

Scheme Name: A3 Hindhead		Description: Dual 2-lane all-purpose bypass (6.7km) incl. bored tunnel (1.9km)	Problems: substantial delays and journey time variability on the A3 due to the traffic signals at Hindhead, the single carriageway sections either side and nearby junctions and accesses, also causing substantial amounts of 'rat-running' on local roads. Traffic flow 30,000 veh/day (8% HGVs).	Scheme Total Cost: £371.5m. Present Value of Costs to Public Accounts = £239.3m
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise	Substantial reduction in noise in parts of Hindhead. Tranquillity would be restored to a large area within Hindhead Common and The Devil's Punch Bowl. Some effects from redistributed traffic on existing roads.	People annoyed by noise - Published Scheme vs Do Minimum 2027 Total population in assessment over 1750. Do Minimum 307 annoyed Published Scheme 272 annoyed	Estimated population annoyed by noise would be reduced by 35
	Local Air Quality	No AQMA currently exists for Hindhead. No air quality limit values will be exceeded in the opening year. For most roads affected by changes in traffic there is likely to be an air quality improvement at residential properties. Only a few roads will experience deterioration in air quality. This deterioration is not considered significant.	Properties where LAQ improves 2980 ...worsens 150 LAQ improves significantly PM ₁₀ 0 NO ₂ 210 LAQ worsens significantly PM ₁₀ 150 NO ₂ 150	LAQ index NO ₂ = - 1079 PM ₁₀ = -342
	Greenhouse Gases	Traffic related CO ₂ emissions within the study area are predicted to increase by 8.2% in 2009 compared to 2002. The Published Scheme will result in a further 5.9% increase. The total increase being comparable with the projected national increase from the transport sector.	Increase in CO ₂ with Published Scheme compared to Do Minimum	7 kilotonnes / annum
	Landscape	The large but relatively local adverse landscape effects within Tyndalls Wood and Boundless Copse have to be considered in relation to the greater beneficial impacts upon the high quality and very highly valued landscape within the Devil's Punch Bowl and Hindhead Common. Whilst the balance would be fine in the opening year before landscape mitigation measures help to reduce impacts, the collective longer-term landscape impact would be slightly beneficial due to the removal of the Existing A3 from the Devil's Punch Bowl, the routing of traffic through the tunnel and the enclosure of the Existing A3 corridor on the ridgeline north of Boundless Copse to Thursley.	N/A	Slight Beneficial
	Townscape	The removal of through traffic from the closed section of London Road to the north of the Hindhead Crossroads would significantly improve the quality of the local townscape and would outweigh minor impacts on Crossways Road and Tower Road associated with the potential implementation of local traffic calming measures. Overall, the townscape impact would be moderate beneficial , although any benefits would be large beneficial should streetscape improvements be implemented along the closed section of London Road following the completion of the main scheme.		Moderate Beneficial
	Heritage of Historic Resources	No impacts on designated sites. Impact on small proportions of locally and regionally important archaeology and historic elements of the landscape. Some risk to unknown/undiscovered archaeology. Neutral or moderate beneficial effect on the settings of listed buildings and structures and the area of the Devil's Punch Bowl, because of the removal of the A3 and reduced traffic intrusion.	N/A	Slight Adverse
	Biodiversity	Small adverse direct impact on adjacent Wealden Heath SPA/Devil's Punch Bowl SSSI through construction activities. Very small adverse impacts on international / national nature conservation interest due to increased passing traffic. Direct adverse impact on areas of non-designated woodland and Woodlands East of Hindhead SNCI. Large beneficial impact on Wealden Heaths SPA / Devil's Punch Bowl SSSI due to removing the existing A3 road and restoring carriageway to heathland.	N/A	Moderate Beneficial

	Water Environment	Road and tunnel would be constructed above groundwater level and therefore would have insignificant impact on groundwater movement, springs or public and private abstractions. Road runoff would be collected in a positive drainage system, and appropriate methods of treatment provided prior to discharge to either streams or groundwater. This would improve the existing situation where road run off is discharged without treatment, and would remove polluting discharges to ecologically sensitive Devil's Punch Bowl	N/A	Moderate Beneficial
	Physical Fitness	Relatively few pedestrians currently cross the Existing A3 in Hindhead (less than 200 a day). Reduced traffic severance in Hindhead resulting from the Published Scheme may encourage more pedestrian and cyclist trips. The provision of dedicated cycle routes and a tunnel which will reunite severed sections of Hindhead Common are likely to encourage greater recreational use.	No data available on number of pedestrians / cyclists who will walk or cycle for more than, or less than, the 30 mins a day health threshold.	Moderate Beneficial
	Journey Ambience	Large beneficial effect on driver stress, except for drivers in the tunnel. Large adverse effect on views from road. Slight beneficial effect with respect to traveller care (facilities) arising from the new dedicated footway/cycleway on sections of existing A3.	About 36,000 road users a day in 2009 affected.	Slight Beneficial
SAFETY	Accidents	Substantial reductions in numbers of accidents.	Accidents reduced by 28 in 2012 rising to 35 in 2027. 60-year reduction 2021.	PVB = £113m 16% of total PVB
	Security	N/A	N/A	N/A
ECONOMY	Public Accounts	Central government costs only, including investment and operating costs.	Central Government PVC	PVC = 239m
	Business Users & Providers	Large benefits to freight operators		PVB = £276m
	Consumer Users	Substantial travel timesavings, which increase significantly with high traffic growth due to large levels of traffic congestion over a wide area.		PVB = £240m
	Reliability	Moderate reduction in travel time variability on the A3 and most side roads from bypassing of Hindhead Crossroads and separating through and local traffic. Slight reduction in travel time reliability on A287 from reduced traffic throughput at Hindhead Crossroads.	AADT to 'Congestion Reference Flow' ratio for the A3 reduces from 1.16 to 0.53 (excludes junction congestion)	Moderate beneficial
	Wider Economic Impacts	No regeneration area directly affected by the Scheme. South Hampshire could benefit from the improved transport connection. The blighted part of Hindhead should recover when relieved of major traffic flows.	N/A	Moderate Beneficial
ACCESSIBILITY	Option values	Unlikely there would be substantial changes to the availability of transport services in the area.		Neutral
	Severance	Substantial reduction of community severance at Hindhead crossroads providing substantial relief on the A3 North (London Road). Slight new severance created for the residents around Nutcombe, Crossways Road near the A3 and on the A287 Hindhead Road. Substantial reduction of rat running traffic movements.		Moderate beneficial
	Access to the Transport System	No change	N/A	Neutral
INTEGRATION	Transport Interchange	No change	N/A	Neutral
	Land-Use Policy	Across the relevant national, regional and local policies (transport, land use, noise and vibration, air quality, water, nature conservation and biodiversity, cultural heritage and archaeology, landscape, geology, soils and contaminated land and waste, community effects) there would be more policies supported than hindered. The Published Scheme performs well against planning policy particularly with respect to improved safety measures, road capacity and environmental protection measures.	60 policies supported, 8 policies hindered and 40 policies where adherence would be neutral.	Beneficial
	Other Government Policies	N/A	N/A	N/A