

Appendix B

Highways Winter Maintenance Policy and Plan Equalities Analysis Assessment

Name of proposal	Highways Winter Maintenance Policy and Plan EAA
Lead officers	Kishorechandra Vora
Other stakeholders	FM Conway Transport for London Elected members Residents, carers and visitors to the borough Local businesses, employers and the Chamber of Commerce Local assemblies Residents/tenants groups Providers of medical care Providers of special needs services Education establishments Transport providers
Start date of Equality Analysis	1 October 2014
End date of Equality Analysis	10 October 2014
Introduction	
<p>The Council's Winter Maintenance Policy and Plan documents are annually updated by Transport Engineers based on documents originally prepared in 1997. A complete review of these documents was undertaken during summer 2014 to develop the 'Winter Service Operational Plan 2014-15'. This document amalgamates the previous separate Winter Maintenance Policy and Plan documents.</p> <p>The winter gritting service is currently proposed to commence from mid-November 2014 for 18 weeks.</p>	
The Winter Service Operational Plan 2014-15 and protected characteristics	
<p>Lewisham Council's policy as a Highway Authority is to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. The detailed operational procedures are covered by the Winter Service Operational Plan which is now revised and published each year. The 2014 annual review of the document has taken the 'Well Maintained Highways Code of Practice for Highway Maintenance Management' (amended in November 2011) into consideration along with current and new technologies and methods. Policies and operational plans developed for the Winter Service also have a relevance for emergency planning.</p> <p>Protected characteristics most likely to be impacted by severe winter cold weather events in terms of ability or need to reach particular destinations include:</p> <ul style="list-style-type: none"> • disabled residents and residents with long-term health problems 	

- older residents
- those with young children
- pregnant women

The Council considers that to ensure safe passage along a highway is not endangered by snow or ice is best achieved by prioritisation of certain roads and footways based on risk assessment underpinned by the principles of the above national Code of Practice. The Council prioritises its Winter Service treatment to try and ensure that resources are directed at the most important areas first. Therefore priority routes are agreed for both carriageway and for any footway salting.

London Footways Resilience Areas are the minimum footway areas within Greater London to be treated when the resilience state has been triggered, so that core essential services can operate. The resilience areas should include locations which have either exceptionally high usage or are primary pedestrian routes, providing access to key services and vulnerable receptors, including:

- hospitals
- medical centres
- key employment sites
- primary and secondary schools; and
- town centres.

In addition, the footway resilience areas should include:

- footways within key public transport interchanges and links between rail/underground/DLR stations and the closest bus stop on the road resilience areas; and
- steep hills or other locations known to be unsafe for pedestrians in severe winter weather.

The Council's Winter Service Operational Plan 2014-15 sets out its policy to prioritise the work to try to ensure that resources are directed at the most important areas first. In terms of footways this policy is targeted at schools, sheltered care centres, hospitals, large shopping areas, railway stations, and other such locations.

In ice and snow conditions treatment will first be allocated to footways in:

- major shopping streets
- railway and DLR station approaches.
- bus station/terminus approaches
- hospitals.
- subway, footbridges, pedestrian crossings.

This policy is reflected in the salting schedules for Primary, Secondary (schools, colleges, special needs centres and other roads with steep inclines) and Resilience routes.

Data and research used

Sources of data and research used to inform the Winter Service Operational Plan 2014-15 included;-

- Chapter 13 of the 'Well Maintained Highways Code of Practice for Highway Maintenance Management' amended in November 2011 and the revised Appendix H which relates to national Best Practice.
- the Highways Act 1980.
- The Code of Practice on Delivering Best Value in Highway Maintenance.
- Institution of Civil Engineers Design and Practice Guide 2000
- Government issued guidance to members of the public on self-help at the end of October 2010 which is still currently available at http://webarchive.nationalarchives.gov.uk/20121015000000/www.direct.gov.uk/en/N11/Newsroom/DG_191868
- Feedback, requests and complaints from affected stakeholders over previous severe winter cold weather events.
- Issues and observations made by contractors over previous severe winter cold weather events.

Consultation

Council Officers in liaison with a specialist consultant have developed the Winter Service Operational Plan 2014/15 to ensure that:

- the policy and operational plan, in consultation with stakeholders, is based on principles of risk assessment
- in defining the extent of the service, local issues previously raised by users have been taken into account along with relevant advice from officers and contractors on safe use of the network
- there is continuous monitoring of performance during service delivery and that the contractor can respond effectively to changing conditions or network incidents.
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Impact Assessment

The overall assessment is that the Winter Service Operational Plan 2014-15 will have a positive impact across all protected characteristics for those affected by severe winter cold weather events in terms of ability or need to reach particular destinations.

Policies and plans developed for Winter Service are likely to have relevance in emergency planning for dealing with extreme weather conditions including flooding, high winds and high temperature. The incidences of such events may be affected by climate change. They

are also likely to have some relevance to the wide range of non-weather related emergencies that could affect the highway network.