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Your ref: BK/SK/DEAN01009

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Dear Barbara Keeley

Thank you for your letter to Graham Dalton of 28 May, enclosing correspondence from the Managing Director at Daineswell Ltd, Mr Terry Dean, about our arrangements for removing litter from motorways, especially the M60. Responsibility for removing litter from motorways falls within the remit of my Network Delivery and Development Directorate, and Graham has asked me to respond on his behalf.

I do appreciate your concerns about accumulated litter on the M60 and can assure you that we take this matter very seriously. In the context of litter, Mr Dean also mentions the section of the M60 being upgraded to a smart motorway, which begins at Junction 8 (Carrington) and continues to Junction 20 of the M62 (Rochdale).

Not only is litter unsightly, it is also a threat to the environment. Arrangements have been developed for dealing with litter on motorways, and we are required to comply with the Environmental Protection Act and a Code of Practice published by the Department for Environment, Food and Rural Affairs. Essentially, we are responsible for removing litter from England's motorways and a small number of major A roads.

To comply with our obligations, we undertake litter inspections along the M60 once a month, and these are supplemented by more frequent safety inspections, which identify any hazardous debris for immediate removal. The assessments made following these inspections apply a grading for both litter and refuse in accordance with the Code of Practice, which specifies standards of cleanliness and response times.

The Code of Practice grades litter into four levels (Grades A to D) in which Grade A is 'no litter or refuse' and Grade D is 'heavily affected by litter and/or refuse with significant accumulations'. Each grade specifies a response time for the removal of litter. The Code requires highways to be generally maintained to Grade A level, although it recognises that this level cannot be maintained at all times. It also recognises that it may not be practicable to remove all items of litter from some softer or non-metalled surfaces, such as grass or sand, and the grading system reflects this.

We undertake restoration measures within the required timescales. The Code specifies fourteen days for slip-road carriageways, their hard-shoulders, verges and embankments and twenty-eight days (or as soon as is reasonably practicable) for mainline carriageways, their central reserves, hard-shoulders, verges and embankments. Between 15 April 2015 and 7 May 2015, we cleared 1,343 sacks of litter from the M60 in Salford, including part of the section being upgraded to a smart motorway.

Mr Dean suggests that contractors working on the M60 smart motorways scheme should have undertaken a litter clearance exercise before work started on the project and be required to remove litter on a continuous basis. I can assure Mr Dean that our smart motorway scheme operatives undertook a litter clearance exercise before work started on the scheme. However, the full extent of the accumulated litter only became apparent when a subsequent exercise to cut back the vegetation was completed prior to the main construction work starting. Our smart motorways operatives have continued to remove litter from the motorway along this section. The requirements of the Environmental Protection Act and the Code of Practice continue to apply regardless of whether a project such as the smart motorways scheme is under construction.

However, we accept that the situation in terms of accumulated litter between Junctions 9 and 10 was problematic during the course of the work for some time. This was due to a lack of adequate coordination between our Asset Support Contractor for the day-to-day operation of trunk roads and motorways in this part of the North West and our smart motorways operatives, for which I must apologise. The problem has since been resolved, and to help illustrate this I am enclosing a photograph taken on 8 April 2015. It shows our smart motorways operatives clearing litter from the embankment between Junctions 8 and 9 in the vicinity of Moss Vale Road, Urmston.

We do recognise that more needs to be done and our litter strategy was developed to outline strategic goals and initiatives in order to continue to effectively manage litter on motorways in England. Our litter strategy sets out our vision for keeping motorways free of litter and we are working with various bodies and anti-litter organisations, including Keep Britain Tidy, to help promote the right message.

Influencing a change in littering behaviour will take time and with our partners we are researching various ways of achieving this. While this research is ongoing, we will continue to implement and develop national campaigns and initiatives in parallel with supporting our partners and anti-litter organisations. Our litter strategy is available to view through the Government website at www.gov.uk/publications.

Mr Dean also mentions inoperative speed cameras along the section of motorway being upgraded. For a temporary speed limit to be enforceable, it must be supported by a Traffic Regulation Order (a legal document). We produced a Traffic Regulation Order that came into force on 22 June 2014, and although it was a legally enforceable document, Greater Manchester Police asked us to produce a less detailed Order to aid their enforcement work. The new Order came into force on 22 January 2015, and Greater Manchester Police have been carrying out average

speed camera enforcement through the length of motorway being upgraded, since February 2015.

My Divisional Director at Manchester, Alan Shepherd, would be happy to provide any further information you may require. Alan can be contacted at Highways England, 8th Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD, by telephone (0161 930 5561) or e-mail (alan.shepherd@highwaysengland.co.uk).

I hope this is helpful.

Yours sincerely

A handwritten signature in black ink, appearing to be 'David Brewer', with a stylized flourish at the end.

David Brewer
Executive Director