relevant local authority for its consideration.

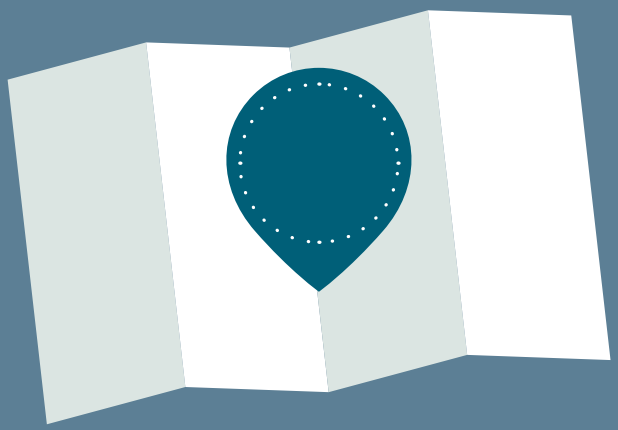
Participant's Details

Please tick all that apply in each section

Please Indicate the Number of Participants in the following Categories:

Age	Number of Participants	Sex	Number of Participants
Up to 4		Female	
5-12		Male	
13-18			
19-25			
26-64			
65-79			
80+			
Other, please specify			

Details of the Route



Please include a map of the route in the space provided at the end of the Audit

Town / City

County

Distance of Route

Date of Audit

Start Time

End Time

Weather Conditions

Participant's Details

Participants and Ability Range

Ability	No. of Participants
A person who is using a wheelchair	
A person who has reduced mobility	
A person who is blind or with low vision	
A person who is Deaf or has a hearing loss	
A person who has cognitive difficulties	
A person with a buggy or stroller	
A person with a young child	
A carer	
None of the above	

Footpaths

What are the main problems with footpaths?

There are no real problems

There is no footpath

They are not always continuous (they stop and start in places)

They are not wide enough for everyone to use

People need to step off the footpath and onto the road at busy times

There is a footpath on one side of the street only

Surface Condition

There are no real problems

The footpaths are generally clear of obstacles

Advertising boards/ shop signage

Outdoor tables and chairs from businesses

Permanent litter bins

Lighting columns/ poles

Guardrail / bollards

Vehicles either fully or partially parked on the footpath

Overgrown hedging / trees

Street furniture (seating, bins, poles) that is hard to see (no colour contrast)

Are there any problems with the condition of footpaths?

- Domestic / commercial bins on bin collection days
- There are no real problems
- Ponding or flooding on the footpath
- Splashes from the road due to poor drainage
- Cracks on the footpath
- Evidence of poor repair work
- Damage caused by tree roots
- Edge of footpath is hard to see (no colour contrast)
- Litter
- Dog poo
- Uneven surfaces (e.g. entrances, driveways)
- Slippery surfaces in wet conditions
- Steps that cause difficulty

Obstacles on the Footpath

Are there any problems with obstacles on the footpath?

- Bicycles

Overall Score for Footpaths

Please identify any problem areas

- Poor
- Ok
- Good

Access to Local Shops and Services **On this route, it is too far to walk to the following services:**

- There are no real problems
- Shops and cafés
- Childcare facilities / crèches
- Community facilities such as post offices, community centres and ATMs Doctor surgeries, medical centres or chemists Places of worship
- Sports facilities and clubs

Public Seating and Rest Areas **Are there any problems with resting and seating facilities?**

- There are no real problems
- There are not enough places to stop and rest There is no seating
- The seating is not suitable for some people (e.g. does not provide back/arm support)
- The seating is not in areas that provide shade and shelter
- The seating is located too near heavy traffic
- The seating faces the wrong way
- Surface materials are too hot or cold

Public Bins

Are there any problems with public bin facilities?

- There are not enough bins
- Bins are full and over-flowing

Public Toilets

Are there any problems with public toilet facilities?

- There are no problems with the availability of toilets
- Toilets are not suitable for wheelchairs or those with mobility impairments Toilets lack suitable baby changing areas
- Toilets are poorly maintained Toilets cannot be used by the general public
- There are no toilets available on this route
- Sports facilities and clubs

Overall Score for Facilities

Please identify any problem areas

- Poor
- Ok
- Good

Parks and Playgrounds **Are there any problems with parks and playgrounds?**

There are no parks and / or playground facilities

Seating areas do not enable supervision of children by parents or guardians Facilities are not well-maintained

No opportunities for informal play (e.g. ball games, running)

Dogs are not under control by their owners

Parking Issues

Are there any problems with parking facilities?

