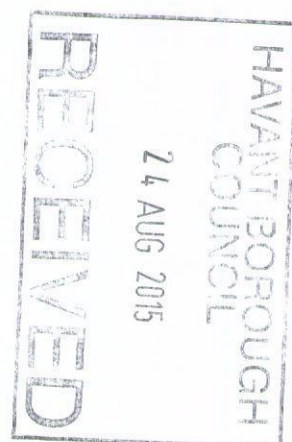
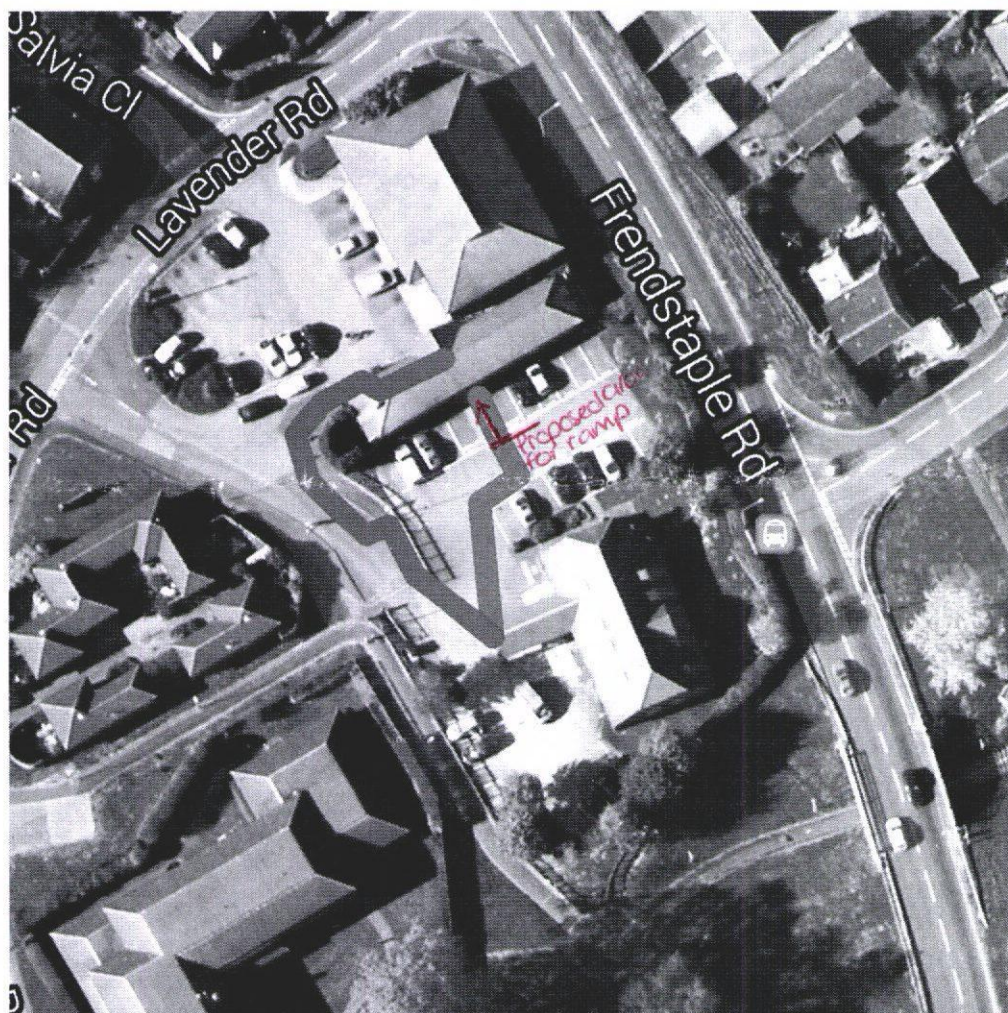


In this case, the facts are that able-bodied patients are able to take a direct path from the surgery entrance across the car park, up the step and into the pharmacy. Disabled people who cannot accommodate the step, ie those in wheelchairs or mobility scooters or who have long term mobility problems preventing them from climbing steps without appropriate guard-rails are obliged to take a much different route.

Making use of Google Maps latest incarnation, I've produced this approximate illustration of the difference in routes.



I believe it would be quite clear that the green route represents that which can be taken by able bodied patients, whereas the red route is the shortest option available to those using wheelchairs, scooters, etc. Note the need to leave the pavement and use the road, this is because the pavement does not match with the paving in the complex, and there is no dropped kerb facility to leave the pavement at any other point further along its length. This problem is illustrated clearly in the following photograph:



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This first photograph shows the step as seen from the perspective of a wheelchair user, from within the shopping complex heading through the gate towards the surgery.

