

Our ref: 100912
Your ref:

Highways England
Second Floor
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Manton Lane
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Email:

Telephone:

16 March 2020

Dear

Freedom of Information Request A14 road marking inspection regime

Thank you for your email of 26 February requesting information about inspections of road markings and road studs on the A14 following a journey between Cambridge and Ipswich. You clarified your request on 27 February defining the meaning of *critical defect* as one that requires prompt attention because it represents an immediate or imminent hazard, sometimes defined as a Category 1 defect.

I have extracted your requests and set out the information below:

1. What is the Highways England road marking inspection regime? I would like to know how often Highways England carry out night-time assessments of road studs.

The current standard for assessment and maintenance of markings and studs does not specify frequencies for inspections. Maintaining organisations are expected to determine inspection regimes on a “risk based” approach. For the A14 between Cambridge and Ipswich, we currently carry out:

- an annual machine based survey of night-time retro reflectivity of road markings
- an annual day-time visual assessment to score the wear of road markings, undertaken by our inspectors
- a twice-yearly night-time inspection of road studs to determine the average percentage of road studs missing/ineffective per length of marking for each section of each route, undertaken by our inspectors
- weekly safety inspections of each route where both critical and non-critical marking and road stud defects are recorded

2. When was the last night-time assessment of the A14 carried out, how many critical defects were found, and how many of these critical defects have now been corrected?

The last time we carried out a night-time assessment of road markings and studs on the A14 is as follows:

- Junctions 13 to 37: May 2019 (NB junctions 18 - 22 & junctions 27 - 34 could not be surveyed because of work for the Cambridge to Huntingdon scheme)
- Junctions 37 to 43: August 2018
- Junctions 43 to 62: June 2019

A critical defect for road studs is defined as:

- missing/non-reflective road studs on regulatory markings
- more than one in any ten consecutive road studs missing/non-reflective in a safety critical location (typically laybys and merge/diverge tapers)

The number of locations which were deemed to have a critical defect in relation to missing/ineffective road studs as of June 2019 were:

- Junctions 13 to 31: 47
- Junctions 31 to 37: 8
- Junctions 37 to 43: 14
- Junctions 43 to 62: 97

The number of these locations where road studs (number indicated in italics) and road markings have now been renewed and the critical defect thus rectified are:

- Junctions 13 to 31: 22
- Junctions 31 to 37: 5
- Junctions 37 to 43: 12
- Junctions 43 to 62: 20

The number of these locations where road markings and studs (number indicated in italics) renewal is programmed during 2020-21 are:

- Junctions 13 to 31: 14
- Junctions 31 to 37: 3
- Junctions 37 to 43: *none*
- Junctions 43 to 62: 53 (with potential for renewal at a further 13 sites)

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 our Customer Contact Centre on 0300 123 5000; or email 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 100912 in any future communications.

Yours sincerely

Business Services Manager (Customer)
Operations (East)
Email: