

Our ref: FOI 073/14
Your ref:

3a
Federated House
London Road
Dorking RH4 1SZ

[NAME REMOVED UNDER THE DATA PROTECTION ACT]

BY EMAIL

14 November 2007

Dear Sir

FOI REQUEST – [NAME REMOVED UNDER THE DATA PROTECTION ACT]

I am writing as we have now completed our search for the information, which you requested by your further email of 18 October.

Question

“...out of the £14 billion or so a year transport budget please advise what the budget allocation is for the A3...”

Answer

The attached table at Appendix A details the funding allocated for the current year (2007/08) and also bid for next year (2008/09) for the A3 route.

The figures quoted are for the A3 All Purpose Trunk Road only and do not include figures for the A3(M) motorway. Figures refer to funds for work on the road..

There is one Major Project being carried out on the A3 and that is the Hindhead Tunnel, scheme which started in January 2007 and is due for completion in August 2011. There are no other Major Project schemes being bid for in the next 12 months on the A3, with a total expected expenditure of £371 million.

Question

“...what the proposals are for expenditure of the said budget for the next 12 months...”

Answer

For 2008/09 the funding is as bid for and does not reflect the final funding that will be allocated to the A3 for the various schemes. The funding will be dependent upon the total allocated by H.M Treasury and the priorities of all the other schemes that have been bid for in the South-East Region and nationally. The schemes that have been bid for on the A3 include maintenance and small improvement works (including Routine, and Renewal Schemes for both roads and structures). See Appendix A.

Question

“...and what criteria were / are used for selection of priorities...”

Answer

The criteria used to select priorities are based on the Highways Agency's objectives as set out in their annual Business Plan.

All Road Renewal, Structures Renewal and Local Network Management (LNM) Schemes are submitted through the Continuous Value Management (CVM) process which takes place at various stages of a schemes life to assess the viability of the proposals, ensuring value for money and that the HA's objectives are being met. The CVM process takes into consideration, value for money, safety, improvement to congestion, impact on environment, functionality and sustainability (these are listed in no particular order, nor is it exhaustive). Schemes are then awarded a score against the relevant criteria, which is slightly different for each type of scheme. These allocated scores are then used to compile a regional priority list of schemes, which funding is then allocated to.

In keeping with the spirit and effect of the Freedom of Information Act, all information is assumed to be releasable to the public unless exempt. We will, therefore, be simultaneously releasing to the public the information you requested, together with any related information that will provide a key to its wider context via our website: <http://www.highways.gov.uk/>

You are free to use the information supplied to you for your own purposes, including any non-commercial research you are doing and for the purposes of news reporting. Any other re-use, for example commercial publication, would require the permission of the copyright holder.

APPENDIX A

If you are unhappy with the way we have handled your request, you may ask for an internal review. A leaflet detailing our internal review process is available. If you require a copy, please phone the Highways Agency Information Line on 08457 50 40 30; or e-mail ha_info@highways.gsi.gov.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 the reference number above in any future communications.

Yours sincerely

[NAME REMOVED UNDER THE DATA PROTECTION ACT]

Traffic Operations South East Area 3

| | A3 route Budget ⁷ 2007/08 | A3 route Bid ⁸ 2008/09 | A3 route Budget 2007/08 (from A3/A309 junction with GLA boundary to Ripley junction) | A3 route Bid 2008/09 (from A3/A309 junction with GLA boundary to Ripley junction) |
|---|---|--|---|--|
| Routine & Winter Maintenance ¹ | £2.66m | £2.97m | £0.5 | £0.5 |
| Winter Maintenance Assets ² | zero | zero | £0.5 | £0.5 |

APPENDIX A

| | | | | |
|---|---------------|----------------|---------------|----------------|
| Renewal of Roads ³ | £1.73m | £5.08m | Zero | £9.5m |
| Renewal of Structures ⁴ | £0.37m | £0.17m | £0.15 | £0.13 |
| Local Network Management Schemes ⁵ | £0.37m | £1.95m | £0.28 | £0.11 |
| Traffic Manger (Other) ⁶ | £0.12m | £0.11m | Zero | zero |
| TOTAL | £5.25m | £10.28m | £1.43m | £10.24m |

Notes:-

1. Routine & Winter Maintenance costs for A3 route are estimated as a proportion of the total Area 3 & Area 5 bids, based on the lane length of the route. Includes all routine maintenance works such as patching, drainage cleaning, safety fence repairs, sign cleaning, grass cutting etc as well as salting the roads in winter. Excludes mobilisation costs for new Area 3 MAC.
2. Winter Maintenance Asset costs are to cover Depot/Compound Maintenance/Improvement works.
3. Renewal of Roads are road maintenance schemes such as carriageway resurfacing, drainage refurbishment schemes etc
4. Renewals of structures are bridge maintenance schemes including joint and bearing replacement and parapet replacements.
5. Local Network Management Schemes (LNMS) are schemes aimed at improving the route such as road safety improvements, cycleways and providing noise barriers etc.
6. Traffic manager (other) costs for A3 route are estimated as a proportion of the total Area 3 bid, based on the lane length of the route. These costs include for the signing of emergency diversion routes and the provision of other contingency plan features such as emergency access & egress points and also emergency turn-around points etc.
7. 2007/08 budget figures are as agreed as at the end of September 2007.
8. 2008/09 bid figures are as submitted in summer 2007 – level of funding for 2008/09 is not yet known and is dependent on DfT funding to HA.