

# Litter Approach

## Introduction

Litter is a serious issue. It harms the environment, upsets our customers and damages our reputation. It also puts our people at risk when they have to collect it and it diverts time and money that's better spent on improving the road network.



Our vision is for 'a network predominantly free from litter, without compromising safety and delivered affordably'. This approach describes how we will achieve this by discouraging littering, improving how we collect litter, being more responsive to customer feedback and by working with our partners. It has been developed in consultation with government departments, local authorities, suppliers and other organisations. It forms part of the wider government strategy on litter as set out in Defra's Litter Strategy for England.

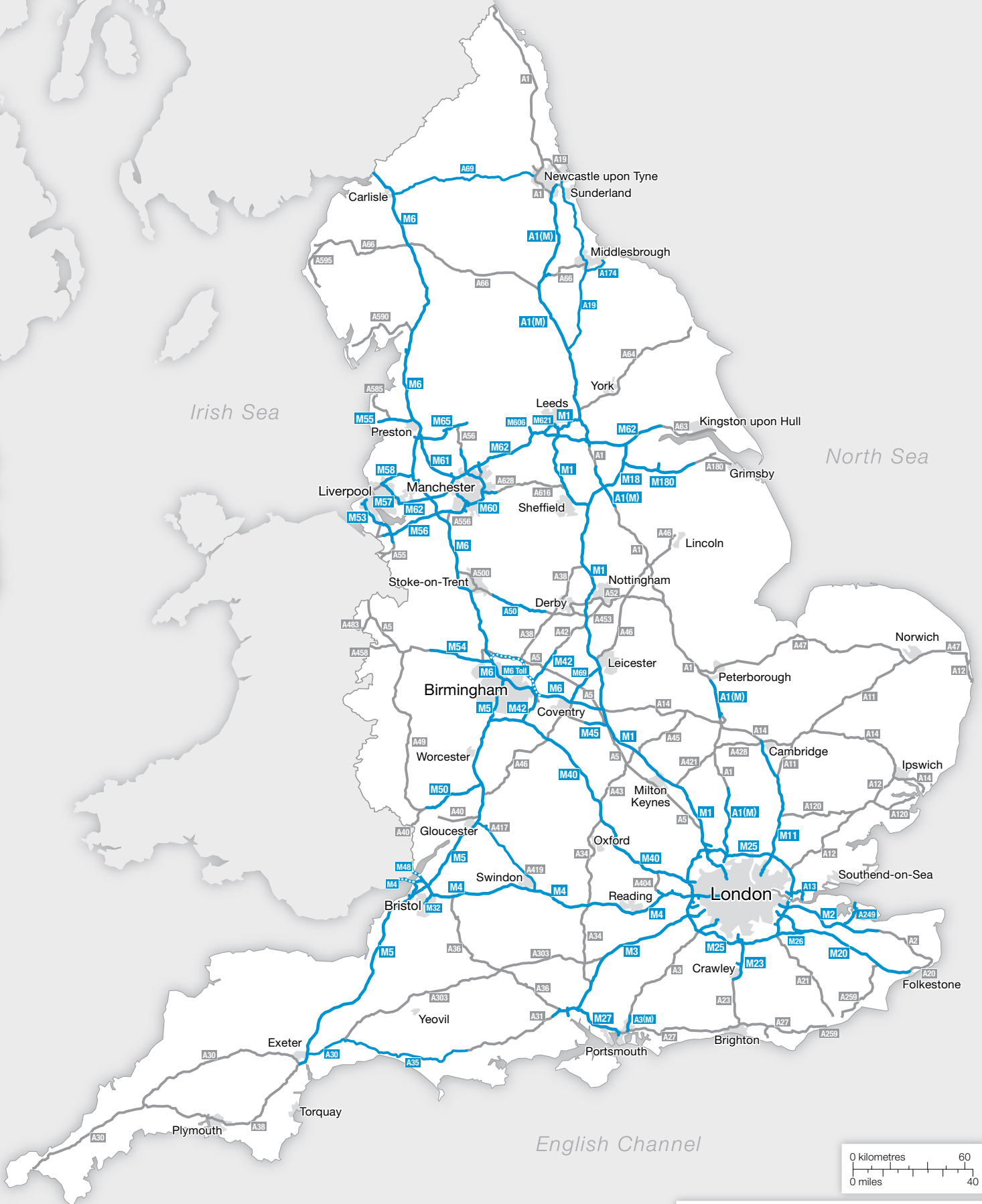
## Our responsibilities

We are responsible for litter collection on motorways and some trunk roads. Local authorities manage litter collection on the rest of the roads in England. Our network is shown in the map on the following page.

