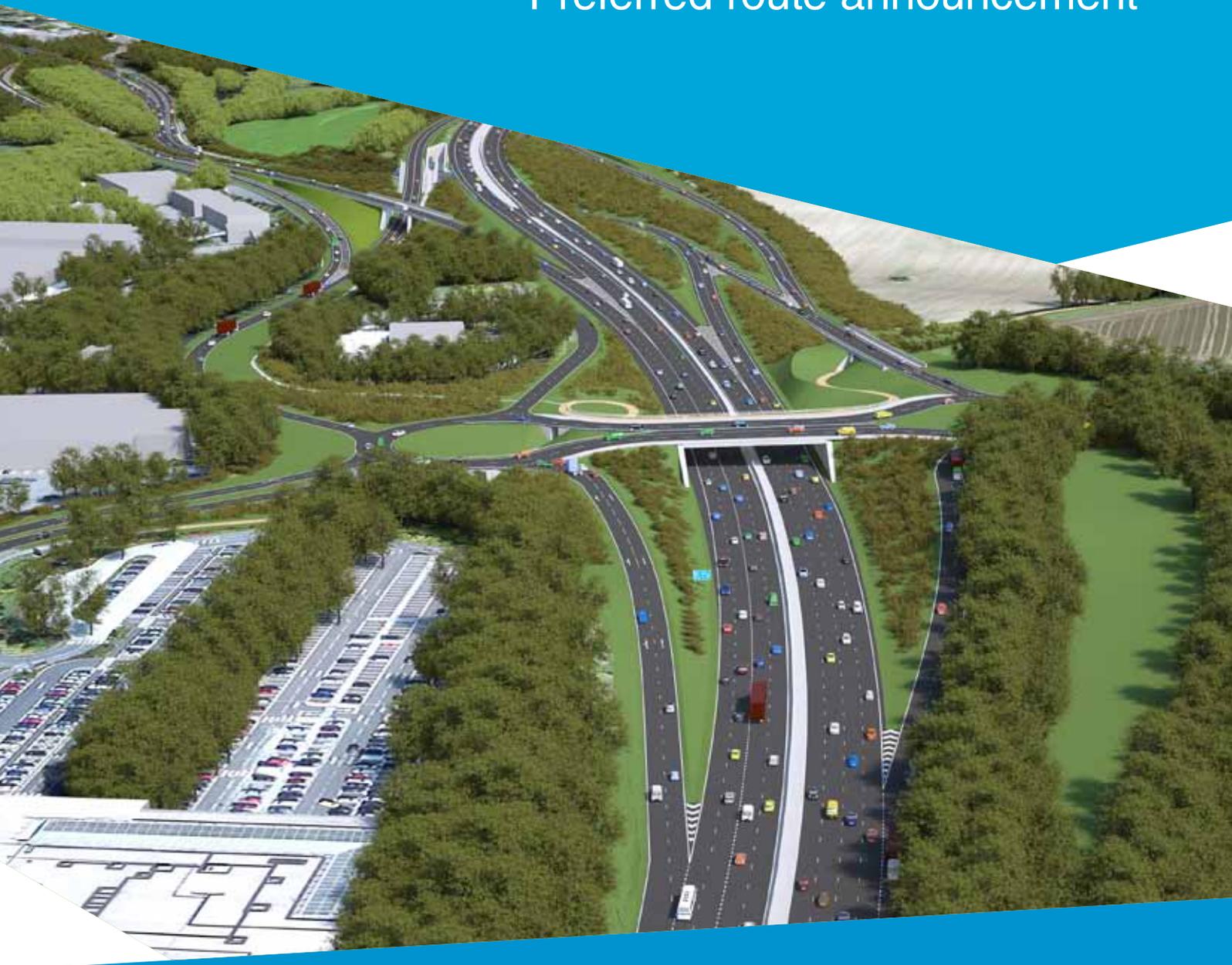


M3 junction 9 improvements scheme

Preferred route announcement



July 2018

Introduction

M3 junction 9 is a key interchange which connects South Hampshire and the ports of Southampton and Portsmouth with the wider region. It also connects this region to the Midlands and the North via the A34, and London via the M3 northbound.

Why is the scheme needed?

Approximately 110,000 vehicles use this junction every day, and the junction cannot cope.

If improvements aren't made then the problem will only become worse. This will not only create a negative impact for the M3 junction 9 but also to the surrounding strategic network.

