**EQUALITY IMPACT ASSESSMENT AND ANALYSIS (EqIAA)**

**Reduction in winter maintenance budget**

**SECTION 1 – INTRODUCTION**

The Council Savings Programme (CSP) is our response to national austerity measures and the sharp fall in the amount of grant funding received from central government. From 2011 – 2017 the Council has already saved £63.6million, mainly through efficiency measures and we have identified a further £10.5m per annum of future savings to take place between 2018 - 2020. All areas of the council have been given outline savings targets on this journey towards 2020.

Our Winter Highway Maintenance service has been identified as an area which could contribute towards these savings.

Winter Highway Service on our road and footpath network is essential for public safety and keeps the network accessible, thus supporting the economy. The Winter Highway Service itself involves treating the highway by:

1. Precautionary salting to reduce the risk of ice forming.
2. Post salting to melt ice and snow that has already formed.
3. Snow removal.

We carry out the above with a fleet of 11 gritters. We don’t have the resource to treat all of our 1,537km of highway, so we treat a percentage of the network in line with a hierarchy which places higher importance on busier roads, bus routes, links to key towns and villages, and routes to hospitals and schools. This results in approximately 538km being treated during standard precautionary salting. These routes are our Primary Routes.

Our network hierarchy starts at 1 for most important (motorway) and 12 (9-12 being lanes, green lanes and disused tracks) for least important. Our treated routes are generally grouped within the banding 2-6.

In addition to Primary Routes, we also have Secondary Routes. These Secondary Routes are the next level of prioritised routes on the network that will only be gritted in times of a forecasted substantial increase of risk, for example snow, freezing rain and when resources allow us to treat. We have 67km of secondary network and these are done using the same gritters as the Primary Routes hence the less frequent treatment. Secondary Routes will typically be level 6 and below in our hierarchy.

**Key points of the proposals**

The Council proposes to reduce the number of gritters being used to make savings in financial terms (£100,000). The only option to achieve the full saving is to reduce the fleet by two gritters, and to reduce the amount of time spent by drivers treating the highway network. This means removing approximately 30km of roads from the precautionary salted network. All of the 30km are from the hierarchy 6 grouping.

Once we have completed our consultation we will look carefully at both criteria and decide on the most appropriate action to mitigate risk to users within the resource available to us. Some routes could be added to secondary routes with minimal impact to the routes taken by gritters, others will be impractical, so we may decide to place grit bins out

Once formally agreed, changes will be implemented in time for winter 2018/19.

**SECTION 2 RESEARCH AND CONSULTATION**

All groups of people are impacted by winter weather conditions and the Winter Highway Service which is conducted in the area. Overall, anyone who has a need to travel would be impacted to some extent. Those with a need to travel would broadly be:

* People broadly between the ages of 18 and 65 for accessing work and employment
* Younger people for accessing education (schools and colleges etc.)
* People accessing medical, health appointments (hospitals, GP surgeries, therapies etc.) along with community transport services (picking up for day centres, care homes etc) - this covers all groups; however, is proportionately more likely to include older and disabled people
* People accessing social or personal activities which can include a wide array of activities such as community groups, shopping etc. This covers all groups, however, can be particularly important for older and disabled people as well as those with young children.

In respect of this, and when combined with our research information, it is anticipated that those most vulnerable during adverse winter weather conditions would be older, younger and disabled people i.e. the Protected Characteristics of ‘Age’ and ‘Disability’ as set out in the Equality Act 2010.

Routes which are not gritted present more hazardous conditions for all, and in particular younger, older and disabled people may be proportionately more affected by these conditions due to a need to travel combined with increased likelihoods of trip, slip and fall accidents.

Research conducted which displays the above was conducted via the 2017 Streetcare survey. The survey results show some variability in levels of satisfaction with winter gritting services reported by many disabled people and older people. Table 1 below, shows the results gained by the survey in respect of winter maintenance activities. It is also worth mentioning that the youngest age group captured by the survey was 16 – 24 and it is anticipated that younger children can be particularly impacted by winter weather for example, through ability to travel to school.

