

## **EAST AYRSHIRE COUNCIL**

### **DEVELOPMENT SERVICES COMMITTEE – 13 FEBRUARY 2001**

#### **FACILITIES FOR THE DISABLED**

##### **Report By Director of Development Services**

### **1. PURPOSE OF REPORT**

- 1.1 To advise the Committee of the facilities provided by the Roads and Transportation Division to meet the needs of the disabled.

### **2. BACKGROUND**

- 2.1 The Department of Development Services, through the Roads and Transportation Division, provides several facilities which are specifically intended to benefit the disabled. These include:

- ◆ Provision of “drop kerb” pedestrian crossing points at appropriate locations (with tactile paving provided at strategic sites),
- ◆ Marking disabled parking bays in housing areas where Orange Badge holders require this facility (subject to agreed criteria),
- ◆ The provision of drop kerb vehicle crossings for disabled access where instructed by the Social Work Department.

### **3. FACILITIES FOR THE DISABLED**

#### **3.1 Drop Kerbs at Pedestrian Crossing Points**

The most obvious and most common operation is the provision of drop kerbs at pedestrian crossing points :

- (a) at formal pedestrian crossings;
- (b) at road junctions;
- (c) at any other strategic point where numbers of disabled are likely to benefit (e.g. surgeries, sheltered housing areas etc)

The Roads and Transportation Division has no planned programme for installing drop kerb crossing points at existing road junctions. However, it is the Division's standard practice to form drop kerb crossing points at junctions as part of any project being carried out under the Annual Structural Maintenance Programme.

Similarly, where kerbing is included in routine maintenance work, drop kerbs are included where appropriate.

Road Safety schemes also incorporate drop kerb crossings where pedestrian refuge islands are formed as part of the safety measures.

Where new roads are to be constructed as part of a new development, the Roads Division also requires that drop kerb crossings and appropriate numbers of disabled parking spaces are constructed in accordance with Roads Development Guidelines.

### **3.2 Tactile Paving Surfaces**

Tactile surfaces have been introduced at a number of strategic controlled pedestrian crossings as a means of providing additional benefits for those with a visual impairment.

### **3.3 Disabled Parking**

The provision of disabled parking bays, both in public car parks and in new private developments is encouraged. Private development facilities are provided in accordance with the Road Development Guidelines as a minimum standard. In housing areas, on-street disabled parking areas can also be provided at suitable locations for Orange Badge holders (subject to agreed criteria). Applications are often supported by recommendations from the Social Work Department. (Orange badges are due to be replaced by new blue badges).

### **3.4 Drop Kerb Access Crossings for Disabled Vehicles**

These are provided where instructions are given by the Social Work Department.

## **4. FINANCIAL IMPLICATIONS**

**4.1** The cost of providing drop kerb crossings and white lining for on street disabled parking bays is met from general road maintenance budgets. Any other facility, where work is outwith roads maintenance programmes, requires to be funded from an alternative source mainly the Road Safety programme and the Social Work Department.

## **5. LEGAL IMPLICATIONS**

**5.1** Nil

## **6. RECOMMENDATIONS**

- 6.1 It is recommended that the Committee agree to a modest provision within the Committee's capital programme for improved facilities for the disabled at key access points**

**Stephen Chorley  
Director of Development Services**

**AW/NP  
26 January 2001**

### **LIST OF BACKGROUND PAPERS**

**Nil**

For further information please contact Alastair Wyper on 01563 576310

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**AGENDA**