

From: "Pate, Steve" <Steve.Pate@bbmmjv.com>
To: "peasemi@btinternet.com" <peasemi@btinternet.com>
Cc: CustomerCare.area10 <CustomerCare.area10@bbmmjv.com>
Sent: Tuesday, 15 January 2013, 14:22
Subject: Litter on the M56 jct 5 to 7

Dear Mr Pease

I refer to the e mail exchanges between yourself and my Customer Care team regarding the litter on the M56 between Junctions 5-7. I will endeavour to address all your points.

BBMM stands by its assessment of “predominantly Grade B with patches of Grade C”. We are fully aware of the requirements of the Code of Practice and have seen the example photographs contained within this document. However, these photographs do not translate easily to the motorway environment and in order to improve our service it is our intention to produce a set of photographs that do this. This will act as a suitable reference for all the team and not just our inspectors for the future.

Our maintenance crew did not take photographs during their inspection and there is no requirement for us to do so. It is not our intention to send staff back out onto the motorway just to take photographs. We will ask our Maintenance Response Teams to keep observation on the litter in this area and to take photographs only if it is safe to stop and do so.

You are at liberty to appeal, but I would not recommend you stopping on the motorway to take photographs of your own; in fact it would be illegal as well as being unsafe.

BBMM are unable to confirm when this section of motorway was last litter picked. BBMM took over the management and maintenance of this section of road, on behalf of the Highways Agency, from another Service Provider, on 3rd November 2012. Information relating to the previous regime in respect of litter picking has not been provided to us.

You will appreciate that motorways are a hazardous environment to work and Roadworkers safety must be considered as a high priority in any maintenance activity undertaken. Paragraph 11.4.7 of the Code of Practice states that, ‘On motorways, where safety issues are paramount, it is recommended that cleansing is carried out alongside routine maintenance to aid maintenance standards.’ BBMM have interpreted this to mean that in order to cut down on unnecessary road worker exposure, e.g. placing temporary traffic management just to clear litter, we will wait until other maintenance activities are required and then do it all in one hit. I am sure you will recognise the relative risk to our road workers with the amount of carriageway crossings needed to place multiple temporary traffic management installations. The risk to the travelling public and also impact on journey time reliability, is considerably reduced when taking the above approach.

Our Maintenance Requirements Plan, accepted by the Highways Agency, recognises the above as a special circumstance applied to the SRN. In addition, at this time of year maintenance activities are also severely hampered by the winter weather conditions and the need to undertake spreading to meet forecasts.

Maintenance activities in the central reservation, for which lane 3 temporary traffic management closures are required, are

- Mechanical Sweeping

- Gully emptying
- Vegetation
- Barrier maintenance
- Street Lighting
- Various inspections

The frequency for the above activities are determined on a risk assessed basis.

BBMM are not currently programming any routine maintenance work at this location until April.

BBMM will install temporary traffic management at such times as the safety barrier is damaged by road traffic accident necessitating repair. Our crews will utilise these closures to collect litter when the circumstance arise.

I hope this satisfactorily addresses your concerns.

Should you wish to contact the Highways Agency on this matter then please contact Andrew.olive@highways.gsi.gov.uk

Regards

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