*Table 1: 2017 Streetcare survey results as disaggregated according to ‘equalities groups’.*

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  |  |  | **Sex** | **Age** | **Disability** | **Overall Disability Result** | **Race** |
| Satisfaction survey question |  Survey response | **Overall** | Female |  Male | 16 to 24 years old | 25 to 34 years old | 35 to 44 years old | 45 to 54 years old | 55 to 64 years old | 65 to 75 years old | Over 75 years old | Physical impairment | Sensory impairment | Mental health condition | Learning disability / difficulty | Long standing illness or health condition | Other (please state below) | No Disability | Disability | White British | White Other | BAME |
| Base | **1953** | 1063 | 823 | 29 | 202 | 294 | 380 | 396 | 423 | 114 | 88 | 25 | 38 | 7 | 88 | 35 | 1633 | 186 | 1714 | 65 | 29 |
| Winter gritting of roads  | Satisfied | **67%** | 66% | 70% | 69% | 68% | 69% | 70% | 65% | 68% | 69% | 57% | 48% | 58% | - | 64% | 65% | 68% | 62% | 67% | 79% | 69% |
| Dissatisfied | **11%** | 13% | 7% | 10% | 11% | 12% | 12% | 10% | 9% | 5% | 11% | - | 16% | - | 14% | 17% | 10% | 9% | 10% | 5% | 17% |
| Gritting of cycle routes and cycle paths   | Satisfied | **18%** | 16% | 20% | 31% | 25% | 21% | 19% | 15% | 15% | 9% | 12% | 24% | - | 43% | 15% | 20% | 18% | 16% | 17% | 37% | 31% |
| Dissatisfied | **10%** | 10% | 9% | 6% | 14% | 13% | 14% | 8% | 6% | 4% | 5% | 12% | 23% | - | 9% | 12% | 9% | 9% | 10% | 5% | - |
| Help provided by Streetcare during bad weather | Satisfied | **23%** | 24% | 24% | 31% | 25% | 25% | 23% | 20% | 25% | 28% | 21% | 24% | - | 28% | 19% | 32% | 23% | 23% | 23% | 50% | 28% |
| Dissatisfied | **9%** | 9% | 7% | 10% | 10% | 9% | 9% | 7% | 6% | 4% | 15% | 8% | 18% | - | 13% | 12% | 7% | 14% | 8% | 9% | 6% |

* *Areas highlighted GREEN are those where the proportion of respondents with this characteristic is 10% or more above the overall survey response.*
* *Areas highlighted RED are those where the proportion of respondents with this characteristic is 10% or more below the overall survey response.*

The data shows the following key points which are relevant to this EqIAA:-

* People aged 65+ were less likely than average to be dissatisfied with “winter gritting of roads”.
* People aged 55+ were less likely than average to be satisfied with “Gritting of cycle routes and cycle paths”.
* People aged 75+ were more likely than average to be satisfied with “Help provided by Streetcare during bad weather”.
* People aged 16 – 24 were more likely than average to be satisfied with “Gritting of cycle routes and cycle paths”.
* People aged 16 – 24 were more likely than average to be satisfied with “Help provided by Streetcare during bad weather”.
* People with physical and sensory impairments and people with mental health conditions were more likely to be dissatisfied with “winter gritting of roads”.
* People with a physical impairment were less likely than average to be satisfied with “Gritting of cycle routes and cycle paths”, as were people with a long standing illness or health condition.
* People with a long standing illness or health condition were less likely than average to be satisfied with “Help provided by Streetcare during bad weather”.

In addition to the Streetcare survey of 2017, consultation was conducted between 10th April and 18th June 2018.

In total, 189 persons responded with 164 providing at least some equality monitoring data. The following table provides information regarding respondent’s ‘Protected Characteristics’.

