

## APPENDIX 2 - DRAFT Policy ... Dropped Kerbs

### Overview

Dropped kerbs located within footway kerbstones enable access within or to places for people using mobility aids including wheelchairs or mobility scooters, people who are visually impaired or have health conditions or impairments which affect them physically, along with people using pushchairs and prams.

*(NB. This policy is in regards to the provision of dropped kerbs for pedestrians, which is different to vehicle crossovers, which involve lowering the kerb line to provide vehicle access to a private property.)*

### Policy

This policy is divided up into a number of complementary factors focussed on the management of requests, prioritisation, funding, design and enforcement which together provide a comprehensive approach to the provision of and requesting dropped kerbs.

#### 1. Mechanism for identifying or requesting dropped kerbs

The ability to consider the provision of dropped kerbs will be through two mechanisms:-

- i. **Requests by members of the public/organisations** – Requests can be made via East Sussex Highways, either by telephone or by emailing the request.  
<https://www.eastsussexhighways.com/>. This type of request will be assessed using the prioritisation framework, as outlined in section 2.
- ii. **Requests will be considered through existing East Sussex County Council (ESCC) processes**
  - **East Sussex Highways Planned Maintenance** – Improvements or the identification of new dropped kerbs will be considered through ESCC Planned Maintenance programme, but will be subject to the availability of funding.
  - **East Sussex Local Transport Capital Programme - Schemes** - Improvements or identification of new dropped kerbs will be considered as part of the design of all transport infrastructure projects.
  - **Planned works by utility companies** – East Sussex Highways will identify opportunities to include improvements or identification of new dropped kerbs, as part of planned works by utility companies, but this will be subject to the availability of funding.
  - **Requested by ESCC as part of response to district/borough council planning applications** – In response to district and borough planning applications, East Sussex County Council will request improvements or identification of new dropped kerbs as part of wider transport infrastructure requests.

#### 2. Prioritisation

Where requests for dropped kerbs received by the general public cannot be considered through one or more of the existing ESCC processes identified in ii) above, then the request will be subject to assessment through a prioritisation framework. This is based on consideration given to the following factors.

- The needs of the person/organisation who has requested the dropped kerb.
- The identification of a safety issue(s).
- The expected pedestrian flow within the requested location of the dropped kerb.
- Whether the requested location of the dropped kerb will support access to key services, including hospitals, health centres, day care centres, sheltered accommodation, residential

care homes, nursery and other education provision, transport hubs – rail stations, bus stations, public service buildings, car parking etc.

The dropped kerb framework used to prioritise funding is outlined in more detail in Appendix 3.

### 3. Funding

The following mechanisms will be used to consider the funding of improvements to or delivery of new dropped kerbs. This section correlates with sections 1 and 2 of the policy, which outlines how dropped kerbs will be identified and requests managed.

- **ESCC Local Transport Capital Programme** – An annual allocation of £50,000 will be prioritised using the prioritisation framework outlined in section 2, following requests from members of the public.
- **ESCC Local Transport Capital Programme Area Based Schemes** - Opportunities to fund larger numbers of improvements or the delivery of new dropped kerbs within specific areas through area based transport infrastructure projects.
- **County Council planned maintenance**
- **Planned works by utility companies**
- **Secured through development contributions**

### 4. Design Tactile Paving, Gradient and Upstand, Road Markings

The design and delivery of dropped kerbs will be informed by the following national guidance, to reflect current practice, especially in relation to the upstand, the use of tactile paving, and gradient alongside taking into consideration site specific requirements.

- Streetscape and Design Manual – Manual for Streets 2007
- DfT Tactile Paving Guidance
- DfT Inclusive Mobility 2005

*(N.B The Department for Transport (DfT) published 'The Inclusive Transport Strategy' in July 2018. This document cites that further guidance and advice will be published in the near future in relation to Local Transport Note 1/11: Shared Space, Tactile Paving and Inclusive Mobility and Local Transport Note 2/08 Cycling Infrastructure. At this stage ESCC will consider whether any amendments are required to the dropped kerb policy.)*

### 5. Enforcement

The decision to enforce inconsiderate parking will be considered according to requests received to ensure the safer use of dropped kerb facilities.

The two mechanisms for the enforcement of dropped kerbs are:-

- By ESCC – within Controlled Parking Zones (CPZ) in East Sussex, this includes Lewes, Eastbourne and Hastings.
- By Sussex Police – within areas outside of CPZ's.

**The above mechanisms will be subject to the availability of resources.**

#### Areas with Controlled Parking Zones

Within CPZ's enforcement of inconsiderate parking will be considered on dropped kerbs with or without yellow lines, but the wheel of the offending vehicle must to be parked on the lower shoulder of the dropped kerb, before a parking ticket can be issued.

Where a high volume of parking tickets are issued for inconsiderate parking offences on dropped kerbs, ESCC will investigate whether these locations, on a site by site basis, require improvements to highlight this feature, i.e. through appropriate lining, and subject to the availability of funding.

#### Areas outside of Controlled Parking Zones

Within areas outside of CPZ's enforcement of inconsiderate parking will be considered. A fixed penalty can be issued by the Police using the Traffic Management Act 1984, and the exemptions of 20 minutes for activity (loading etc.)