

# Post Opening Project Evaluation

## A23 Handcross to Warninglid One Year After Study

March 2017



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# Post Opening Project Evaluation of Major Schemes

## A23 Handcross to Warninglid

### One Year After Opening Study – Key Points



#### What is the scheme?

Located between Handcross and Warninglid in West Sussex, the scheme opened to traffic in 2014 and consists of the following elements:

- **Widening** – a 2.4 mile (3.8km) section of the A23 was upgraded from a dual two lane to a dual three lane carriageway to remove a bottleneck on the strategic road network.
- **Closure of private accesses** – all direct private accesses to the A23 along the scheme section were closed, with a local access road provided for access to local residential and commercial properties.
- **Junction alterations** – junctions at Handcross and Warninglid were upgraded, while Slaugham was closed.
- **Improved provision for Non-Motorised Users (NMUs)** – provision of a footway and cycleway between Handcross and Warninglid, including a new subway to link existing footpaths on either side of the A23.

#### What are the main findings from the study?

- Average weekday **traffic flows have increased by 9%** on the scheme section.
- **Journey times along the A23 have reduced** (although not to the forecast level), and an **improvement in journey time reliability** is seen as a result of reduced congestion.
- The number of collisions has reduced since the scheme opened, and after accounting for the background reduction in collisions over time, there has been a **36% reduction in personal injury collisions** in the first year after opening across the modelled area.
- Monetary benefits are lower than expected, primarily due to the lower than expected journey time savings.
- The impact of the scheme on the **environment is as expected** for the environment indicators assessed.
- The investment cost of building the scheme was **2% higher than forecast**.

#### Does the scheme meet its scheme specific objectives?

Objective	Has the objective been achieved?
Provide increased capacity by removing the existing bottleneck on the strategic M23/A23 route between London and Brighton with associated peak hour delays.	✓
Provide improved journey times and increased safety.	✓
Improve safety for residents and operators by removing all direct private and commercial accesses to A23.	✓
Reduce congestion and improve journey time reliability along the A23 and improve existing junctions at Handcross and Warninglid.	✓
Reduce congestion and improve journey time reliability to and from Gatwick Airport, to and from the key infrastructure element of the Gatwick Diamond economic growth area, and the major new housing allocations in Mid-Sussex, Crawley and Horsham.	✓
Provide improved routes for pedestrians, equestrians and cyclists, and improved junctions at Handcross and Warninglid, thereby improving safety.	✓
Minimise environmental impact and seek opportunities for enhancement taking account of value for money.	✓
Minimise land acquisition, particularly of National Trust land. Minimise effect on Ancient Woodland.	✓

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

##### 01 Supporting Economic Growth

Much needed additional A road upgrade and 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

The impact of the scheme is as expected.

##### 05 An Accessible and Integrated Network

The scheme has not had a detrimental effect on severance impact for vulnerable users.

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