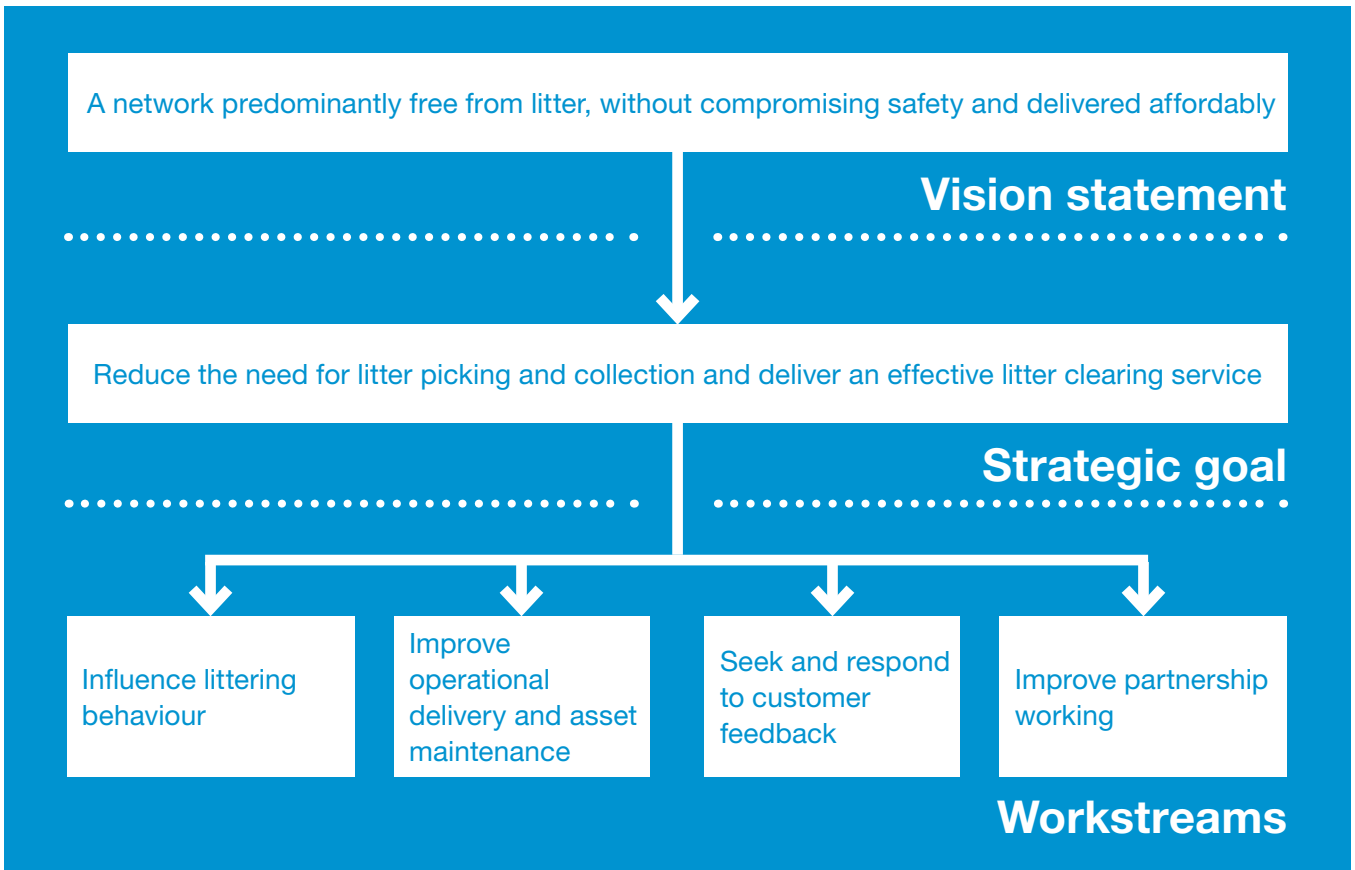


# Responsibility for clearing litter from motorways and trunk roads

-  Motorways and trunk roads for which responsibility for clearing litter lies with National Highways
-  Trunk roads for which responsibility for clearing litter lies with local authorities



# Delivering our approach



The 4 ways we'll deliver our approach to reduce the need for litter picking and deliver an effective litter clearing service are:

1. Influence littering behaviour
2. Improve operational delivery and asset maintenance
3. Seek and respond to customer feedback
4. Improve partnership working

## 1. Influence littering behaviour

We will run communications campaigns, and support those of our partners, to persuade road