There is not enough cycle parking There is no designated car parking for older people or persons with disabilities Paying for parking is difficult

There are no safe, designated loading and delivery facilities for larger vehicles

Crossing the Road

Please tick all that apply in each section

Formal Pedestrian Crossing Areas (Traffic Lights)

The main problems at pedestrian crossings with signals (for example, a green man signal) are:

There are no real problems

There are not enough pedestrian crossings

Crossings do not offer direct connection to where I need to go

It takes too long to wait for the green man to appear

There are no pedestrian crossings near the bus stop

There are no countdown facilities on crossings

There are no pedestrian push buttons to stop motor traffic

Drivers do not give enough time to cross at zebra crossings or flashing ambers

The crossings are not level (i.e. there are kerbs)

There is no tactile paving at crossings

Overall Score for Crossing the Road

Please identify any problem areas

Poor

Ok

Good

Pedestrian signals do not give me enough time to cross the road

Pedestrian guard railings restrict movement of buggies, wheelchairs etc.

There are no audible cues at crossings

Informal Pedestrian Crossing points (without traffic lights/ signals)

Where there are no pedestrian crossing signals, the main problems with crossing the road are:

There are no real problems

The speed of traffic makes it hard to cross the road

The amount of traffic makes it hard to cross the road (no gaps in traffic)

The road is too wide to cross in one go

There are no step-free crossings for people using wheelchairs and buggies

There is no tactile paving at informal pedestrian crossing points

Obstacles (such as parked cars) block my view of traffic where I need to cross

There is mud or grass at the point where I need to cross

The road surface is uneven/has potholes

Road-User Behaviour

Please tick all that apply in each section

Driver Behaviour

What are the main problems with driver behaviour?

- There are no real problems
- Driving too fast
- Failing to stop at red lights or stop signs
- Failing to yield to pedestrians on zebra crossing or flashing amber lights Using beeps and car horns regularly
- Leaving engines running while waiting outside schools and shops
- Using mobile phones while driving or while stationary at red lights
- Stopping in traffic to set-down or pick-up passengers
- Driving too close to cyclists or pedestrians

Poor Parking Practices

What problems with poor parking practices are there?

- There are no real problems
- Parking outside of designated car parking areas
- Parking on footpaths (either fully or partially blocking them)
- Parking in accessible/designated parking spaces without a disabled persons parking permit
- Parking on double yellow lines
- Parking at junctions obstructing people crossing
- Parking across dropped kerbs used by wheelchairs and buggies
- Parking across cycle lanes
- Blocking driveways
- Blocking buses, bus stops or bus lanes
- Blocking emergency vehicles

Cycles and Scooters

Are there any issues with cyclist and scooter-user behaviour?

- There are no real problems
- Failing to stop at red lights or stop signs
- Travelling dangerously on shared footpaths/greenways
- Manoeuvres that put other road users in danger

Overall Score for Road-user behaviour

Please identify any problem areas

- Poor
- Ok
- Good

Please tick all that apply in each section

Cycling on footpaths

Parking bikes or scooters in places that block the footpath

Scooting on footpaths

Safety

Personal safety and Feeling of Safety in Surroundings.

Some of the safety issues with the route include:

There are no real problems

I feel unsafe at night time

A lack of visible Garda presence

A lack of activity and people

Area is too isolated

Derelict and unoccupied buildings

Poor road user behaviour

Long stretches of blank walls

Groups of people making me feel intimidated

High walls and fences along it

Anti-social behaviour (e.g. street drinkers, drug use)

Hidden alleyways and blind corners

Stray or noisy dogs

Other (please comment below)

Layout and Clarity

It is not clear and obvious where I need to walk to:

There are no real problems

Street signage is damaged

Street is cluttered and confusing

Street signage is overly complicated

Street lights are not bright enough

Lighting is blocked by trees (especially when in full leaf)

Overall Score for Safety

Please identify any problem areas

Poor

Ok

Good

Street signage is difficult to read (e.g. wrong way, out of date etc.)