*Table 2: Table to show the characteristics of consultation respondents.*

|  |  |  |
| --- | --- | --- |
| **Group** | **Number of respondents** | **Percentage of total** |
| **Age** |
| 18 or under | 0 | 0 |
| 19 - 24 | 4 | 2% |
| 25 - 44 | 39 | 24% |
| 45 - 64 | 68 | 41% |
| 65 - 74 | 36 | 22% |
| Over 75 | 8 | 5% |
| Prefer not to say | 8 | 5% |
| Total:- Under 65 | 111 | 68% |
| Total:- 65+ | 44 | 27% |
| **Gender** |
| Female | 86 | 52% |
| Male | 69 | 42% |
| Prefer not to say | 8 | 5% |
| **Disability** |
| Total:- Disabled | 14 | 9% |
| Total:- Non disabled | 138 | 84% |
| Physical impairment | 9 | 5% |
| Sensory impairment | 1 | 1% |
| Learning disability/difficulty | 2 | 1% |
| Long standing illness or health condition | 9 | 5% |
| Other | 3 | 2% |
| Prefer not to say | 7 | 4% |
| **Ethnicity** |
| ‘Black, Asian & Minority Ethnic’ (BAME) | 2 | 1% |
| White British | 136 | 83% |
| White Other | 4 | 2% |

*NB. figures may not sum because of rounding*

The following table provides information regarding consultation results in respect of consultee’s agreement with the proposed changes.to winter gritting.

*Table 3: Consultation survey results as disaggregated according to ‘equalities groups’.*

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| --- | --- | --- | --- | --- | --- |
| **Respondents** | **Total** | **Age** | **Gender** | **Disability** | **Ethnicity Aggregate** |
| **Under 65** | **65+** | **Female** | **Male** | **Prefer not to say** | **Disabled** | **Non-disabled** | **BAME** | **White Other** | **White British** |
| ***Base*** | *164* | *111* | *44* | *86* | *69* | *8* | *14* | *138* | *2* | *4* | *136* |
| **Q. To what extent do you agree with the approach the Council has taken in coming up with the proposed changes? (optimizing the network of roads that are treated based on their hierarchy of importance and level of use)** |
| ***Total Agree*** | ***28%*** | 22% | 45% | 26% | 32% | 38% | 35% | 29% | 0% | 0% | 29% |
| ***Total Disagree*** | ***63%*** | 72% | 38% | 65% | 60% | 50% | 50% | 63% | 100% | 100% | 61% |

**NB.**

*Areas highlighted GREEN are those where the proportion of people with this characteristic is 10% or more above the total response of all respondents.*

*Areas highlighted RED are those where the proportion of people with this characteristic is 10% or more below the total response of all respondents.*

**SECTION 3 - IDENTIFICATION & ANALYSIS OF EQUALITIES ISSUES AND IMPACTS**

Section 2 of this EqIAA particularly identifies older, younger and disabled residents as being proportionately more likely to be affected by a reduction in winter gritting. However, this impact can be mitigated greatly through ensuring that the routes chosen to no longer receive a winter gritting service undergo prior assessment focussed on ensuring that there are no places along the routes and/or impacting upon the routes where persons with these characteristics may be likely to be – for example, schools, care homes, hospitals etc.

It has also already been mentioned that all groups are impacted by winter weather conditions and the winter gritting services which are conducted in the area, and so the availability of alternative and safer routes which continue to receive a gritting service should also be identified – for example, in adverse weather conditions, persons can select to use a main route, and whilst this route may not be as direct as using a smaller, untreated road, is a safer and realistic alternative.

The following table therefore, presents a list of the roads under consideration for the removal of gritting services and identifies any issues for concern which have been identified as a result of consultation and analysis along with any associated equalities impacts. The table should be read in conjunction with the full consultation feedback report.

