

Our ref: CRS 718,263
Your ref:

2nd Floor
Woodlands
Manton Lane
Bedford MK41 7LW

Via email

Direct Line:

16 April 2015

Dear

FREEDOM OF INFORMATION REQUEST M1 NEWPORT PAGNELL

Thank you for your email of 16 March requesting information about the M1 motorway, in particular the section between Newport Pagnell and marker post 86/5 on the northbound carriageway. I have dealt with your request under the terms of the Freedom of Information Act 2000.

I set out below my reply in the order of the queries that you have raised.

Dates of all safety inspections undertaken on the carriageway in the two years preceding the date of incident (which I understand to be 20 February 2015).

Please find attached at Annexes A to F, spreadsheets, which lists, in date order, all inspections carried out in the preceding two years.

Details of all carriageway defects identified during safety inspections in the two years preceding your incident

Details of defects identified can also be found in Annexes A to F. I have also included, at Annexes G to I, defect records taken from our Information Asset Management Information System (IAM IS) which Amey have been using since its introduction on 1 April 2014.

Details of how carriageway safety inspections are undertaken, including whether walked or driven, the speed of the inspection, vehicle and the number of persons in the vehicle.

Safety inspections are carried out in a liveried vehicle with two trained inspectors carrying out the inspection. One drives the vehicle and will observe the carriageway dictating his observations to the second inspector, who will record them in a hand held device, the contents of which are then loaded into IAM IS.

There have been occasions where the hand held devices have failed and the inspectors have reverted to using hand written logs, which are then later transcribed into IAM IS.

On the motorway network, inspections are carried out at 60mph.

The intended frequency of carriageway inspections

Amey Highways Ltd is contracted by Highways England under an Asset Support Contract (ASC). As part of this contract, much of their routine maintenance work is carried out on a risk-based approach. This means they determine, using data they hold, how often work for which they are contracted to carry out on our behalf should be undertaken.

In the case of carriageway safety inspections, Amey follows the pre-ASC safety inspection frequency interval of every seven days. They are also required, under AMOR (explained further below), to re-evaluate the inspection frequency when a defect is made safe or a temporary repair carried out.

Details of all complaints and/or enquiries relating to the carriageway, received in the two years preceding your incident

Please find attached at Annex J to L, spreadsheets detailing all complaints and/or enquiries relating to the section of M1 of interest for the identified period. Please note that personal information has been redacted in reliance on Section 40(2) of the Freedom of Information Act.

The hierarchy classification

The length of road of interest is classified as motorway.

The road/section number

Road sections are 0400M1/350, 0400M1/305 and 0400M1/275, where 0400 indicates the county, M1 is the road and /*** indicates the individual section.

The defect intervention criteria adopted in relation to the identification of all categories of carriageway potholes (in other words, this means how they define a pothole requiring attention).

Asset Maintenance and Operational Requirements (AMOR) are Highways England's requirements for the delivery of routine maintenance and operational services under the Asset Support Contract (ASC). These replace the Routine and Winter Service Code and Network Management Manual that underpinned our Managing Agent Contract in this area prior to 1 April 2014.

For trafficked areas and hard shoulders:

Pothole: equal or greater than 20mm depth and less than 100m in diameter – no performance requirement level set

Pothole: equal or greater than 150mm diameter or equal to or greater than that of the surface course thickness or a depth equal or greater than 40mm – make safe within 24 hours of verification

Local Surface Deformation (When measured under a 2m straight edge):

Deformation equal or greater than 20mm – no performance requirement level set

Deformation equal or greater than 40mm – make safe within 24 hours of verification

Whether or not the authority has formally adopted all or part of the standards contained within the National Code of Practice for Highways Maintenance Management.

We have not adopted standards contained within this Code of Practice, which is published by the UK Roads Liaison Group. This is directed at, but not mandatory for local highway authorities. We follow the guidance and practices set out in AMOR.

Details of officer report log 1420 dated 20 February 2015

We do not hold this information.

If you have any queries about this letter, please contact me. Please remember to quote reference number CRS 718,263 in any future communications.

If you are unhappy with the way we have handled your request you may ask for an internal review. Our internal review process is available at:

<https://www.gov.uk/government/organisations/highways-england/about/complaints-procedure>

If you require a print copy, please phone the Information Line on 0300 123 5000; or e-mail info@highwaysengland.co.uk. You should contact me if you wish to complain.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at:

Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

If you have any queries about this letter, please contact me. Please remember to quote reference number, 718,263 in any future communications.

Yours sincerely

Business Management Team Leader
Network Delivery and Development (East)
Email: