

Definition: London Road Resilience Network

The London Road Resilience Network describes the minimum roads within the GLA boundary that are required to be continuously kept open in severe winter weather to allow essential services to operate reliably and safely and to 'Keep London Moving'. The network includes the roads to be treated, even in exceptional weather, when salt storage supplies are scarce, including those for which either Transport for London or the Borough is responsible, together with those in private ownership. It ensures continuity across borough boundaries, access to the strategic road network, both within and outside London and allows London Buses to operate a minimum service. The London Road Resilience Network includes all A classified roads, roads required to access essential services and bus routes with frequent bus services¹.

Essential services include:

- hospitals with accident and emergency departments
- police, fire and ambulance stations
- bus and railway stations
- bus garages and depots
- Thames bridges and access to Woolwich Ferry
- salt storage depots
- known topological problems, including gradients on B class roads
- other critical roads, as agreed by the Borough and Transport for London to be of a sensitive nature.

Definition: London Footway Resilience Areas

London Resilience Footways describes the minimum footway areas within the GLA boundary to be treated during winter service operations so that core essential services can operate. The footway resilience areas are designated by the Highway Authority.

The resilience areas should include locations which have either exceptionally high usage or are primary pedestrian routes, providing access to key services, including:

- hospitals
- medical centres
- key employment sites
- Primary and Secondary schools
- town centres

¹ Average 5 or more buses per hour , daytime frequency

The footway resilience areas should include 20 metres either side of the main entrance to individual premises. They may not be linked but should provide access to the closest bus stop and the road resilience network, where this is practical. The footway areas should provide continuity across borough boundaries.

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 network
- steep hills or other locations known to be unsafe for pedestrians in severe winter weather.