***It is noted that all of the roads identified within the table below currently feature as hierarchy 6 (i.e. the lowest priority of currently treated roads) within the gritted network hierarchy and have been selected on this basis.***

*Table 4: Roads under consideration, any issues for concern and equalities impacts.* **NB.** Consultation feedback is highlighted in italics.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Length (m)** | **Street** | **Town** | **Identification of any places for concern** | **Equalities impacts identified.** |
| 2546 | OLD DOWN ROAD | BADMINTON | Used by 10 buses in a 24-hour period41 – 8 buses mon-fri/6 sat75 – 2 buses mon-fri (exits a different way out of the village)Several consultation feedback points received. For example:- *“Down Road is a bus route and is the major route out from Badminton for those who travel to work and school. As a rural community if this road were not gritted then local residents would become unable to travel. This would leave the elderly very vulnerable as they would in effect be cut off. If last winters weather is to continue then it is imperative that rural communities are not isolated. Ice and snow fall is of a lesser degree in built up areas so priorty should be given to rural communities.”* | We know that the number 41 service is used by a proportionately higher number of older and disabled people.We know that the number 75 bus is a school bus.We recognise that Old Down Road is a popular route, however, there are a number of alternatives on the primary network which will remain treated and form a suitable alternative In addition, in all cases the roads identified in this table are Secondary Routes meaning that at extreme cold events and or snow they will be attended. |
| 438 | SIBLAND ROAD | THORNBURY | Used by 30 buses in a 24-hour period77 – 11 buses; 622- 17 buses; 922 – 2 busesSeveral consultation feedback points received. For example:- *“Devastating impact, we provide Community Transport in the area and travel down Sibland Road, Perrinpit, Park Lane, Tormarton Road, Dodington Road daily if not several times a day. We also provide home to school contracts so would advise you to liaise with ITU South Glos as this could have a very negative impact on the Home to School contracts if roads are unsafe to drive on. Also we provide transport for some very vulnerable passengers in these areas, when there is adverse weather we are at least able to collect most passengers as the roads are gritted. I think it's appalling to remove the gritting from such isolated places such as Tormarton, as it could mean we cannot collect passengers that are already socially isolated. I would argue that all of these roads should be gritted.”**“This is a key road in approaching Crossways School and used by drivers taking their children to the school. The road goes slightly down hill towards Knapp Road and could present a skid hazard if the road were icy.”* | We know that the number 77 service is used by a proportionately higher number of disabled and younger people.This may result in the potential for some impact.We recognise that Sibland Road is a popular route, however, there are a number of alternatives on the primary network which will remain treated and form a suitable alternative In addition, in all cases the roads identified in this table are Secondary Routes meaning that at extreme cold events and or snow they will be attended. |

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| --- | --- | --- | --- | --- |
| 1887 | ABBOTS ROAD / COURT FARM ROAD (PART) | HANHAM | Used by 39 buses in a 24-hour period between A431 and Ellacombe Road section of Court Farm Road.17 – 37 busesA14 – 2 BusesNo buses between Ellacombe road and Whittucks RoadSeveral consultation feedback points received. For example:- *“The Abbots Road / Court Farm road area has a large elderly population and any effect on this route would isolate them from shops, doctors and other services. This route is also one of only two primary routes to the east for residents of Hanham and the surrounding area. If the A431 is blocked for any reason and Abbots Road / Court Farm road are not gritted with attendant risks of road closure / accidents this risks severe traffic problems and would isolate Hanham from Longwell Green, Keynsham and Bath. Greenbank Road is also an extremely well used route for residents of Hanham heading north to Kingswood, etc., and also has a large elderly population who would be put at risk by this proposal.”* | We know that the number 17 service is used by a proportionately higher number of disabled people.This may result in the potential for some impact.We recognise that these are popular routes, however, there are a number of alternatives on the primary network which will remain treated and form a suitable alternative In addition, in all cases the roads identified in this table are Secondary Routes meaning that at extreme cold events and or snow they will be attended. |
| 5283 | TORMARTON ROAD / SHIRE HILL / MARSHFIELD ROAD (PART) | MARSHFIELD / TORMARTON | Used by 5 buses in a 24-hour period. From Tormarton village to school will remain on gritted route634 – 4 buses in Tormarton village only.79 – 1 bus in evenings between Marshfield and Tormarton.Several consultation feedback points received. For example:- *“Devastating impact, we provide Community Transport in the area and travel down Sibland Road, Perrinpit, Park Lane, Tormarton Road, Dodington Road daily if not several times a day. We also provide home to school contracts so would advise you to liaise with ITU South Glos as this could have a very negative impact on the Home to School contracts if roads are unsafe to drive on. Also we provide transport for some very vulnerable passengers in these areas, when there is adverse weather we are at least able to collect most passengers as the roads are gritted. I think it's appalling to remove the gritting from such isolated places such as Tormarton, as it could mean we cannot collect passengers that are already socially isolated. I would argue that all of these roads should be gritted.”* | We recognise that these are popular routes, however, there are a number of alternatives on the primary network which will remain treated and form a suitable alternative In addition, in all cases the roads identified in this table are Secondary Routes meaning that at extreme cold events and or snow they will be attended. |

