

Our ref: FOI2024/01438

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Dear Daniel Rees

**Freedom of Information request: FOI2024/01438**

Thank you for your information request dated 29 October 2024 regarding the A12 concrete reconstruction scheme between Marks Tey and Stanway (junctions 25 and 26). We have dealt with your request under the provisions of the Freedom of Information Act 2000.

**Your Request (numbered for ease of reference):**

I write to you under the Freedom of Information Act 2000 to request the following information about the Marks Tey to Stanway resurfacing scheme.

Please can you provide the following information:

1. What was the final cost of the A12 Marks Tey to Stanway works when the project was completed in October 2024
2. What was the total number of hours the A12 was fully closed (either northbound, southbound, or both) from the start of the scheme to the end
3. What was the total number of miles of concrete road that was replaced with asphalt
4. As of October 2024, how many miles of the A12 road surface (complete from London to Lowestoft) have a concrete surface, and how many miles have an asphalt surface? Are there any other types of surface which make up the A12, and if so, what are they?

**Our Response:**

1. Following a search of our records, and in accordance with [Section 1.1](#) of the Freedom of Information Act, I confirm we do not hold the requested information as yet.

With a scheme of this size and budget (approximately £40million), confirming the final cost is likely to take several months.

2. We have used data held within our Network Events Management (NEM) database to calculate a figure. However, it's not designed for this as its function is primarily to control, manage and record access to the strategic road network for roadworks purposes.

To produce a figure, we have filtered NEM data using all of the elements that have contributed to a carriageway closure of both the main A12 and its slip roads.

Please understand the calculation may not be wholly accurate. The way the data is recorded means there are instances where a southbound junction 27 slip road closure may have been double counted as we had to close it each time we closed the southbound A12 from junctions 25 to 26. However, there are also occasions where the junction 27 entry slip road will have been closed independently and it has been too difficult to extract these in isolation. We have therefore worked on an assumption that they are all instances where traffic has been excluded from the A12 for the concrete reconstruction scheme.

The figure does not include any occasion where traffic moved under contraflow. This is because it's not classed as a carriageway closure as traffic was not diverted from the A12 onto other routes.

We therefore calculate the A12 was closed either northbound, southbound, or both, including slip roads, for a total of 6193 hours and 14 minutes.

NB In relation to our response to questions 3 and 4, please note the following in relation to our use of "lane kilometres" as a distance of measurement:

Lane kilometre means a kilometre-long segment of carriageway that is a single lane in width.

We use lane kilometres to enable us to describe more accurately how a road surface is treated.

For example, over the course of five kilometres, four kilometres of lane one may have a concrete surface and one of surface dressing but lane two could have three kilometres of concrete surface and two of surface dressing.

3. The length of concrete road replaced is currently calculated as being 19.25 lane kilometres (information not calculated or held in miles). This is subject to final verification and includes both the main carriageway and slip roads.
4. We can only provide information in relation to the A12 between junction 11 (M25 junction 28 Brook Street Interchange) and junction 33 (A14 junction 55 Copdock Interchange), which is the stretch of the A12 on the strategic road network that National Highways is the responsible highway authority for.

Data extracted from our Programme Investment Toolkit provides the following surface types as of October 2024 (all figures held are in lane kilometres not miles):

- Bituminous (an asphalt surface) – 318,563
- Pavement quality concrete (concrete suitable for a car to drive on) – 72,292
- Surface dressed (thin layer of bitumen/chippings on concrete) – 11,557

Transport for London is the highway authority responsible for the A12 between Gallows Corner and the Brook Street Interchange. You can make a Freedom of Information request through their website at <https://tfl.gov.uk/corporate/transparency/freedom-of-information/foi-make-request>

Suffolk County Council is the highway authority for the A12 between A14 junction 58 (Seven Hills Interchange) and Lowestoft. Requests can be made of them by emailing [FOI@suffolk.gov.uk](mailto:FOI@suffolk.gov.uk)

If you are not satisfied with our response you may ask for an internal review within 40 working days of receiving the response, by replying to this email. You can learn more about the internal review process [here](#).

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 [here](#) or via the address below –

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

Please remember to quote reference number **FOI2024/01438** in any future communications about this response.

Kind regards

Operations East

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