

## Appendix 1 - Dropped Kerbs – Policy Development

### Evidence of Current Situation - ESCC officers and East Sussex Highways in regards to the provision of dropped kerbs

ESCC Team	Comments
<p><b>Transport Development Control</b></p>	<p><b>Focus of discussion was around how dropped kerbs are secured as part of responses to planning applications</b></p> <ul style="list-style-type: none"> <li>• Request dropped kerbs as part of planning applications – with more of an emphasis for applications within urban areas, and development contributions secured for these.</li> <li>• Larger applications requested through a 278 Agreement as part of other highway works.</li> <li>• They use current DfT guidance on specification for these and CIHT Walking Guidance, but also highlight the need to deliver these to support access to walking routes.</li> <li>• Would support an ESCC policy which would provide greater assistance in them requesting these as part of responding to planning applications.</li> </ul>
<p><b>Parking</b></p>	<p><b>Focus of discussion was on current enforcement practice</b></p> <ul style="list-style-type: none"> <li>• Where dropped kerbs in a Civil Parking Enforcement (CPE) area – do not require yellow lines – can enforce inconsiderate parking without these – but wheel of vehicle needs to be parked on lower shoulder of dropped kerb, before a ticket can be issued.</li> <li>• In some instances if a large number of tickets are issued for this offence at a particular dropped kerb – yellow lining will be introduced, to highlight this to the public, to reduce the number of offences. The double yellow lining is not required to be signed. Issues such as this are identified as part of 14-16 monthly reviews, undertaken on offences.</li> <li>• The lining is usually delivered to provide a 1metre sight line, but also need to consider the speed of traffic, and Road Safety would be engaged to seek advice, before lining is delivered.</li> <li>• Can also enforce inconsiderate parking on dropped kerbs outside of CPE areas, there are exemptions of 20 minutes for activity (loading etc.), then a Fixed Penalty could be issued by the Police using the Traffic Management Act 1984, but with limited resources, achieving this is limited</li> </ul>
<p><b>Road Safety</b></p>	<p><b>Focus of discussion was on instances where lining installed to improve safety in use of dropped kerbs</b></p> <ul style="list-style-type: none"> <li>• Similar points were raised again, as outlined above in regards to enforcement.</li> <li>• Outlined the need in some instances for lining to improve user sight lines where safety issues are highlighted (i.e. cars parking next to the dropped kerb, mainly within urban areas) but these requests are dealt with as reported, and improvements made, subject to available funding.</li> <li>• When new dropped kerbs are installed, they should include the necessary tactile paving. As this is creating a formalised crossing point, care will be needed to ensure that necessary intra-visibility between pedestrians and vehicles is achieved. This can be a problem where existing dropped kerbs are being upgraded to include tactile paving, as the crossing point may not conform to these standards, in each case, a Low Impact Safety Assessment should be carried out.</li> </ul>

	<ul style="list-style-type: none"> <li>• An ESCC policy must not prescribe the requirements for dropped kerbs, in terms of lining etc. It should remain that these are assessed on an individual basis, and that appropriate improvements made according to specific site requirements, subject to available resources</li> </ul>
<b>Public Transport</b>	<p><b>Drop kerbs are integral to ensuring compliance with accessibility regulations for bus stop infrastructure, in conjunction with raised kerb heights ideally between 125mm – 160 mm for buses to deploy their ramps for wheelchair users. All local buses of 16 seats or more are now required to be wheelchair accessible.</b></p> <ul style="list-style-type: none"> <li>• Provision of new drop kerbs, and improvements to existing drop kerbs, should be routinely considered as part of all new highways schemes. Particular consideration should be taken to ensure accessibility walking routes to/from bus stops, including taking into account the need for mobility impaired public transport users to cross roads.</li> <li>• Whilst high standard crossing points are welcome, incorporating such measures as tactile paving, a greater benefit is likely to be derived from limited resources by constructing more basic drop kerbs at a larger number of locations.</li> <li>• As well as consideration as part of new schemes, we particularly ask that routine maintenance works also routinely provide more basic drop kerbs within them.</li> <li>• New schemes and routine maintenances works are also asked to provide improved kerb heights and hard standing at bus stops, so as to meet basic bus stop accessibility requirements.</li> </ul>
<b>East Sussex Highways (ESH) – Design Team</b>	<p><b>Focus of the meeting was to discuss how dropped kerbs are incorporated into transport schemes, how they manage individual requests and how they are maintained.</b></p> <ul style="list-style-type: none"> <li>• Lining - Potential to use white lining, where issues with obstruction from parked vehicles, as outlined by Road Safety.</li> <li>• Maintenance – dropped kerbs which require maintenance works, are flagged up as part of routine maintenance checks. This also provides an opportunity to upgrade these, but this requires a design element, which would also require a safety audit.</li> <li>• Scheme Design – opportunity to improve this as part of the ESH design brief, and include it on the checklist of design factors, which must be considered. ESH To action.</li> <li>• Could potentially make it easier for members of the public to report issues with dropped kerbs, or where they would like to see a dropped kerb, so that this can be investigated. Plotting by GIS an option. ESH to discuss further with ESCC.</li> <li>• Discussed issues associated in relation to road camber, and where steep, issues associated with installing dropped kerbs. Quoted example from Eastbourne Access Group, discussed whether dropped kerbs should be installed where road condition is challenging, but would support access for some users.</li> </ul>