users and the wider public to take responsibility for their own litter. We'll adapt our messages for different road users and different littering behaviour. Our messages will educate the public about the impact of littering but they will also communicate the greater chance of being caught littering and the increased fixed penalties for doing so.

## 2. Improve operational delivery and asset maintenance

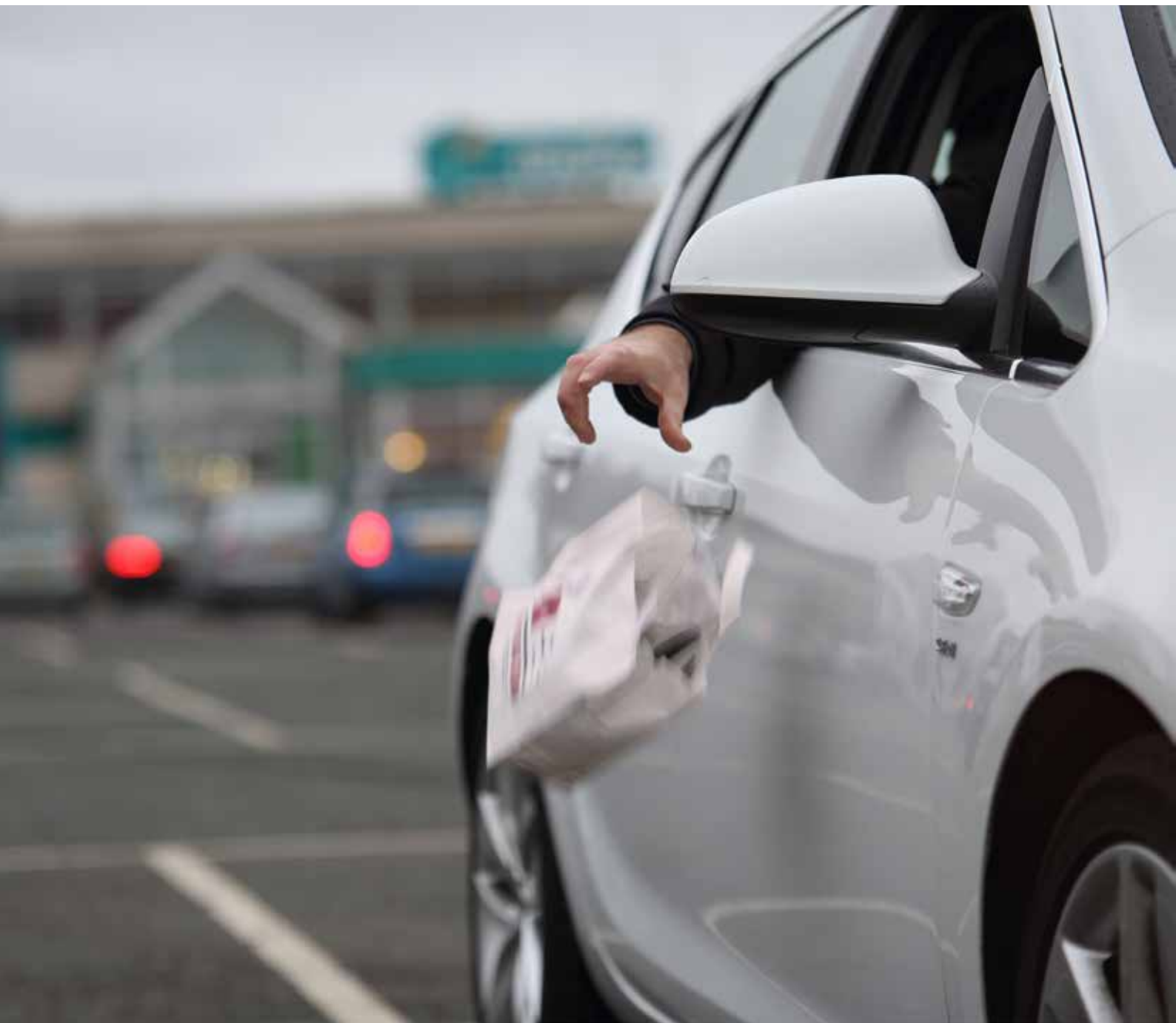
We're improving the effectiveness of our litter picking by getting better at quantifying, tracking and reporting the work we do. We'll continue managing our performance to ensure that litter picking is carried out to the appropriate standard without compromising the safety of road users and road workers.

