

M3

Junction 9 Improvement Scheme

PCF Stage 2 – Scheme Assessment Report

Registered office Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ Highways England Company Limited registered in England and Wales number 09346363



Appendix F

PCF STAGE 2 OPTION DRAWINGS









LONGITUDINAL SECTION OF MCE2, PROFILE Scale: 1:2000 H, 1:400V



8

Square, London, EC2M 4YE, UK	UTANNY INE OPTION 14 SHEET 2 OF 4 100KPH THREE STEP RELAXATION UNDER M3 LONGSECTIONS					
wsp.com	Scale AS SHOWN	Drawn M.Sahoo	Checked D.Brooks	Approved D.Brooks	Authorised	
g on behalf of	Original Size A1	Date 20/04/17	Date 20/04/17	Date 20/04/17	Date	
nighways	Drawing Number Project HE551511	Originator	HC	me SN	Project Ref. No.	
ingiana	M3J9PCF2	DR Type	CH 10	011 1ber	P01.1	

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REGIONAL INVESTMENT PROGRAMME

M3 JUNCTION 9

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511	801	- 680	086	788	192	856	251	215	179	051	
55.	55.	56.	55.	55.	60.	61.	55.	65.	55.	55.	
127 -	123-	121	118-	115-	113-	110-	107 -	104 -	102-	-660	
55.	55.	55.	55.	55.	55.	55.	55.	55.	55.	55.	
'n			LT	rans	ition R	Tra	nsitir	n F	2 4	rc	
0.0 6		RL	= 70 L = 1	0319 14.1	8 RI	= 7 L = :	0319 33.5	.8	R=2 L=	10	0.9 .0
-	L			5	Stra	igh	t				
		Gra	dier	nt =	0.09	6 Le	ngth	1 = 9	2.0	-	
	-	-	Ň	-	_	-					
0.384	0.678	996.0	-0.03	0.673	5.090	6.748	0.144	0.111	0.077	-0.04	
T				T	T	T			T		
910.0	920.0	930.0	940.0	950.0	960.0	970.0	980.0	990.0	1000.0	1010.0	
										_	



Datum = 41.0m AOD		Datum = 37.0m AOD	
Existing Ground Level	247,294 46,804 46,804 46,804 46,804 46,804 46,804 46,806 55,733 55,733 55,405 55,505 55,405 55,505 5	Existing Ground Level	46.943 46.590 46.590 46.511 46.324 46.324 46.228 46.228
Design Level (MC1R)	55,120 54,458 54,458 54,458 54,458 54,458 55,134 55,134 55,134 55,134 55,134 55,134 55,134 55,134 55,134 55,134 55,134 55,134 55,134 55,142 56,142 56,142 56,142 56,142 56,143 56,143 56	Design Level (MC05)	47.154 46.953 46.953 46.922 46.942 47.011 47.130 47.130
Horizcntal Geometry	Straight R Transition Right Arc Left Transition Reft Arc Length = 79.8 RL = 70319.8 R=1500.0 RL = 137881873.5 L = 137.9 R=-510.0 L = 46.9 L = 69.7 L = 44.5 L=61.7 R=-510.0	Horizontal Geometry	Left / Radius = -510.0 I
Vertical Geometry	Straight Sag Curve Hog Curve Straight Gradient = 1.7% Length = 104.1 K = 20.0 K = -55.0 Length = 202.2 Gradient = 1.0% Length = 59.2 Length = 13.2 Length = 13.2 Length = 13.2	Vertical Geometry	Sag Curve K = 20.0 Length = 1
Level Difference	7, 7, 54, 77, 7, 75, 54, 77, 7, 55, 77, 75, 55, 77, 75, 55, 77, 73, 55, 77, 73, 55, 77, 73, 144, 126, 56, 77, 73, 144, 828, 23, 248, 258, 23, 265, 256, 247, 10, 00, 11, 10, 00, 11, 10, 00, 11, 10, 00, 11, 10, 00, 11, 10, 00, 11, 10, 00, 11, 10, 00, 11, 10, 00, 11, 10, 00, 10, 1	Level Difference	-0.3556 -0.3556 -0.687 -0.687 -0.687 -0.836 -1.072 -1.072
Chainage	100 100 10	Chainage	10:0 20:0 30:0 50:0 60:0 70:0

LONGITUDINAL SECTION OF MC1R, PROFILE Scale: 1:2000 H, 1:400V

2 2 2 2 2 3 3 Left Transition RL = 62220.0 L = 122.0 Straight Length = 165.2 Arc .ength = 155.6 **b**-d Hog Curve K = -30.0 Length = 299.5 117.3 90.0 1120.0 1100.0 1120





LONGITUDINAL SECTION OF MC1B, PROFILE Scale: 1:2000 H, 1:400V



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TUS OR WIP	S0	REGIC	M3 .		PROGRAM	MME		
9 Square, London, EC2M 4YE, UK 1700, F+ 44 (0) 207 337 1 701 wsp.com		Drawing Title OPTION 14 SHEET 3 OF 4 100KPH THREE STEP RELAXATION UNDER M3 LONGSECTIONS						
		Scale AS SHOWN	Drawn M.Sahoo	Checked D.Brooks	Approved D.Brooks	Authorised		
ng on behalf of		Original Size A1	Date 20/04/17	Date 20/04/17	Date 20/04/17	Date		
nighways		Drawing Number Project HE551511	l Originato WSP	iginator Volume /SP HGN		Project Ref. No.		
		M3J9PCF2	DR Type	CH 10 Role Nut	1012 mber	P01.1		