Street signage is wrong (e.g. pointing faded, dirty, small letters)

Street signage is not needed and could be removed

Lighting

What are the problems with street lighting when dark?

There are no real problems

There are no street lights

Street lights are broken

Street lights are too bright

Street lights only cover the road and not the footpath

Lack of street lighting in some areas

Attractive and Pleasant

Some problems with the route include:

There are no real problems

A lack of things to see and do

Poorly-maintained building façades and shopfronts

Connections to other streets are poor

Litter

A lack of street trees and planting

Neglected properties (e.g. evidence of dumping)

Vacant/ derelict buildings

Street clutter (e.g. unnecessary signage, bins, utility boxes, poles)

Little evidence of community initiatives (e.g. Tidy Towns)

No public places to chat with friends

A lack of places for shade and shelter (e.g. awnings, trees)

I don't feel relaxed on the street

Clean Air and Air Quality

Are there any issues with air quality on the route?

There are no real problems

Fumes from traffic

Unpleasant smells

Persistent smoking at certain locations e.g. bus shelters

Chimney smoke

I have breathing difficulties in this location

Construction dust

I have coughing problems in this location

Noise

Are there any sources of excessive noise on the route from the following?

There are no real problems

Motor traffic

Music from nearby shops or cafes

Street performers

Road works

Crowds or gatherings of people

Industry

Other noises (please comment below)

Outside the School Gates

Please tick all that apply in each section

Walking to School **What are the main problems when walking to school?**

There are no real problems

There is too much traffic

Demolition and/or construction

Footpaths are lacking at both sides of the road

There are not enough safe crossings to get to school

Overall Score for Look and Feel

Please identify any problem areas

Poor

Ok

Good

The footpaths are not wide enough to walk with family and friends

I sometimes need to step onto the road when the footpath is busy There is no lollypop person at school times

There are no 'Walking Buses' or 'Park and Stride' initiatives

Student Safety and Air Quality **What issues are there with Student Safety and Air Quality?**

There are no real problems

Drivers are driving too fast

Students get in or out of cars while car is in traffic

Drivers park on footpaths

Parking and Traffic Arrangements **What problems are there with parking and traffic arrangements?**

There are no real problems

Drivers park in cycle lanes Drivers leave the engine running when parked and waiting for pupils Drivers park or wait on double yellow lines/at bus stops

No 'School Street' initiative to improve safety and reduce emissions

family

Use the bus or train to go to school

There are not enough cycle parking spaces within the school There is not enough space for buses to safely drop-off pupils

There are no direct crossings to school from bus stops

There are no dedicated drop-off/set-down areas for the school There are no designated spaces for disabled parking

Pupils must cross a car park or moving traffic to access the school There are no 'No Stopping' signs or double yellow lines around the school gate There is not a separate entrance (away from cars) for pedestrians or cyclists There are no sheltered waiting areas for parents or guardians

Behavioural Change

If conditions improved, students would:

Walk more to school with friends and

Use the car less

Feel safer around the school gates

Overall Score for Outside the School Gates ***Please identify any problem areas***

Poor

Ok

Good

After the Audit

Scoreboard

Please add up the total score for your walk using the table below.

Each section offers a range from 1 (Poor) 2 (OK) 3 (Good)

	Poor	Ok	Good
Footpaths			
Facilities			
Crossing the Road			
Road-User Behaviour			
Safety			
Look and Feel			
Outside the School Gates (if applicable)			
Total Score			

Walkability Audit

Further questions

How enjoyable was your walk?

Not Enjoyable — Ok — Very Enjoyable

What did you like most about the walk along the route?
Please provide a few examples.

What did you dislike most about the route?
Please provide a few examples.

(Total score out of a maximum of 18)

Walkability Audit plus Outside of the School Gates
(Total score out of a maximum of 21)

Recommendations

What improvements could be made to the route?

Please list them in order of priority.

1.

2.

3.

4.

5.

If these recommendations were implemented, would you consider walking the route more?

No Maybe Yes

Maps



Insert Map

Insert Photographs

Photographs

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Thank you for completing this Audit.

The responses to this Audit will be compiled and analysed to determine whether improvements should be made to the route. Any suggested improvements will be subject to further analysis and consideration by the relevant Local Authority.