### 3. Seek and respond to customer feedback

We gather customer feedback about litter in a number of ways. It is included in monthly customer satisfaction surveys, conducted at national and regional level. We encourage customer comment via phone, mail and our social media channels and we conduct extensive research to understand customer attitudes on all aspects of our service and performance including litter collection. Transport Focus is an independent watchdog representing the interests of road users and we'll continue to take their views into account. We'll use all this feedback to check whether the work we are doing is noticed by customers and whether it meets their expectations.

### 4. Improve partnership working

We'll continue working with local authorities to co-ordinate litter picking with routine maintenance work to minimise disruption to road users. We're also sharing knowledge and best practice with organisations like Keep Britain Tidy and motorway service area operators and working with them on joint initiatives and information campaigns. We'll further extend the scope of such collaborative working arrangements; developing agreements with other key stakeholders, including local authorities and the freight and road haulage industry, to help reduce the need for litter picking on our network.



# Appendix

## Responsibility for clearing litter from motorways and APTRs

There are several pieces of legislation allocating responsibility for refuse collection on motorways and trunk roads:

- The Highways Act 1980 provides for Statutory Instruments to enable a stretch of road and slip road to be designated as a 'special road' (i.e. a motorway).
- The Environmental Protection Act 1990 makes a distinction between special roads, which are the responsibility of the Secretary of State; and trunk roads, which are the responsibility of the local authority.

There are some exceptions to a small number of roads where the Environmental Protection Act 1990 allows the Secretary of State to transfer responsibilities. The following table lists those sections of trunk roads where National Highways retains the responsibility for sweeping and cleaning.

### **A1. List of all-purpose trunk roads in England for which responsibility for clearing litter has been transferred to the Secretary of State by order under Section 86(11) of the Environmental Protection Act 1990:**

**A2** From its junction with the M2 Motorway (Junction 1) to its junction with the M25 Motorway (Junction 2).

**A27** From the southern end of the A3(M) to its junction with the M27 Motorway (Junction 13).

**A56** From its junction with the M60 Motorway to its junction with the M65 Motorway (Junction 8).

**A5103** From its junction with the M56 Motorway (Junction 3) to its junction with the M60 Motorway (Junction 9).

**A414** From its junction with the A405 to its junction with the M1 Motorway (Junction 7)

### **A2. All-purpose trunk roads with retained litter clearing duties contracted by National Highways to Design Build Finance and Operate (DBFO) concessionaires:**

**A1** From its junction with the A1(M) Junction 1 to the boundary between the Borough of Hertsmere and the London Borough of Barnet.