REGIONAL INVESTMENT PROGRAMME





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Scale: 1:2000 H, 1:400V



US OR WIP	Suitability S0		NAL INVE M3	STMENT I	PROGRAM	1ME
Square, London, EC2M 4YE, UK 1700, F+ 44 (0) 207 337 1701		Drawing Title OPTION 14 SHEET 4 OI 100KPH TH LONGSECT	F 4 REE STEP IONS	PRELAXA	TION UND	ER M3
wsp.com	wsp.com		Drawn M.Sahoo	Checked D.Brooks	Approved D.Brooks	Authorised
g on behalf of		Original Size A1	Date 20/04/17	Date 20/04/17	Date 20/04/17	Date
nighways		Drawing Number Project HE551511	Originator Volume WSP HGN		ume GN	Project Ref. No. Revision
		M3J9PCF2	DR	CH 10 Role Nur	013 ^{nber}	P01.1

42.519 42.519 42.485 42.348 42.348 42.366 42.306 42.306 42.318 42.318 42.318 42.318 42.33 41.345 41.345 41.345 41.333 41.867 41.667 41.667	
45,040 44,050 44,650 43,882 43,882 43,549 42,549 42,117 42,986 42,973 41,973 41,973 41,973 41,667 41,667	
R Arc R Transition R=1050.0 RL = 70393.7 R=-21014.0 L=43.4 L = 67.0 L=37.7	
Sag Curve Straigt K = 37.0 Length = 206.3 Gradient = Length =	nt -0.2% 2.9
-2.535 -2.5255 -2.1314 -1.1316 -1.1316 -1.1212 -1.1212 -1.1212 -1.1212 -0.1712 -0.1725 -0.1725 -0.1725 -0.1725 -0.0779	
880.03 890.03 890.0 9 910.0 9 920.0 9 920.0 9 920.0 9 920.0 9 920.0 9 920.0 9 920.0 100.0	













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5 16 16	1.1.1	5 16 16 1	5
57.635 57.635	57.708 57.819 57.060	58.157 58.384 58.384	
	Left Arc	Str	sight
R=-	720.0 L=	89.6 L=	0.03
g Curve		Stra	light
g Curve Length	e = 121.7	Stra Gradier Lengt	ight t = 2.8% h = 3.1
0.117 9.140 0.117 0.117	= 121.7 280 0	Stra Gradier Lengt	light t = 2.8% h = 3.1
g Curve Length - 0.112 - 0.112 - 0.112 - 0.01	e = 121.7 280.0 0 0	Stradler Gradler Lengt 6800 0 0 0 0 0	alght t = 2.8% h = 3.1
260.0 - 0.145 - 0.145 - 270.0 - 270.0 - 0.117	580.0 280.0 280.0 280.0 280.0 200.00	320.0 - 0.039 - 10.012 - 20.039 - 20.03	aight t = 2.8% h = 3.1

TUS OR WIP	Suitability SO		DNAL INVE M3 、	STMENT	PROGRAM I 9	1ME	
Square, London, EC2M 4YE, UK 1700, F+ 44 (0) 207 337 1701 wsp.com		Drawing Title OPTION 16B SHEET 2 OF 3 120KPH FREE FLOW NORTHBOUND DESIGN LONGSECTIONS					
		Scale AS SHOWN	Drawn M.Sahoo	Checked D.Brooks	Approved D.Brooks	Authorised	
ng on behalf of		Original Size A1	Date 28/04/17	Date 28/04/17	Date 28/04/17	Date	
nighways		Drawing Number Project		l Volu	ume SNI	Project Ref. No.	
england		M3J9PCF2	DR	CH 10	111	P01 1	

LONGITUDINAL SECTION OF A34 LINK ROAD - MC1S, PROFILE Scale: 1:2000 H, 1:400V





LONGITUDINAL SECTION OF MC06, PROFILE Scale: 1:2000 H, 1:400V



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US OR WIP	S0		M3 J	JUNCTION	19		
Square, London, EC2M 4YE, UK 1700, F+ 44 (0) 207 337 1701		Drawing Title OPTION 16B SHEET 3 OF 3 120KPH FREE FLOW NORTHBOUND DESIGN LONGSECTIONS					
wsp.com	sp.com		Drawn M.Sahoo	Checked D.Brooks	Approved D.Brooks	Authorised	
g on behalf of		Original Size A1	Date 20/04/17	Date 20/04/17	Date 20/04/17	Date	
nighways		Drawing Number Project Originator		- Vol	lume	Project Ref. No.	
ngland -			WSP		U12	Revision	
		Location	DR Type	Role Nur	/ I I∠ mber	P01.1	

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Suitabili	y Project Title REGIO	ONAL INVE		PROGRAM	лме
	3 Drawing Title OPTION 16 SHEET 1 O 100KPH TH	M3 C F 3 IREE STEP	RELAXA		ER M3
ire Square, London, EC2M 4YE, UK 37 1740, F+ 44 (0) 207 337 1701 wsp.com	LAYOUT PL Scale 1:2000	_AN	Checked Dileep R	Approved D.Brooks	Authorised
ing on behalf of	Original Size A1	Date 14/06/17	Date 14/06/17	Date 14/06/17	Project Rof Ma
nıgnways england	Project HE551511 M3 IQDOE2	Originator WSP		ume GN 1201	Revision
_	IVI3J9PCF2	DR Type	CH 10 Role Nu	n∠U I mber	P04







LONGITUDINAL SECTION OF MCE2, PROFILE Scale: 1:2000 H, 1:400V



OPTION 16C SHEET 2 0F 3 100 KPH THREE STEP RELAXATION LIN	NDER M3						
re Square, London, EC2M 4YE, UK	Drawing Tale OPTION 16C SHEET 2 OF 3 100 KPH THREE STEP RELAXATION UNDER M3 LONGSECTIONS						
7 1700, F+ 44 (0) 207 337 1701 Scale Drawn Checked Approved wsp.com AS SHOWN M.Sahoo D.Brooks D.Brooks	Authorised S						
Original Size Date Date Date Date A1 20/04/17 20/04/17 20/04/17 20/04/17	Date						
highways Drawing Number Project I Originator I Volume	Project Ref. No.						
england HESS1511 WSP HGN	Revision						
M3J9PCF2 DR CH 10211 Location Type Role Number	P01.1						

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REGIONAL INVESTMENT PROGRAMME

