

Post Opening Project Evaluation

A3 Hindhead - Five Years After

August 2017



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What is the scheme?

The A3 trunk road is the main regional connecting road between London and Portsmouth. It is now a high standard dual carriageway road for its entire length from the M25 to the A3(M) in Portsmouth. Prior to the completion of this scheme, the only part of this route which fell below this standard was the four miles in the area of Hindhead which was a single carriageway section including signal controlled crossroads and routed around a well-known National Trust beauty spot known as the Devil's Punch Bowl. This scheme created a bypass to the village of Hindhead including a 1.2 mile twin bored tunnel, opening to traffic in June 2011.






What are the main findings from the study?

- Average journey times for traffic using the A3 have reduced in all time periods, with the largest saving of around **24 minutes in the AM peak northbound**.
- Journey time improvements are also seen for local routes in Hindhead.
- Overall, there has been a **large increase in traffic flows** across the scheme extent.
- There has been decrease in the number of personal injury collisions since the scheme opened, with an **average annual post opening saving of 50%** on the scheme itself.
- The majority of **environmental impacts are as expected**, although some landscape elements are not establishing as well as expected.
- The investment cost of building the scheme was **2% lower than forecast**.
- The scheme delivers a **Benefit Cost Ratio of 2.2**, considered high value for money.

Does the scheme meet its scheme specific objectives?

Widening Scheme Objectives	Has the objective been achieved?
Improve journey time reliability for users of the A3 and other roads.	✓
Improve Hindhead through the substantial reduction in through traffic and rat running on minor roads leading to improved local air quality, less noise, reduced severance of communities.	✓
Reduce the numbers of collisions	✓
Remove the route of the A3 through the historic landscape of Hindhead Common and the Devil's Punch Bowl Site of Special Scientific Interest (SSSI) giving substantial environmental benefits for biodiversity and for visitors.	✓ ¹
Minimise adverse environmental impacts including that to Wealden Heaths Phase 2 Special Protection Area such that there is an overall a slight beneficial impact on the Surrey Hills Area of Outstanding Natural Beauty (AONB).	✓

How does the scheme support Highways England's current strategic objectives?

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|  01 Supporting Economic Growth | Much needed additional capacity has been provided at key part of the network. |
|  02 A Safe and Serviceable Network | Collisions have reduced since the scheme opened. |
|  03 A More Free-Flowing Network | Journey time reliability has improved since the scheme opened. |
|  04 Improved Environment | Environmental mitigation was provided which minimised predicted adverse environmental impacts in line with proposals. |
|  05 An Accessible and Integrated Network | The scheme has had a beneficial impact through provision of new and improved for non motorised users. |

If you want more detail about the outcomes of this scheme then please refer to the Five Years After Opening Evaluation Report on the Highways England website.

¹ Issues around maintenance, lack of establishment of heathland and gorse growth impacting new planting remain.