Scheme objectives

- **Support economic growth** by unlocking development capacity for jobs, business and housing creation
- **Improve safety** as a result of a reduction in delays and queue lengths
- **Reduce congestion** and increase journey time reliability
- **Improve the environment** by reducing adverse noise, improving air quality and no net loss to biodiversity
- **Improve facilities** for pedestrians, cyclists, and equestrians

Whats happened so far

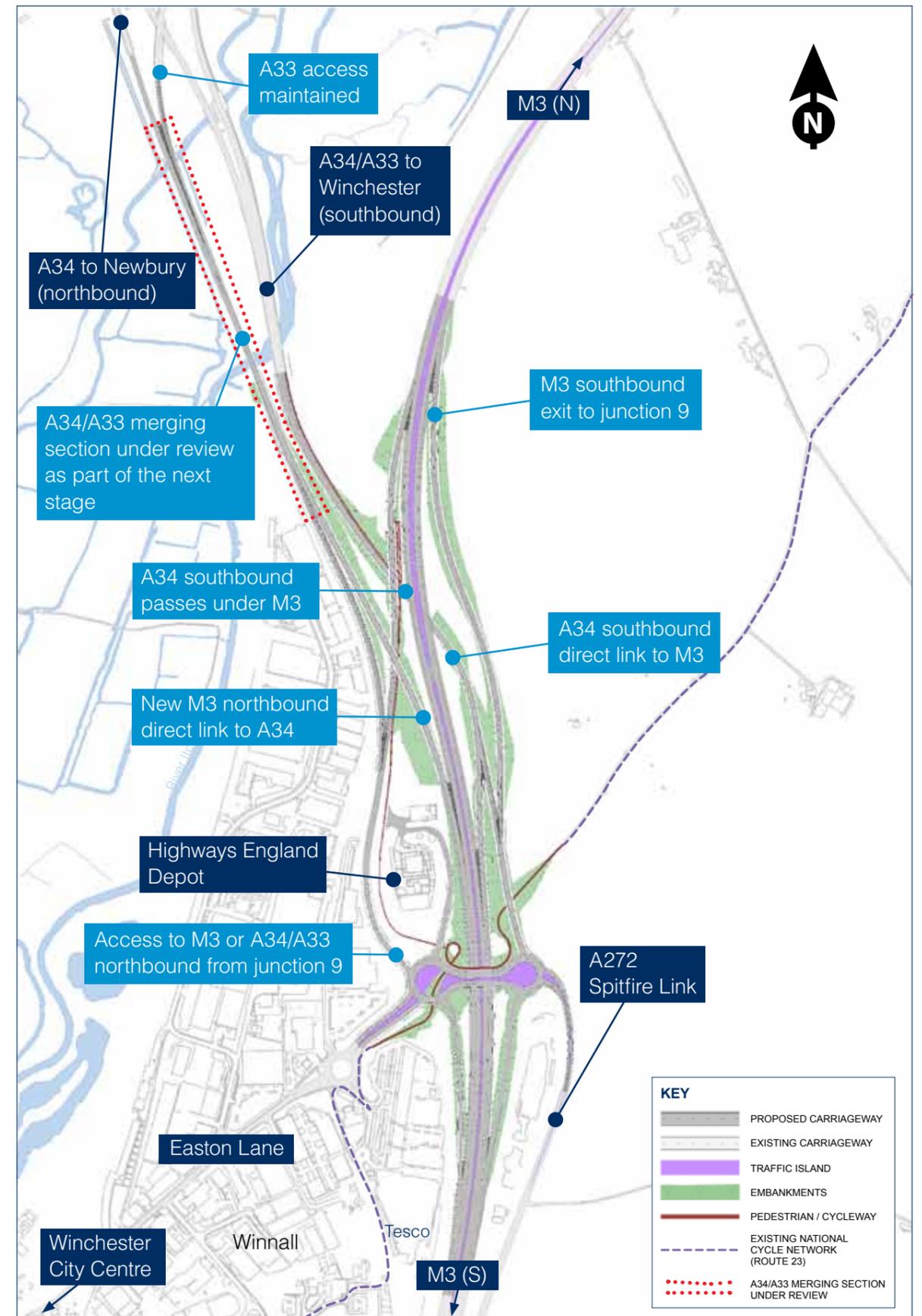
Between 9 January and 19 February 2018 we asked for your feedback on a proposal (Option 14) to improve the M3 junction 9. This Option included the following:

- Free-flowing road links between the M3 and the A34 both northbound and southbound with no need to enter the junction 9 roundabout to travel between the A34 and M3.
- The A34 southbound link will pass under the M3.
- Direct access to the A33 will remain.
- Upgrading the current footpath through junction 9 to become part of the National Cycle Network (route 23).
- Other existing non-motorised routes within the scheme boundary will be maintained or upgraded as appropriate.

