

Report to	Cabinet
Date	8 July 2008
Report By	Director of Transport and Environment
Title of Report	Scrutiny Review of dropped kerbs in East Sussex
Purpose of Report	To provide the Cabinet with the opportunity to comment on the report of the Scrutiny Committee Review on dropped kerbs

RECOMMENDATIONS:

The Cabinet is recommended to:

- 1. note and welcome the report of the Scrutiny Committee; and**
 - 2. advise the County Council that, in considering the report of the Scrutiny Committee, the Council be recommended to welcome the report of the Scrutiny Committee and to agree the response of the Director of Transport and Environment to the recommendations and their implementation as set out in the action plan attached as Appendix 1 to this report.**
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1. Financial Appraisal

- 1.1** There is currently no identified budget for the provision of dropped kerbs, these facilities are only installed on a regular basis through the following ways:-
 - By incorporating the dropped kerbs when maintenance work is being undertaken on an adjacent footway. This work is undertaken from within either the revenue or capital highways maintenance budgets.
 - Utilising part of the one-off revenue budget allocation for urban footway improvement.
- 1.2** In order to meet the demand for dropped kerbs the department has been resourceful in accessing a range of different sources of funding to install and upgrade dropped kerbs across the county in recent years. Integrated transport and traffic management schemes, Local Area Transport Strategies (LATS), traffic safety schemes and new developments. Taken altogether, this has provided approximately £150,000 towards the design and provision of dropped kerbs across East Sussex in the last financial year.
- 1.2** The Scrutiny Review report recommends that a base budget provision is established for installing and upgrading dropped kerbs. It also recommends that Highways development control should provide a commentary to district and borough councils for all development applications, including developments of five properties or less. These recommendations have resource implications and it is proposed that this will be considered as part of the forthcoming Reconciling Policy and Resources process.

2. Supporting Information

- 2.1 The Scrutiny Review of dropped kerbs in East Sussex is welcomed by the Department.
- 2.2 The action plan attached as Appendix 1, responds to the recommendations made by the Scrutiny Committee.

3 Community Safety Issues

- 3.1 This initiative provides an opportunity to improve safety, accessibility and independence for many people who otherwise may not be able to travel very far from their homes. In doing so it supports a key aim for Adult Social Care and health services.

4. Conclusion and Reason for Recommendation

- 4.1 The Scrutiny Review has provided a useful insight into the current arrangements and demand for provision of dropped kerbs. It is recommended that Cabinet agree to the implementation of the action plan detailed in Appendix 1.

RUPERT CLUBB
Director of Transport and Environment
30 JUNE 2008
CABINET: 08.07.08 DROPPED KERBS

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BACKGROUND DOCUMENTS

Transport & Environment Scrutiny Review of dropped kerbs in East Sussex – final report dated 13 June 2008 Agenda Item 10

Appendix 1

TRANSPORT AND ENVIRONMENT SCRUTINY REVIEW OF DROPPED KERBS IN EAST SUSSEX – ACTION PLAN			
SCRUTINY RECOMMENDATION	DIRECTOR’S RESPONSE AND ACTION PLAN	TIMESCALE	
R1	<p>That base budget provision be established for installing and upgrading dropped kerbs. This would enable a strategic approach to be taken towards future installation and upgrades of dropped kerbs which in turn could lead to greater confidence that the Council is complying with the Disability Discrimination Act. Other benefits are a greater ability to meet the increasing public need for dropped kerbs in the right places, and a clear demonstration that the Council is taking its responsibilities seriously towards some of the most disadvantaged citizens in the community.</p>	<p>This recommendation can only be supported if additional funds are provided to undertake this work. It would not be appropriate to reduce the existing maintenance budget to meet this request. The provision of a base budget will be considered as part of the autumn Reconciling Policy and Resources process.</p>	<p>Cabinet Report on Reconciling Policy and Resources in January 2009</p>
R2	<p>The design of all new dropped kerbs should be in accordance with Department for Transport (DfT) guidelines especially with regard to upstand (flush or 6mm maximum on a bullnose kerb), the use of tactile paving, gradient (maximum 8%, preferred 5%) and avoidance of any drops on the radius section of kerbs. Where it is not possible to remain within these guidelines due to the particular nature of the site then there should be some consultation with local disabled people to identify the best compromise solution before works start.</p>	<p>The adoption of the design guidelines is supported and guidance will be issued to the designers.</p> <p>Where it is not possible to remain within these guidelines, then it is agreed that wherever practicable consultation with local disabled people will occur to try and identify the best compromise solution before works start due to the particular nature of the site.</p>	<p>July 2008</p>

TRANSPORT AND ENVIRONMENT SCRUTINY REVIEW OF DROPPED KERBS IN EAST SUSSEX – ACTION PLAN

SCRUTINY RECOMMENDATION		DIRECTOR'S RESPONSE AND ACTION PLAN	TIMESCALE
R3	Dropped kerbs should be protected from parked cars either by double yellow or white lines wherever practicable.	Although this recommendation is supported, the feasibility of providing double yellow lines or white lines will be dependant upon the particular nature of the site. The cost of providing double yellow lines for a single crossing dropped kerb point would be high, this is due to the need to advertise the Traffic Regulation Order. In these instances in order to reduce costs the provision of double yellow lines will need to be considered within a wider review of the local road network.	July 2008, in tandem with R2
R4	Highways development control commentary should be provided to district and borough councils for all development applications where there is a highways impact, including developments of five properties or less.	The principle of this recommendation can be adopted for development activities over five properties. On the 31 January 2006 Cabinet agreed under Reconciling Policy and Resources to implement an efficiency saving, which specified that the department would not respond to planning applications of less than five dwellings. There is therefore currently no resources to undertake this work for developments of five properties or less. In this instance, this recommendation will be undertaken by providing an overriding commentary to all district and borough councils. However, the authority will not be able to ensure that this commentary is taken into consideration on developments of this nature.	August 2008

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SCRUTINY RECOMMENDATION	DIRECTOR'S RESPONSE AND ACTION PLAN	TIMESCALE	
R5	When a planning application is received for comment by the highways development control team, the relevant network office should be consulted as a matter of course to check whether there are any outstanding requests for dropped kerbs that could potentially be funded from developer contributions or conditions.	This proposal is supported, a protocol will be instigated between Development Control and the network offices.	July 2008
R6	That the Transport Strategy Team consider using consultants from the National Register of Access Consultants to ensure the best possible outcomes of access audits for larger developments.	The Transport Strategy Team will consider using consultants from the National Register of Access Consultants for larger developments.	July 2008
R7	That a policy on dropped kerbs be developed in association with relevant stakeholders to identify priorities for installing new dropped kerbs and upgrading existing sites based on a range of priorities identified by this review (paragraph 44 refers).	A prioritisation policy for new dropped kerbs and upgrading existing sites is supported and this will be developed, as this will ensure clarity of the decision making process to stakeholders. However, the success of the prioritisation policy will be dependant upon the provision of funding.	January 2009