

Our ref: TO 107479
Your ref:

Mrs D Davies
NDD - Directorate Services Team
Manager
9th Floor
The Cube
199 Wharfside Street
Birmingham B1 1RN

24 June 2014

Dear Mr Silverman

Thank you for your email of 2 June 2014 to Robert Goodwill. It has been passed to the Highways Agency to respond.

Answering each of your points in turn:

Area 10

You ask about the variation in the number of sacks of litter collected in Area 10 since the Asset Support Contract for that operational area commenced. The amount of litter dropped onto our network can vary. Within Area 10 of the motorway network 3,559 sacks of litter were removed in March 2014, 6901 in April and 4,392 in May. By way of a comparison, within the same area in 2013, 1,879 sacks of litter were removed in March, 4,648 in April, and 3,214 in May.

Each month a dedicated 'litter inspection', undertaken along motorways in the North West region (Cheshire, Greater Manchester, Merseyside and South Lancashire), is supplemented by a more general daily inspection of the routes' condition. The results of these inspections inform the scheduling of our litter clearance exercises to ensure that the sites in question remain at the required level of cleanliness (as defined in the Code of Practice on Litter and Refuse), to comply with the Environmental Protection Act.

Area 7

The Area 7 service providers carry out proactive sweeping & litter clearance on their motorway network at least once per year, with the exception of known hotspots that are proactively maintained more frequently. They also take advantage of road space bookings and available traffic management to carry out litter picking when required. Any further litter clearance or sweeping that may be required, in accordance with the EPA, is picked up through regular safety inspections and stewardship of the network.

Area 2

Formal inspections are carried out on behalf of the Agency by the Area 2 Service Provider to enable them to meet their EPA duties. The Agency carries out spot checks of litter on an ad hoc basis.

In your email you also comment on evidence of failure to comply with the Environmental Information Regulations in relation to a request sent to the Agency by James Miller. Mr Miller's original EIR request was received on 5 January 2014 and was given a full reply on 17 January 2014, which was well within the statutory time period for answering an EIR. In this EIR request, Mr Miller did not request a copy of the sweeping and cleaning sections of the Area 2 Maintenance Requirements plan. This was requested in a subsequent email, which was treated as general correspondence by the area team, rather than an EIR request.

Mr Miller was directed to a previous decision to exempt the Maintenance Requirements Plan, dated August 2013 and a link was provided to the published request, which did cite the valid exceptions.

You state in your email to 'the review that never was'. I would like to refer you to Nick Wells' email to you dated 9 May 2014, to which I have nothing further to add.

The Infrastructure Bill, which paves the way for the creation of a Government owned strategic highways company, was published on 4 June 2014. To support this, a suite of documents has been published that provide more detailed information about the governance arrangements for the new company. Over the coming months the Department for Transport and the Agency will be working closely to further develop and finalise the documents before the new company goes live. More information can be found on the Roads Reform page on GOV.UK:

<https://www.gov.uk/government/collections/roads-reform>

Yours sincerely

Mrs D Davies

Email: ndd_c_dst@highways.gsi.gov.uk