We also shared information on three rejected Options (Options 11, 16 and 18) which we were not taking forward and asked whether you agreed with our decisions.

Five public events took place in Winchester, Winnall and Kings Worthy. Key information and our questionnaire was readily available via our scheme web page, public events and eight different collection points.

Preferred route for the M3 junction 9



Responses to the non-statutory public consultation

Results from the 854 responses show:

Support
96% agreed that there is a need to improve the junction.
Traffic congestion is the top concern at the existing M3 junction 9 (98%) followed by road safety (92%), reliability of journey time (92%) and 'rat running' onto local roads (86%)
The majority believe Option 14 will meet the scheme objectives in terms of: <ul style="list-style-type: none">■ reducing traffic congestion (91%)■ improving safety of the junction (75%)■ improving facilities for pedestrians, cyclists and equestrians (66%).
85% support Option 14 to improve M3 junction 9.
The majority fully understand the reasons for rejecting options 11 (60%), 16 (68%) and 18 (70%), with a further quarter partially understanding the reasons for rejecting options 11 (30%), 16 (26%) and 18 (24%).

Concerns
87% are concerned about disruption during construction, both for motorists and cyclists. <ul style="list-style-type: none">■ Solution: A traffic management plan will be developed with local authorities to ensure that disruption is kept to a minimum. This information will be shared with the public prior to starting
61% are concerned with environmental impacts of the scheme. <ul style="list-style-type: none">■ Solution: Detailed assessments will be available within the next stage as well as key mitigation and compensation measures to the local area.
58% question whether the new scheme will provide sufficient capacity to accommodate future growth in traffic. <ul style="list-style-type: none">■ Solution: As part of the next stage we will develop a more in depth traffic model and Highways England will then be able to communicate the key traffic data projections and considerations within this scheme.
50% are concerned about the impact on road safety. <ul style="list-style-type: none">■ Solution: This was focused around a key section of the junction improvement that will be addressed in subsequent stages through further design development. (please see page 3)
35% raised concern over the land-take from the South Downs National park (SDNP). <ul style="list-style-type: none">■ Solution: Working with SDNP to minimise impacts during next stages and provide suitable appeasement.



Improvement opportunities

Between 9 January and 20 February 2018 there were a few common concerns which were raised. A detailed investigation will now be undertaken to assess the possible options to address these areas ready for the Statutory Consultation in late 2019. These common areas of concern are listed below:

- **A34/A33 merging concerns** (see red highlighted box on page 3 map). The weaving between the access from the A34/A33 northbound from junction 9 and the A34/A33 traffic from the new M3 northbound off-slip, is perceived as a major safety concern for road users travelling between junction 9 and the A33. A number of options to modify this section are currently under review to alleviate the safety concern. This was the most common point raised during the consultation period and will be a priority to resolve.
- **Junction 9 Non Motorised Users (NMU) path.** Respondents asked for the proposed footpath to be four metres wide. This extra width would allow for the increasing number of cyclists. You would like to see the path separated from the junction 9 motorway, and have a safety barrier provided between the pathway and the road.
- **Junction 9 to River Itchen footpath.** Respondents would like to see the footpath made cycleway compliant and extended to the Cart & Horses junction on the A33. You would like to have the design accommodate cyclists, providing sufficient visibility of on-coming cyclists and pedestrians.



What happens next

We will carry out further surveys and investigations in order to design the scheme in more detail ready for the next round of consultation. As part of the statutory consultation process we will have a 6 week public consultation which is projected to take place in late 2019. This will provide another opportunity to give your views and influence the development of the design.

After the statutory public consultation, we will need to apply for a Development Consent Order. The Development Consent Order application will be examined by the Planning Inspectorate, who will ask for representations from interested parties. This will be a further opportunity for you to have your say.

After the examination, the Planning Inspectorate will make a recommendation to the Secretary of State for Transport who makes the final decision on the scheme. We will only be given consent to construct the scheme if the Development Consent Order is granted. Consent will also allow compulsory purchase of any land required.

More information

The public consultation report is available at:

www.highways.gov.uk/m3j9

If you would like to be kept up to date with progress of the scheme, you can sign up for updates.

Contact us

If you have any queries about the scheme you can contact us in the following ways:

- **call us** at: 0300 123 5000 (24 hours)
- **email:** m3junction9improvements@highwaysengland.co.uk
- **write to us:** M3 junction 9, Highways England, Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ



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