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Datum = 41.0m AOD																																		
Existing Ground Level	47.947 47.288- 46.904	46.728	46.864	47.821	48.780	49.029	54 747	52.788	53.733	54.608	55.405	56.223	56.968	57.602	58.185_	58.657_	59.134_	59.722_	60.157_	60.602_	60.947_	61.454_	- 128.10	62.372	62.638-	63.161-	63.247-	63.458-	62.938-	63.303-	63.224-	61.918-	60.859-	61.941- 62.708
Design Level (MC1R)	54.120 54.289- 54.458	54.627	54.796	54.965	55.134_	55.303	514.00	55.811	55.988	56.212	56.485	56.809	57.182_	57.606	58.064_	58.508_	58.933_	59.341_	59.730_	60.101_	60.454_	60.789_	-001.10	61.684	61.946	62.190-	62.416-	62.623-	62.812-	62.983-	63.136-	63.271-	63.388-	63.488- 63.573
Horizontal Geometry	4	Len	Straig gth =	ght = 79	9.8	6	R	R Tra L = L =	ans 703 = 46	itior 19.	8	4	R	Righ 1=15 L=6	it Ai 500	с 0		-		F	۲L =	L 13	eft ⁻ 788	<u>Frar</u> 1873	isitio 3.5 I	on L =	137	7.9		Þ	4	Lef R=-{	Ar 510	
Vertical Geometry	⊲ Gra	ıdien	5 t = 1	Strai .7%	ight Lenç	gth =	= 104	4.1		Le	Sag K =	Cu = 20 h =	rve .0 59.	2							K=	-58	Ho 6.0 l	g Cu Lenç	irve gth =	= 20)2.2	2			Gr	radie .eng	Sint th	raigh = 1.0° = 13.2
Level Difference	-6.173 -7.002 -7.554	-7.900	-7.932	-7.144	-6.354	4/0.C-	- 4.020	-3.023	-2.255	-1.604	-1.080	-0.585	-0.214	-0.004	0.122	0.150	0.201	0.381	0.427	0.501	0.493	0.665	- 227.0	0.688	0.692	0.971	0.832 -	0.835 -	0.126 -	0.320	0.088 -	-1.353 -	-2.528 -	-1.546 -
Chainage	- 0.0 - 0.0 - 0.00	0.02	40.0	50.0 -	- 0.03	- 0.07	80.0	- 0.06	100.0	0.011	1 20.021	- 0.061	150.0	160.0	170.0	180.0 -	190.0 -	200.0 -	210.0 -	220.0 -	230.0 -	240.0 -	250.0 -	260.0	280.0	290.0	300.0	310.0 -	320.0 -	330.0 -	340.0 -	350.0 -	360.0 -	370.0 -
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Datum = 37.0m AOD																																													
Existing Ground Level	49.655 49.273	48.889- 48.558-	48.221-	47.925-	47.635-	47.350-	47.076-	46.980-	46.819- 46.600-	46.496-	46.445-	46.380-	46.243-	46.1.50-	45.981-	45.994-	45.853-	45.588-	45.478-	45.529-	45.402-	45.244-	45.149-	45.076-	44.986-	45.027-	44.923-	44.837-	44.609-	44.482-	44.262-	44.218-	44.210-	44.416-	140.44	43.965-	43.941-	43.504-	43.094-	43.009-	42.932-	42.822-	42.749-	42.678-	42.588- 42.508
Design Level (MC1S)	49.655 49.301	48.997- 48.743-	48.538-	48.384-	48.280-	48.226- 48.222-	48.268-	48.363-	48.509- 48 705-	48.951-	49.247-	49.593-	49.988-	50 890-	51.315-	51.709-	52.071-	52.402-	52.702-	52.970-	53.208- 53.414-	53.588-	53.732-	53.844-	53.925-	-018.00	53.981-	53.937-	53.862-	53.755-	53.449-	53.249-	53.017-	52.754-	52 125	51 779-	51.391-	50.972-	50.522-	50.040-	49.528-	48.984-	40.409-47.815-	47.222-	46.628- 46.036
Horizontal Geometry	Straig L=2.3	ht				Ra	dius	= -5	Left 10.0	Arc	ngth	= 2	38.7	,					-0			RL	Le . = 6	eft T 171	rans 0.0	sition L =	n 121.	.0	_	•						Lei	Str ngth	raigh 1 = 1	nt 188.	0					->
Vertical Geometry	-			K =	= 20	Sag .0 Le	Cur	ve 1 = 1	70.1				Þ	•											K	= -3	Ho 2.0	g Cu Leng	urve gth =	= 34	0.8											Ĝ	_ S radie	Straig ent = gth =	1ht = -5.9 = 39.1
Level Difference	0.000 -0.028 -	-0.108 -	-0.317	-0.459 -	-0.645 -	-0.876 -	-1.192 -	-1.384 -	- 1.690 -	-2.455 -	-2.802 -	-3.213 -	-3.746 -	- 4 740 -	-5.335 -	- 5.714 -	-6.218 -	-6.814 -	-7.223 -	- 7.441 -	-7.806 -	-8.345 -	-8.583 -	- 8.769 -	- 8.939 -	- 820.8-	- 9.058 -	-9.100 -	-9.253 -	-9.273 -	-9.186 -	-9.031 -	- 8.807	-8.338 -	-0.419	- 2.823 -	-7.450 -	-7.469 -	-7.428 -	-7.032 -	- 6.596 -	-6.162 -	- 5.066	-4.544 -	-4.040 -
Chainage	10.0	20.0	40.0	50.0 -	60.0	70.07 1 1	- 0.06	100.0 -	120.0	130.0 -	140.0 -	150.0 -	160.0	180.0	190.0	200.0 -	210.0 -	220.0 -	230.0 -	240.0	250.0 -	270.0 -	280.0 -	290.0 -	300.0	320.0	330.0 -	340.0 -	350.0 -	360.0 -	380.0	390.0 -	400.0 -	410.0	120.024	440.0	450.0 -	460.0 -	470.0 -	480.0 -	490.0 -	500.0 -	520.0	530.0 -	540.0 -