Indeed there is little or no contrast which in itself is a health and safety risk which ought to be considered by those responsible for the entrance as those with limited vision may not appreciate the step is actually there.



This second photograph shows a wider view of the gateway and internal route to the surgery. The windows to the left are part of the pharmacy, and to the right are part of the Chinese Take-Away.



Looking out, we see a long pier which marks a pedestrian route, distinct from the car park itself, reaching part-way to the surgery building, and finally the step itself. Interestingly, when I measured the height of the step, it was only 17cm approximately, which equates to 6.7" high, which for the sake of later discussion we shall round up to 7 inches.



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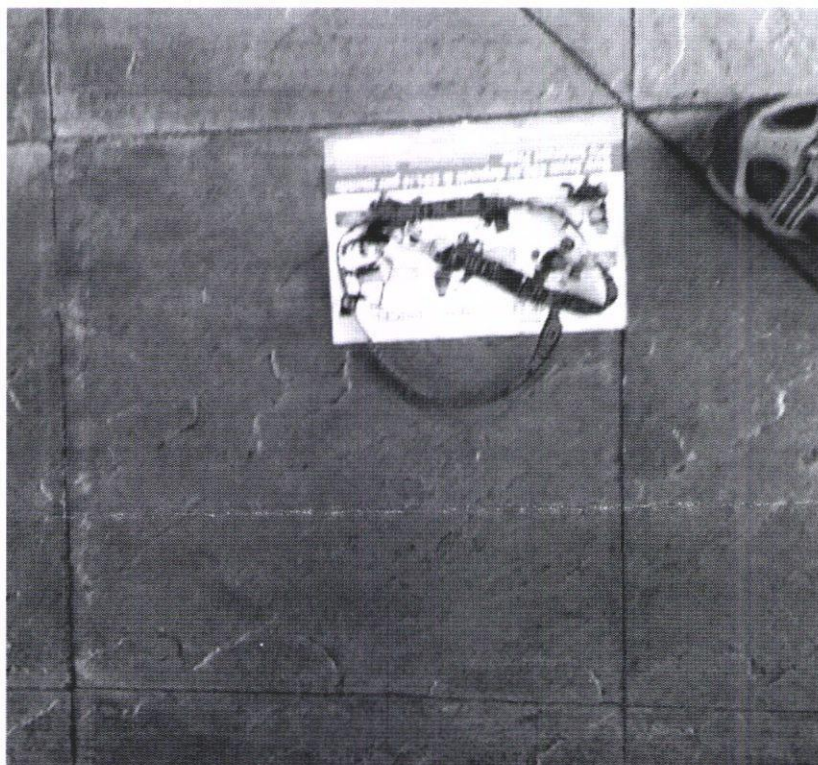
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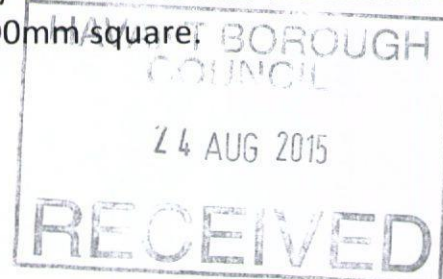
Regrettably I did not have with me, at the time, a tape measure, having been presented with an unexpected opportunity to undertake this task in some spare time.

However, for purposes of measurement and approximation, I have used an A4 leaflet which was folded in line with the step (and later measured) and also used to measure the approximate size of the square slabs used throughout the complex and also the 'pier' which extends into the car park of the surgery.



To estimate the size of the slab, I have unfolded the A4 sized leaflet, which is 210mm x 297mm the length being 11.7", the width being around 8.25".

Being obliged to estimate, but doing so with some objectivity using graphics software to manipulate digital copies of the leaflet around the slabs shown, my estimate is that the slabs are 600mm square.



Therefore there are two key figures here to carry forward to any ramp discussion later on, the first being the height of the step, at 170mm, and the second being the size of the slab, at 600mm square. From this we can extrapolate the potential types of ramps possible.

The Issue of Discriminatory Behaviour resulting from the lack of a ramp.

Section 13 of the Equality Act 2010 states that direct discrimination occurs when a person treats one person less favourably than they would another because of a protected characteristic, in this case disability.



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