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| --- | --- | --- | --- | --- |
| 4664 | ASHWICKE ROAD / ST MARTINS LANE | MARSHFIELD | Several consultation feedback points received. For example:- *“Ashwicke Road and Tormarton Road Both of these roads are regularly used by local residents commuting to work and also for people who live outside of Marshfield and use these roads to bring children to Marshfield Primary School. Not including these roads would mean they are dangerous, accidents would be extremely likely especially as both have steep slopes and are shaded from any sunlight in parts. As alternative routes are far more lengthy and often highly congested at peak times of the day people would still use these routes again it would be extremely likely to result in some serious accidents on these routes. We live in a rural area and pay council taxes, we expect the council to in turn maintain the roads that are links to these rural areas.”* | We recognise that these are popular routes, however, there are a number of alternatives on the primary network which will remain treated and form a suitable alternative In addition, in all cases the roads identified in this table are Secondary Routes meaning that at extreme cold events and or snow they will be attended. |
| 535 | BRAEMAR AVENUE | FILTON | Several consultation feedback points received. For example:- *“Braemar Avenue - This is a major route between Southmead Road and the A38, both of which are direct routes and the ONLY main routes to Southmead Hospital.”* | We recognise that this is a popular route, however, there are a number of alternatives on the primary network which will remain treated and form a suitable alternative In addition, in all cases the roads identified in this table are Secondary Routes meaning that at extreme cold events and or snow they will be attended. |
| 3008 | CLAYPIT HILL / DODINGTON ROAD (Part) / GIBBS LANE / SODBURY LANE | CHIPPING SODBURY / DODINGTON / WESTERLEIGH | Note:- From Chipping Sodbury to Chipping Sodbury School will remain on gritted route.Several consultation feedback points received. For example:- *“Devastating impact, we provide Community Transport in the area and travel down Sibland Road, Perrinpit, Park Lane, Tormarton Road, Dodington Road daily if not several times a day. We also provide home to school contracts so would advise you to liaise with ITU South Glos as this could have a very negative impact on the Home to School contracts if roads are unsafe to drive on. Also we provide transport for some very vulnerable passengers in these areas, when there is adverse weather we are at least able to collect most passengers as the roads are gritted. I think it's appalling to remove the gritting from such isolated places such as Tormarton, as it could mean we cannot collect passengers that are already socially isolated. I would argue that all of these roads should be gritted.”* | We recognise that these are popular routes, however, there are a number of alternatives on the primary network which will remain treated and form a suitable alternative In addition, in all cases the roads identified in this table are Secondary Routes meaning that at extreme cold events and or snow they will be attended. |