LONGITUDINAL SECTION OF MC1B, PROFILE Scale: 1:2000 H, 1:400V



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re Square, London, EC2M 4YE, UK	OPTION 160 SHEET 3 0F 100 KPH TH LONGSECT	C 3 IREE STEF IONS	P RELAXA	TION UND	ER M3
7 1700, F+ 44 (0) 207 337 1701 wsp.com	AS SHOWN	Drawn M.Sahoo	Checked D.Brooks	Approved D.Brooks	Authorised
ng on behalf of	Original Size A1	Date 20/04/17	Date 20/04/17	Date 20/04/17	Date
highways	Drawing Number Project			Ime	Project Ref. No.
england	M3J9PCF2		CH 10	אוכ 212 1ber	Revision P01.1

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7 1700, F+ 44 (0) 207 337 1701 wsp.com		Scale AS SHOWN	Drawn M.Sahoo	Checked D.Brooks	Approved D.Brooks	Authorised				
ing on behalf of		Original Size A1	Date 20/04/17	Date 20/04/17	Date 20/04/17	Date				
highways		Drawing Number Project Originator Volume								
england -		HE551511	WSP	HU CU 10	5N 040	Revision				

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Appendix G

A33 DIVERGE ALTERNATIVES SKETCHES



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re Square, London, EC2M 4YE, 7 1700, F+ 44 (0) 207 337 1701 wsp.com	UK	Scale 1:2500	Drawn U. Amir	Checked Dileep.R	Approved D.Brooks	Authorised
ng on behalf of		Original Size A1 Drawing Number	Date 09/02/18	Date 09/02/18	Date 09/02/18	Project Ref. No
england		Project HE551511	Originator WSP	H	GN	Revision
		M3J9PCF2	SK Type	CH 10	0039 umber	P01



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ire Square, London, EC2M 4YE, UK					
/ 1700, F+ 44 (0) 207 337 1701 wsp.com	Scale 1:2500	Drawn U. Amir	Checked Dileep.R	Approved D.Brooks	Authorised
ng on behalf of	Original Size A1	Date 09/02/18	Date 09/02/18	Date 09/02/18	Date
highways	Drawing Number Project	0.02/10	r  10-	ume	Project Ref. No.
england	HE551511	WSP	H	ЗN	Revision
	M3J9PCF2	SK Type	CH 10	040	P01



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ire Square, London, EC2M 4YE, UK					
7 1700, F+ 44 (0) 207 337 1701 wsp.com	Scale 1:2500	Drawn U. Amir	Checked Dileen P	Approved D.Brooke	Authorised
ng on behalf of	Original Size	Date 00/00/40	Date	Date	Date
highways	A 1 Drawing Number	ບອ/ປ2/18 '	ບອ/ປ2/18	ບອ/ປ2/18	 Project Ref. No.
england	HE551511		HC		
					Revision
crigiaria	M3J9PCF2	SK	CH 10	041	Revision P01