**A2** From its junction with the M25 Motorway at junction 2 to the boundary between the Borough of Dartford and the London Borough of Bexley.

**A3** From its junction with the B2039 to the boundary between the Borough of Elmbridge and the Royal Borough of Kingston upon Thames.

**A13** From its junction with the A1089 trunk road to the boundary between the Borough of Thurrock and the London Borough of Havering.

**A14** From a point 420 metres south east of its junction with Rusts Lane to its junction with the A1 trunk road.

**A19** From its junction with the A168 road at Thirsk to the roundabout at the junction with the A185 county road immediately south of the southern entrance to the Tyne Tunnel.

**A20** From its junction with the M25 Motorway at junction 3 to the boundary between the Sevenoaks District Council and the London Borough of Bromley.

**A23** From its junction with the M23 at junction 7 to the boundary between the Borough of Reigate and Banstead and the London Borough of Croydon.

**A30** From its junction with the A308 to the boundary between the Borough of Spelthorne and the London Borough of Hounslow.

**A30** From its junction with the M5 Motorway (Junction 29) to its junction with the A35 trunk road at Honiton.

**A35** From its junction with the A30 trunk road at Honiton to the western leg of the roundabout at the junction of A35 and A31 trunk roads north east of Bere Regis.

**A40** From its junction with the M40 Motorway at junction 1 to the boundary between South Buckinghamshire District Council and the London Borough of Hillingdon.

**A50** From the boundary between the City of Stoke on Trent and the Borough of Stafford at the junction with the A521 county road to the junction with the A516 trunk road.

**A66** From its junction with the A19 trunk road to a point 265 metres east of the overbridge to Teeside Retail Park in Stockton on Tees Borough Council.

**A69** From its junction with the M6 Motorway (Junction 43) to its junction with the A1 trunk road (West Road Interchange).

**A168** From a point 350 metres east of the county road overbridge located 650 metres east of the A1(M) bridge over the eastbound carriageway of the A168 trunk road at Dishforth to its junction with A19 trunk road at Thirsk.

**A174** From its junction with the A19 trunk road at Parkway Interchange to the junction with the A1053 trunk road.

**A249** From its junction with the M2 Motorway at junction 5 to its junction with the A250 (Sheerness).

**A282** From its junction with the M25 Motorway (Junction 30) to its junction with the M25 Motorway (Junction 2).

**A316** From its junction with the M3 Motorway at junction 1 to the boundary between the Borough of Spelthorne and the London Borough of Hounslow.

**A405** From its junction with the M1 Motorway at junction 6 to its junction with the M25 Motorway at junction 21A.

**A417** From its junction with the A419 trunk road to the grade separated junction at Ordnance Survey Grid Reference 388500E, 217600N near M5 (Junction 11a).

**A419** From its junction with the M4 Motorway (Junction 15) to its junction with the A417 trunk road.

**A1023** From its junction with the M25 Motorway at junction 28 to its junction with Brook Street Roundabout.

**A1053** From its junction with the A174 trunk road to its junction with the A1085 County Road at Grangetown.

**A1089** From its junction with the A13 trunk road to its boundary with the A126 at Tilbury Docks.

**A3113** From its junction with the M25 Motorway at junction 14 to its junction with the A3044.

Further information about the authorities responsible for the clearance of litter and the reporting of problems can be accessed at **[www.gov.uk](http://www.gov.uk)**

To find out more or talk to someone, contact  
**[litter@nationalhighways.co.uk](mailto:litter@nationalhighways.co.uk)**