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| --- | --- | --- | --- | --- |
| 797 | GREENBANK ROAD / HOLLYGUEST ROAD (PART) | HANHAM | Used to access sports pitchesSeveral consultation feedback points received. For example:- *“The Abbots Road / Court Farm road area has a large elderly population and any effect on this route would isolate them from shops, doctors and other services. This route is also one of only two primary routes to the east for residents of Hanham and the surrounding area. If the A431 is blocked for any reason and Abbots Road / Court Farm road are not gritted with attendant risks of road closure / accidents this risks severe traffic problems and would isolate Hanham from Longwell Green, Keynsham and Bath. Greenbank Road is also an extremely well used route for residents of Hanham heading north to Kingswood, etc., and also has a large elderly population who would be put at risk by this proposal.”* | Potential impact on younger people using sports facilities.We recognise that these are popular routes, however, there are a number of alternatives on the primary network which will remain treated and form a suitable alternative In addition, in all cases the roads identified in this table are Secondary Routes meaning that at extreme cold events and or snow they will be attended. |
| 502 | ORCHARD VALE | KINGSWOOD | Several consultation feedback points received. For example:- *“Orchard vale is a busy route to local junior schools Park School and Our Lady of Lourdes. Parents in their vehicles queue up outside the schools so that their children can quickly get into schools. Many parents walk their children to school too so pavements also need to be cleared of snow and ice. Orchard Vale is the only other route used by residents which runs parallel to the A420. A420 is always busy and therefore Orchard Vale is used more at peak school times during term times . It is also leading to elderly housing bungalows at Oakridge Close and therefore it would be dangerous for elderly people using this road in snow and ice. Orchard Vale is a road which goes uphill into Kingswood or downhill towards Grimsbury Rd. therefore this causes further dangers for people trying to get up the road in snow and ice or slipping down the hill. How are people to get to Orchard Rd if they are unable to use Orchard Vale .it is unreasonable to remove Orchard Vale from being cleared of snow and ice as it is a continuance road into Orchard Rd.”* | We recognise that Orchard Vale is a popular route, however, there are a number of alternatives on the primary network which will remain treated and form a suitable alternative In addition, in all cases the roads identified in this table are Secondary Routes meaning that at extreme cold events and or snow they will be attended. |

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| 1842 | PARK LANE | WINTERBOURNE / FRAMPTON COTTERELL | Several consultation feedback points received regarding schools traffic. For example:-*“Park Lane is the school bus route, there is a very steep hill which will need to be gritted to ensure the children’s safety. Perrinpit Lane is a very busy lane which comuters use to cut through to Bradley Stoke North, Aztec West and the M4/M5. This road often collects water and is very dangerous when icy. If it doesn’t get gritted it will cause very hazardous conditions.”*And:*“Park Lane is a bus route for much of its length. New housing in the area means it carries a lot of traffic. It is a major route to a primary school. Needs to be gritted from Heather Avenue to Church Road. Majorly affects the elderly and young families”* | We recognise that these are popular routes, however, there are a number of alternatives on the primary network which will remain treated and form a suitable alternative In addition, in all cases the roads identified in this table are Secondary Routes meaning that at extreme cold events and or snow they will be attended. |
| 2229 | PERRINPIT ROAD | FRAMPTON COTTERELL | Several consultation feedback points received regarding schools traffic. For example:-*“Although you may consider Park Lane and Perrinpit Road 'lesser' important roads these are in fact major commuting routes for local residence. They provide important links to schools and access to the larger roads for commuters. If precautionary gritting were to stop i believe this would lead to an increase in road accidents. The roads are hilly, narrow with bends which would be highly dangerous if the roads were not gritted.”*And:*“These two roads are two of the busiest for our school (Frampton Cotterell CofE Primary). If both these roads weren't to be gritted many of our pupils would find it impossible to get to school whenever the roads were icy or snowy.”* | We recognise that these are popular routes, however, there are a number of alternatives on the primary network which will remain treated and form a suitable alternative In addition, in all cases the roads identified in this table are Secondary Routes meaning that at extreme cold events and or snow they will be attended.  |
| 2317 | SISTON LANE | SISTON / PUCKLECHURCH | Several consultation feedback points received. For example:-*“Siston Lane is a key element of local road infrastructure and carries a lot of traffic which if had to be rerouted because it was inaccessible would lead to induced traffic on the rest of the local road network. This will be exacerbated by the long term planned closures of Abson Rd over the next year.”* | We recognise that Siston Lane is a popular route, however, there are a number of alternatives on the primary network which will remain treated and form a suitable alternative In addition, in all cases the roads identified in this table are Secondary Routes meaning that at extreme cold events and or snow they will be attended.  |
| 537 | SPRING HILL | KINGSWOOD | Several consultation feedback points received regarding schools traffic. For example:-*“This is one of the steepest hills which is on the school run with St Stephens at the top. This is a very busy road and the the way the road bends it will be impossible for cars to be safe in the ice. It will be impossible to get up the hill in the ice in a normal car and as a resident I will not be able to get to and from my home as I live near the bend on Spring Hill. I as why Lees Hill can be gritted but not Spring Hill with Spring Hill being as steep, on a school route and has the additional hazards of a bend.”*And:*“Spring Hill, as indicated by the name is a steep hill with 2 nasty bends. The road itself is long with cars parked both sides, while there is a 20 mph limit on one part, the action of some drivers is to ignore this on the downward drive. St Stephens school which has a larger than average intake of pupils is situated in Lansdown Road just to the left of Spring Hill. This popular school has a big problem with parking, the surrounding roads, Spring Hill in particular, comes to a standstill at certain times during the day. While I am aware that Spring Hill is not always gritted when needed, the safety aspect would now be a prime concern for you. Yellow lines, white lines & notices are all ignored by some drivers this and the added danger of a slippery road is a recipe for a fatality.”* | Following the consultation exercise we intend to put this road back onto the treated network. |