Appendix H

APPRAISAL SUMMARY TABLES

A	ppra	isal Summary Table - Opt	tion 14	Date produced:		24/05/2018]	Conta	ict:
Name of scheme: M3 Junction 9 Improvement Description of scheme: Option 14: Same as PCF Stage 1 Option 14, which is a variant of WSP Option 4 (as the scheme)							-	Name	
	De	escription of scheme:	Option 14: Same as PCF Stage 1 Option 14, which is a variant of WSP Option 4 (as per PCF Stage 0 re southbound link passing under the M3. Under this option, the existing roundabout will be replaced by a du Due to convergence issues with the overall model run, the economic assessment was undertaken using : from 2026 orwards	eport), providing fre imbbell junction. 2026 forecast years	e-flow links betwe s traffic model res	en the A34 and M3 (S) wit ults only, with zero growth	h the A34 assumptions	Organisation Role	Promoter/Official
		Impacts	Summary of key impacts			Asse	ssment		
					Quantitativ	e	Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
	Economy	Business users & transport providers	The scheme provides moderate business user benefits, with majority of time benefits between 0-2 minutes.	Value of jou Ne 0 to 2min £36,388m	urney time chang at journey time cl 2 to 5min £14.003m	£50.799m hanges (£) > 5min £0.408m	NA	£48.593m	NA
		Reliability impact on Business	NA		NA		NA	£1.123m	
		Regeneration	NA		NA		NA	NA	
	_	Wider Impacts	This is assumed to be 10% of the business user benefit. In the short term the majority of dwallings in the calculation area are predicted to have an impact of neglicible	Houesholds with inc	NA reased dautime pois	in forecast year - 247	NA	£4.8593m	NA
	Environmenta	NOSO	In the add, tells the index (b) to twentige in the calculation transfer as products to there are index to ingraphic impact, including mitigation, residual impacts are predicted to be negligible adverse at worst. In the long-term, noise impacts are predicted to be negligible adverse at worst. The negative monatory valuation is a reflection that there are more dwellings failing within a higher noise level band compared to those failing within a lower noise band as a result of the scheme for both opening and future years. Considering the wider road network, no significant adverse impacts are anticipated that can be attributed to scheme.	Households with red	luced daytime noise	in forecast year = 12		-2004,200	
		Air Quality	Net improvement in local air quality but an overall negative impact on nitrogen oxides emissions. There are no Pollution Climate Mapping inits exceeding the limit value. The scheme does not result in any limit value exceedances or worsen any existing exceedances. Within Winchester Air Quality Management Area the scheme will result in increased concentrations at receptors on some links; however, no exceedances will be caused or made worse by the scheme.	Assessment Score PM10: -154 NO2: -308 Emissions NOx: +328 tonnes			NA	NPV of change in PM10 concentration: +£372,072 NPV of change in NOx emissions: +£154,552 Total NPV of change in air quality: +£217,519	NA
		Greenhouse gases	The appraisal reflects a net increase in vehicle kilometres traveled over the modelled mad network. Uncertainties include: no forecast of traffic growth boynd 2041, beyond this no change has been assumed, no forecast emission factors after 2030. From 2030 it has been assumed that 2030 emission factors apply up to 2082. There is no account of carbon dioxide emissions from power generating sources for electric vehicles. The appraisal is based on traffic data from fixed demand traffic modelling.	Change in non-trade Change in traded ca	ed carbon over 60y (f	e) 534,628	NA	NPV -£23,943,163	
		Landscape	The scheme has the potential to have an adverse effect on the South Down National Park, which can be reduced to slight adverse with mitigation. The loss of trees, hedgeows and open fields would result in a moderate effect during construction reducing to neutral after planting matures. There is potential for a slight adverse visual effect after mitigation on two residential properties, two public rights of way and the amenity space near Cassandra Road.		NA		Slight adverse	NĂ	
		Townscape	Townscape will have a neutral impact as a result of the works not extending into urban areas.		NA		Neutral	NA	
		Historic Environment	The option is likely to be intrusive in the setting and will adversely affect the appreciation and understanding of the characteristics of the historic environmental resource. Additionally, without mitigation it would potentially have a major direct impact on the regionally or locally significant historic environment, resulting in loss of features such that their integrity is substantially compromised. The option could potentially have up to a large adverse effect on non- designated below-ground archaeological remains and earthworks. However, this can be reduced to a neurual effect with mitigation. There is the potential for the option bave a sliptin adverse effect on the setting of a cluster of designated assets within Worthy Park. As this is not considered to be a significant effect, no mitigation measures have been recommended.		NA		Slight adverse	NĂ	
		Biodiversity	The Assessment made assumess that reasonable mitigation (including avoidance, mitigation and on-site compensation measures will be included within the scheme). The audit rule in this case is detailed within the Environment Assessment Report and associated appendices. It is important to note that there is some uncertainty to these assessments, in particular with regard to leatures associated with the River tichen SAC SSSI and potential effects relating to impacts to water calibly analy public.		NA		Neutral	NA	
		Water Environment	The assessment of slight adverse is given due to the eatent of the proposed works, the importance of the Principal chaik aquifer on angional scale, and the use of the aquifer for potable water supply to a large area/ population. The National and European designations of the River Itchen magnify the significance of potential effects and the potential pollution of sufface water rundf may impact upon the Vater Framework Directive status of the River Itchen, and the protected eccesystems. If mitigation measures are put in place, such as the implementation of an effective water drainage strategy and the diversion of groundwater flows to reduce baseflow losses, these potential impacts could be significantly reduced to slight adverse.		NA		Slight adverse	NA	
	Social	Commuting and Other users	The scheme provides moderate commuting and other user benefits, with majority of time benefits, similar to business users, is between 0-2 minutes.	Value of jou Ne 0 to 2min £19.514m	urney time chang et journey time cl 2 to 5min £13.852m	es(£) £31.677m hanges (£) > 5min £-1.688m	NA	£26.737m	NA
		Reliability impact on Commuting and Other users	M3 junction 9 will result in moderate reliability benefits				NA	£2.276m	
		Physical activity	These impacts primarily concern schemes which are aimed at cycling and walking. As such interventions are not part of the M3 Junction 9 scheme proposals, it was not deemed appropriate to consider the impacts on physical activity.				NA	NA	
		Journey quality	Journey quality primarily concerns public transport journeys where travellers will be affected by the quality aspects of their surroundings and other aspects of the journey. A number of the attributes could be assessed such as route cartainty, fear of acidents, and frustration. As the impact of the M3 Junction 9 scheme proposals are considered to be neutral in this aspect, it was not deemed				NA	NA	
		Accidents	The scheme achieves the objective of improving safety.	Personal Injury Acci	dent saving: 50	05-54 74	NA	£4.373m	
		Security	Since the impact of the M3 Junction 9 scheme is expected to have negligible security impacts, this analysis was	Casualty Saving: Fa	taı - 3, Serious - 13,	Siight - 74	NA	NA	NA
		Access to services	excluded from the appraisal. The accessibility appraisal focuses on public transport accessibility. As the M3 Junction 9 scheme proposals are					10	NA
			predominantly addressing highway trips, this analysis was excluded from the analysis.				NA	NA	
		Affordability	The affordability assessment is related to changes in monetary cost of travel, mainly public transport costs and user charges. As the M3 Junction 9 scheme proposals are predominantly addressing highway trips, and do not lead to significant changes to public transport, this analysis was excluded from the analysis.				NA	NA	NĂ
		Severance	The distributional impact of severance follows the same rationale used in the social analysis (Unit A4.1) where assessment is dependent on whether the scheme has an impact on pedestrian movements or whether the infrastructure presents a physical barrier to pedestrian movement. As the M3 Junction 9 scheme proposals do not impact pedestrian movement, it was not deemed appropriate to	ere this				NA	NA
		Option and non-use values	consider the impacts on severance. The TAG LIN (4-1) states that these should be assessed if the scheme includes measures that will substantially change the availability of a transport scheme, e.g. opening or closing a rail or bus service. It also indicates that these values are often associated with rail services but are equally applicable to other public transport schemes and road infrastructure. As the MA Junction 9 scheme proposals do not include any measures involving changing public transport services, it is proposed that these obtential impacts are excluded from the anymaist.		NA		NA	NA	
<u>c</u>	Its	Cost to Broad Transport	Scheme will be funded by Highways England through the RIS 1 programme	The value is PVC				005.1	
Publ	Account	Budget Indirect Tax Revenues	There would be an increase in the tax being paid to the Exchequer					£82.4m £12.338m	

Appr	aisal Summary Table - Opt	tion 16B	Date produced:	24/05/201	18]	Co	ontact:
	Name of scheme:	M3 Junction 9 Improvement				-	Name	
D	escription of scheme:	Option 16B: This is the same as PCF Stage 1 Option 16B; partial free-flow Northbound which is a variant of WSP Option 4 (as p	er PCF Stage 0 rep A34 through the lui	ort) providing incremental de	elivery of Op	otion 14. This	Organisation	
		facilitate potential scheme capital costs within the affordable budgets of RIS1.	No4 through the su	icitori a roundabout. Thia op			Role	Promoter/Official
		Due to convergence issues with the overall model run, the economic assessment was undertaken using 2026 forecast years traff	ic model results onl	y, with zero growth assumpt	ions from 20	026 onwards		
	Impacts	Summary of key impacts			Accord	ement		
				Quantitative	ASSES	Qualitative	Monetary	Distributional
							£(NPV)	7-pt scale/
>	Business users & transport	The scheme provides moderate business user benefits, with the time benefits for trips over 5 minutes. Trips under 5 minutes witness disbenefits	Value of iou	rnev time changes(f)	£5.81m			vulnerable grp
Eo	providers		Net	ourney time changes (£)	20.0111			
con			0 to 2min	2 to 5min >	5min	NA	£7.643m	NA
ш	Reliability impact on	ΝΔ	£-1.794m	£-0.295m £7.	.8995m			
	Business users	1923		NA		NA	£0.529m	
	Regeneration	NA This is searce at to be 100% of the business user benefit		NA		NA	NA	
-	Noise	In the short term the vast majority of dwellings in the calculation area are predicted to have an impact of negligible magnitude, the exception	Households with inc	eased davtime noise in forecast	vear = 27	NA	£0.7643m £103.153	NA
enté		being one dwelling with a minor adverse impact. Including mitigation, residual impacts are predicted to be negligible adverse at worst. In the	Households with red	uced daytime noise in forecast y	/ear = 106			
Ē		long-term, noise impacts are predicted to be negligible adverse at worst. The positive monetary valuation is a renection that there are more dwellings falling within a lower noise level band compared to those falling within a higher noise band as a result of the scheme in the future year,						
iro		even though the opposite is the case in the opening year. Considering the wider road network, no significant adverse impacts are anticipated that						
Ē	Air Ouglity	cal be autoued to the scheme. Net improvement in local siz quality but an averall pogative impact on aitrogen avides emissions. There are no Pollution Climate Manning links	Accorement Score			NA	NPV of change in	NA
	/ in county	exceeding the limit value. The scheme does not result in any limit value exceedances or worsen any existing exceedances. Within Winchester	PM10: -42				PM10	
		Air Quality Management Area the scheme will result in increased concentrations at receptors on some links; however, no exceedances will be caused or made worse by the scheme.	NO2: -40 Emissions				+£73,948	
			NOx: +95 tonnes					
							NOx emissions: -	
							£44,940	
							Total NPV of	
							change in air	
							+£29,007	
	Greenhouse gases	The appraisal reflects a net increase in vehicle kilometres travelled over the modelled road network. Uncertainties include: no forecast of traffic	Change in non-trade	d carbon over 60y (CO2e)	419,795	NA	NPV -£18,782,392	
	-	growth beyond 2038, beyond this no change has been assumed; no forecast emission factors after 2030. From 2030 it has been assumed that						
		The appraisal is based on traffic data from fixed demand traffic modelling.	Change in traded ca		0			
	Landscape	The scheme has the potential to have an adverse effect on the South Down National Park, which can be reduced to neutral with mitigation. The						
		loss of trees, hedgerows and open fields would result in a slight adverse effect during construction reducing to neutral after planting matures.		NA		Slight adverse	NA	
		I here is potential for a slight adverse visual effect after mitigation on two public rights of way and the amenity space hear Cassandra Road.						
	Townscape	Townscape will have a neutral impact as a result of the works not extending into urban areas.		NA		Neutral	NA	
	Historic Environment	The option is likely to be intrusive in the setting and will adversely affect the appreciation and understanding of the characteristics of the historic						
		direct impact on the regionally or locally significant historic environment, resulting in loss of features such that their integrity is substantially						
		compromised. The option could potentially have up to a large adverse effect on non-designated below-ground archaeological remains and earthworks. However, this can be reduced to a neutral effect with mitigation. There is the potential for the option to have a slight adverse effect.		NA		Slight adverse	NA	
		on the setting of a cluster of designated assets within Worthy Park.						
	Biodivorcity	The Assessment made assumes that reasonable mitigation (including aucidance, mitigation and on site componentian measures will be included						
	Diodiveraity	within the scheme). The audit trail in this case is detailed within the Environment Assessment Report and associated appendices. It is important		NA		Noutral	NA	
		to note that there is some uncertainty to these assessments, in particular with regard to features associated with the River Itchen SAC SSSI and optential effects relating to impacts to water quality and supply.		100		Inducial	NA	
	Water Environment	The assessment of slight adverse is given due to the extent of the proposed works, the importance of the Principal chalk aquifer on a regional						
		scale, and the use of the aquifer for potable water supply to a large area/ population. The National and European designations of the River Itchen magnify the significance of potential effects and the optential pollution of surface water runoff may impact upon the Water Framework Directive						
		status of the River Itchen, and the protected ecosystems. If mitigation measures are put in place, such as the implementation of an effective		NA		Slight adverse	NA	
		water drainage strategy and the diversion of groundwater flows to reduce baseflow losses, these potential impacts could be significantly reduced to slight adverse.						
5	Commuting and Other users	The scheme provides commuting and other user dis-benefits. There are benefits for trips >5 minutes, but disbenefits for trips <2 minutes. There	Value of iou	rnev time changes(£)	£1.93m			
S		are small time benefits for trips which are between 2-5 minutes.	Net	ourney time changes (£)		NA	£.13 585m	NA
s			0 to 2min	2 to 5min >	5min		2 10.00011	
	Reliability impact on	NA	±-20.09m	£2.003m £20	u.U1/M			
	Commuting and Other users					NA	£1.070m	
	Physical activity	These impacts primarily concern schemes which are aimed at cycling and walking. As such interventions are not part of the M3 Junction 9 scheme proposals, it was not deemed appropriate to consider the impacts on physical activity.				NA	NA	
	Journey quality	Journey quality primantly concerns public transport journeys where travellers will be affected by the quality aspects of their surroundings and other aspects of the journey. A number of the attributes could be assessed such as route certainty, fear of accidents, and frustration.						
		As the impediation to be a second and a second deal of the second				NΔ	NA	
		As the impact of the M3 Junction 9 scheme proposals are considered to be neutral in this aspect, it was not deemed appropriate to consider them.					NA	
	Accidents	The scheme achieves the objective of improving safety.	Personal Injury Acci	dent saving: 42		NA	£3.047m	
	Security	Since the impact of the M3 Junction 9 scheme is expected to have negligible security impacts, this analysis was excluded from the appraisal.	Galadany Saving, Fal	a 2, 301008 - 0, 311grit - 82		NA	NA	NA
	Access to services	The annestivility annaical focuses on nublic transport annestivility. As the M2 Junction B scheme provident and mission addressing	+			NA	NA	NA
	,	highway trips, this analysis was excluded from the analysis.				NA	NA	1965
	Affordability	The effortability apparement is related to channes in manufact and of the set weeks within transmet and user above the the two sets						NA
	Anordebility	9 scheme proposals are predominantly addressing highway trips, and do not lead to significant changes to public transport, this analysis was	1			N ¹⁰	b 10	INA
		excluded from the analysis.				NA	NA	
	Severance	The distributional impact of severance follows the same rationale used in the social analysis (Unit A4.1) where this assessment is dependent on						NA
		whether the scheme has an impact on pedestrian movements or whether the infrastructure presents a physical barrier to pedestrian movement.						
		As the M3 Junction 9 scheme proposals do not impact pedestrian movement, it was not deemed appropriate to consider the impacts on				NA	NA	
		severance.						
	Option and non-use values	The TAG Unit (A4.1) states that these should be assessed if the scheme includes measures that will substantially change the availability of a	1					
		transport scheme, e.g. opening or closing a rail or bus service. It also indicates that these values are often associated with rail services but are						
		equally applicable to other public transport schemes and road intrastructure.		NA		NA	NA	
		As the M3 Junction 9 scheme proposals do not include any measures involving changing public transport services, it is proposed that these notential impacts are excluded from the appraised						
<u>ں ب</u>	Cost to Broad Transport	Scheme will be funded by Highways England through the RIS 1 programme	The value is PVC					
ildu	Budget	and a second					£49.8m	
LC P	Indirect Tax Revenues	There would be an increase in the tax being paid to the Exchequer					F6 0.17m	
			1			1	20.847111	