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| --- | --- | --- | --- | --- |
| 2064 | WEBBS HEATH /GOOSE GREEN | SISTON | Several consultation feedback points received. For example:-*“Orchard Vale is a through route for many people accessing shops and health centres Webbs heath and Siston Lane is the major link from oldland Common to the Ring road Crematorium and council culture tip”* | We recognise that these are popular routes, however, there are a number of alternatives on the primary network which will remain treated and form a suitable alternative In addition, in all cases the roads identified in this table are Secondary Routes meaning that at extreme cold events and or snow they will be attended.  |
| 350 | CHURCH ROAD  (PART)  | KINGSWOOD | Several consultation feedback points received. For example:-*“Church Road - main access road to Kingswood High Street. people may not be able to reach the top and gain access to shops. Spring Hill - school access gate will be affected. School children/elderly residents won't be able to get out of above if road is icy. Speeding cars may also lose control”* | We recognise that Church Road is a popular route, however, there are a number of alternatives on the primary network which will remain treated and form a suitable alternative In addition, in all cases the roads identified in this table are Secondary Routes meaning that at extreme cold events and or snow they will be attended.  |

**SECTION 4 - EqIAA OUTCOME**

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| --- | --- | --- |
| **Outcome** | **Response** | **Reason(s) and Justification** |
| Outcome 1: No major change required. | [ ]  |  |
| Outcome 2: Adjustments to remove barriers or to better promote equality have been identified. | [x]  | As a result of the consultation it is intended that Spring Hill, Kingswood be retained as part of the treated network.In addition, it is noted that all the roads that are removed from the primary network will be treated as part of the secondary network in accordance with our Winter Maintenance Policy.  This is with the exception of Ashwicke Lane, Marshfield which will not be added to the secondary routes because of the vehicle usage and the physical constrains of the highway. It is also noted that there are a number of alternatives on the primary network which will remain treated and form a suitable alternative.The above provides mitigation against any potential for adverse impacts identified in respect of protected characteristic groups. |
| Outcome 3: Continue despite having identified potential for adverse impact or missed opportunities to promote equality. | [ ]  |  |
| Outcome 4: Stop and rethink. | [ ]  |  |

**SECTION 5 - ACTIONS TO BE TAKEN AS A RESULT OF THIS EqIAA**

* Retain Spring Hill, Kingswood as part of the treated network.
* Continue to monitor impact in respect of protected characteristic groups as part of the regular Streetcare Survey.

**SECTION 6 - EVIDENCE INFORMING THIS EqIAA**

* 2017 Streetcare Survey results.
* Mapping system used to assess any ‘places of concern’ along the identified routes and/or impacting upon the identified routes.
* South Gloucestershire Transport Team feedback concerning bus routes.
* Consultation feedback results.