Appr	aisal Summary Table - Opti	on 16C	Date produced:		24/05/20	18		Co	ntact:
	Name of scheme:	M3 Junction 9 Improvement					•	Name	
C	Description of scheme:	Option 16B+16C: This is effectively a phased delivery of Option 14, and involves implementing Option 16B first and then the remainder as (Option 16C to delive	r the full junction i	mprovement	t. This will inv	olve	Organisation	
		southbound trips, and junction 9 dumbbell roundabout.	en to trainc in 2023	. The latter provide	53 a 1100-110	w movement	01 010 754	Role	Promoter/Official
		The economic analysis for this assessment is based on the results from the full SRTM results (i.e. with modelled years 2019, 2026, 2036 an assessment. This is due to the phased nature of the option, making it difficult to replicate the updated assessments as in the remaining option	d 2041), unlike the i ns.	remaining options	which are I	based on 2026	modelled year		
	Impacts	Summary of key impacts				Assess	ment		
				Quantitative	•		Qualitative	Monetary	Distributional
								£(NPV)	7-pt scale/
²	Business users & transport	The scheme provides moderate business user benefits, with majority of time benefits between 0-2 minutes.	Value of jou	urney time chang	es(£)	£74.232m			
Duo	providers		Net	t journey time ch	anges (£)	5min	NA	£56,717m	NA
ы			£42.837m	£32.389m	£	0.994m			
	Reliability impact on	NA	<u> </u>	NA			NA	£1.123m	
	Regeneration	NA		NA			NA	NA	
	Wider Impacts	This is assumed to be 10% of the business user benefit		NA	. ,	170		£5.6717m	
enta	Noise	in the short term (Opion 10b) the vast majority or dwellings in the calculation area are predicted to have an impact or hegingible magnitude, the exceptions being two dwellings with a minor adverse impact and one dwelling with a minor beneficial impact. Including mitigation, residual impacts are	Households with red	luced daytime noise	in forecast	ear = 11	INA	-£399,674	
Ē		predicted to be negligible adverse at worst. In the long-term (Option 16B/16C), noise impacts are predicted to be negligible adverse at worst. The negative monetary valuation is a reflection that there are more dwellings falling within a higher noise level band compared to those falling within a lower							NA
viro		noise band as a result of the scheme for both opening and future years. Considering the wider road network, no significant adverse impacts are							
Ē	Air Quality	anticipated that can be autobated to scheme. Net improvement in local air quality but an overall negative impact on nitrogen oxides emissions. There are no Pollution Climate Mapping links	Assessment Score				NA	NPV of change in	
		exceeding the limit value. The scheme does not result in any limit value exceedances or worsen any existing exceedances. Within Winchester Air Quality Management area the scheme will result in increased concentrations at recentors on some links; however, no exceedances will be caused or	PM10: -42					PM10 concentration:	
		reading waiting similar year the scheme. Will read it in included concentrations of receptors on some miles, noticely, no discussioned will be caused of made worse by the scheme.	Emissions					12024,000	
			NUX: +284 tonnes					NPV of change in NOx emissions: -	
								£130,067	NA
								Total NPV of change in air quality	
								+£194,467	
	Greenhouse gases	The appraisal reflects a net increase in vehicle kilometres travelled over the modelled road network. Uncertainties include: no forecast of traffic growth	Change in non-trade	d carbon over 60y (CO2e)	476,604	NA	NPV -£21,365,833	
		beyond 2038, beyond this no change has been assumed; no forecast emission factors after 2030. From 2030 it has been assumed that 2030 emission factors apply up to 2082. There is no account of carbon dioxide emissions from power generating sources for electric vehicles. The appraisal is based							
		on traffic data from fixed demand traffic modelling.	Change in traded car			0			
	Landscape	The scheme has the potential to have an adverse effect on the South Down National Park, which can be reduced to slight adverse with mitigation. The							
	· ·	loss of trees, hedgerows and open fields would result in a moderate effect during construction reducing to neutral after planting matures. There is notantial for a slight advance visual effect after mitigation on two residential properties, two public rights of way and the amenity space page Cascandra		NA			Slight adverse	NA	
		Road.							
	Townscape Historia Environment	Townscape will have a neutral impact as a result of the works not extending into urban areas.		NA			Neutral	NA	
	Tilstone Environment	environmental resource. Additionally, without mitigation it would potentially have a major direct impact on the regionally or locally significant historic							
		environment, resulting in loss of features such that their integrity is substantially compromised. The option could potentially have up to a large adverse effect on non-designated below-ground archaeological remains and earthworks. However, this can be reduced to a neutral effect with mitigation. There		NA			Slight adverse	NA	
		is the potential for the option to have a slight adverse effect on the setting of a cluster of designated assets within Worthy Park. As this is not considered to be a significant effect, no mitigation measures have been recommended							
	Biodiversity	The Assessment made assumes that reasonable mitination (including auridance mitination and on site compensation measures will be included							
		within the scheme). The audit trail in this case is detailed within the Environment Assessment Report and associated appendices. It is important to note					Maudaal		
		that there is some uncertainty to these assessments, in particular with regard to reatures associated with the River lichen SAC SSSI and potential effects relating to impacts to water quality and supply.		INA			Neutrai	NA.	
	Water Environment	The assessment of slight adverse is given due to the extent of the proposed works, the importance of the Principal chalk aquifer on a regional scale, and							
		the use of the aquifer for potable water supply to a large area/ population. The National and European designations of the River Itchen magnify the significance of potential effects and the potential pollution of surface water runoff may impact upon the Water Framework Directive status of the River							
		Itchen, and the protected ecosystems. If mitigation measures are put in place, such as the implementation of an effective water drainage strategy and the		NA			Slight adverse	NA	
		unesson or grounumater noms to recore basenom rosses, trese potentilar impacts could be significantly recored to singifi adverse.							
cial	Commuting and Other users	The scheme provides moderate commuting and other user benefits, with majority of time benefits, similar to business users, is between 0-2 minutes.	Value of jou	urney time chang	es(£)	£0m			
Š			0 to 2min	2 to 5min	inges (£)	- 5min	NA	£30.833m	NA
			£30.311m	£23.509m	£-	13.672m			
	Reliability impact on Commuting and Other users	NA					NA	£2.276m	
	Physical activity	These impacts primarily concern schemes which are aimed at cycling and walking. As such interventions are not part of the M3 Junction 9 scheme					NA		
		proposais, ii was noi oeeffied appropriate to consider the impacts on physical aCIMITy.					NA	NA	
	Journey quality	Journey quality primarily concerns public transport journeys where travellers will be affected by the quality aspects of their surroundings and other aspects of the journey. A number of the attributes could be assessed such as route certainty, fear of accidents, and frustration.							
		As the impact of the M3, Junction 9 scheme proposals are considered to be neutral in this aspect, it was not deemed appropriate to consider them					NA	NA	
		, на по осоле чироране во селение и селения и на ороку, к на по осоле оругорние в consider mem.							
	Accidents	The scheme achieves the objective of improving safety.	Personal Injury Accid	dent saving: 35				00.017	
	Society	Grass the impact of the M2 Junction 0 externs is expected to have predicible security impacts. this products we control of free "	Casualty Saving: Fat	al - 2, Serious - 9, S	light - 52		NA	±3.017m	NIA.
	occurity	онно им нирам от им на заполот е аметне на ехрескет о наче неупушие зесинту птраста, ила влагуза was ехоцоец понт the appraisal.					NA	NA	INPA
	Access to services	The accessibility appraisal focuses on public transport accessibility. As the M3 Junction 9 scheme proposals are predominantly addressing highway trips, this analysis was excluded from the analysis.					NA	NA	NA
	A.C. 1.1.75								
	Affordability	The affordability assessment is related to changes in monetary cost of travel, mainly public transport costs and user charges. As the M3 Junction 9 scheme proposals are predominantly addressing highway trips, and do not lead to significant changes to public transport, this analysis was excluded							NA
		from the analysis.					NA	NA	
	Severance	The distributional impact of severance follows the same rationale used in the social analysis (Unit A4.1) where this assessment is dependent on							NA
		wnetner the scheme has an impact on pedestrian movements or whether the infrastructure presents a physical barrier to pedestrian movement.							
		As the M3 Junction 9 scheme proposals do not impact pedestrian movement, it was not deemed appropriate to consider the impacts on severance.					NA	NA	
	Option and non-use values	The TAG Unit (A4.1) states that these should be assessed if the scheme includes measures that will substantially change the availability of a transport scheme, e.g. opening or closing a rail or bus service. It also indicates that these values are often associated with rail services but are equally applicable.							
		to other public transport schemes and road infrastructure.		NA			NA	NA	
		As the M3 Junction 9 scheme proposals do not include any measures involving changing public transport services, it is proposed that these potential							
0 /	Cost to Broad T	Impacts are excluded from the appraisal.	The volue in DVC						
ublic	Budget	ovneme win de ronded of Righways England briodgn die RIS i programme	The value IS PVC					£98.0m	
L P	Indirect Tax Revenues	There would be an increase in the tax being paid to the Exchequer						£11 200m	
Ā			1				1	211,3090	