

M3

Junction 9 Improvement Scheme

PCF Stage 2 – Report on Public Consultation

M3 JUNCTION 9 IMPROVEMENT SCHEME

PCF STAGE 2 (OPTION SELECTION) REPORT ON PUBLIC CONSULTATION

Highways England

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TABLE OF CONTENTS

Executive Summary	1
1. Introduction	4
1.1 Scheme Background.....	4
1.2 Scheme Objectives.....	4
1.3 Project Location	4
1.4 Options Tested	5
1.5 This Report	6
2 The Consultation Approach	7
2.1 Introduction	7
2.2 Public Consultation Objectives	7
2.3 Approach	7
2.4 Materials	8
2.5 Publicity and Advertising.....	13
3 Consultation Effectiveness	15
3.1 Introduction	15
3.2 Public Respondents.....	15
3.3 Letters and Emails.....	15
3.4 Briefing Event and Public Information Event Attendance Record	16
3.5 Highways England Website Visitors.....	16
3.6 Response and Analysis Methodology.....	17
3.7 Effectiveness of Communication Methods	17
4 Travel Behaviour and Existing Issues.....	19
4.1 Travel Behaviour Relative to M3 junction 9.....	19
4.2 Mode Choice.....	20

4.3	Existing Concerns and Issues.....	21
5	Views on the Proposed Option 14	22
5.1	Introduction	22
5.2	Need for Improvements to M3 junction 9	22
5.3	Views on Proposed Scheme (Option 14).....	22
5.4	Rejected Options.....	26
5.5	Other Comments	26
6	Stakeholder Responses	29
6.1	Introduction	29
7	Other Responses	35
7.1	Introduction	35
7.2	Response Analysis.....	35
8	Evaluation of Consultation.....	37
8.1	Introduction	37
8.2	Material Usefulness.....	37
8.3	Exhibition Usefulness	37
9	Press and Social Media	39
9.1	Local Press Coverage	39
9.2	Social Media Coverage.....	39
9.3	Press Release.....	40
10	Next steps.....	43
10.1	Introduction	43
10.2	Key Emerging Themes.....	43
10.3	Alternatives Proposed.....	43

TABLES

Table 2-1: Communication materials and channels.....	8
Table 2-2: Schedule of public information events.....	12
Table 2-3: Deposit point locations.....	12
Table 3-1: Consultation responses	15
Table 3-2: Public consultation attendance	16
Table 3-3: Website visitor figures.....	16
Table 5-1: Main reasons given for supporting Option 14	25
Table 5-2: Issues raised regarding Option 14	25
Table 5-3: Further suggestions made by respondents	27
Table 6-1: Summary of question and answer session at the Councillors Briefing Event..	29
Table 6-2: Summary of main questions at the NMU Briefing Event	31
Table 6-3: Other issues raised at the NMU Briefing Event.....	32
Table 6-4: Summary of Question and Answer session at the Business Briefing Event....	33
Table 7-1: Summary of correspondence response.....	35

FIGURES

Figure 1-1: Scheme location relative to the strategic road network.....	5
Figure 2-1: Letter distribution area.....	9
Figure 2-2: Screenshot of Highways England M3 junction 9 improvements consultation page.....	14
Figure 3-1: Communication channel awareness	17
Figure 3-2: Respondent age profile	18
Figure 3-3: Capacity in which responding to the consultation	18
Figure 4-1: Trip distance and frequency of junction usage	19
Figure 4-2: Junction usage profile by time of day and day of week.....	20
Figure 4-3: Modal use at M3 junction 9.....	20
Figure 4-4: Attitudes toward current junction.....	21
Figure 5-1: Level of support/opposition to improve the M3 junction 9	22
Figure 5-2: Opinion on whether Option 14 will meet the scheme objectives	23
Figure 5-3: Concerns over the implementation of Option 14.....	24
Figure 5-4: Overall levels of support/opposition for Option 14	24
Figure 5-5: Understanding of rejected options	26
Figure 8-1: Usefulness of consultation materials.....	37
Figure 8-2: Level of event usefulness (n=310)	38
Figure 9-1: Press release	40

APPENDICES

APPENDIX A	SCHEME BROCHURE
APPENDIX B	SCHEME QUESTIONNAIRE
APPENDIX C	PRESS ADVERTISEMENT
APPENDIX D	CATCHMENT AREA OF RESPONDENTS AND EVENT ATTENDEES
APPENDIX E	CODING FRAME AND FREQUENCY COUNTS OF OPEN RESPONSES

EXECUTIVE SUMMARY

OVERVIEW

The M3 junction 9 currently acts as a bottleneck on the local and strategic highways network and causes significant delay, especially during peak hours. It has been designated within the Roads Investment Strategy 2015-2020 (RIS1) as one of the network improvements schemes to be undertaken.

The purpose of this report is to provide a summary of the responses and feedback gathered during the non-statutory public consultation for the M3 junction 9 improvements scheme, which ran from 9 January to 19 February 2018.

OPTIONS PRESENTED

Several options were reviewed at Project Control Framework (PCF) Stage 1. Option 11 was rejected due to significant negative environmental impacts, whilst Option 18 was rejected as a result of not meeting the scheme objectives. Options 14, 16B and 16C were then assessed further in PCF Stage 2 after which it was decided to present Option 14 as the proposal at the public consultation. Options 16B and 16C were rejected as they were found to be an inefficient method of achieving a scheme equivalent to Option 14. These rejected options were presented along with reasons why they were rejected.

Option 14 features the following improvements:

- It provides free-flow links between the A34 and M3 with the A34 southbound link passing under the M3 with a 60mph design speed with a three-step relaxation on horizontal geometry.
- Junction 9 would be rebuilt with a dumbbell roundabout layout. This option is fully compliant, minimising environmental effects while also providing higher value for money compared to Option 11.

CONSULTATION ARRANGEMENTS

The consultation took place over a six week period, providing interested parties the opportunity to review and comment on the proposed scheme and for local knowledge and opinions to be obtained.

The consultation included five public events and four formal briefing events which allowed interested parties to ask questions of technical experts that were associated with the scheme. In addition eight local locations displayed brochures and questionnaires for the public to take and review, including two service stations on the M3 and A34 to highlight the consultation to passing motorists.

Various media forms were used to advertise the scheme, the consultation events and how to express their views:

- A paper questionnaire was available or visiting the Highways England website to complete it online;
- The consultation material was distributed outside of the local advertising area; or
- Advertising in the local newspapers was placed in the first week of the consultation and subsequently in advance of each public information event.

25,141 letters were delivered to residential properties across Winchester and Kings Worthy along with businesses, MPs, Councillors, landowners and other stakeholders such as schools and interest groups detailing the public information events and deposit points.

EFFECTIVENESS OF THE PUBLIC CONSULTATION

The public information events were well attended with 830 people attending across the five events; with a further 64 councillors, non-motorised users (NMUs), businesses and landowners attending the dedicated briefing events. The website had 7031 unique visitors across the scheme and consultation pages, with an average 'time spent' of five minutes.

Overall 854 questionnaires were returned, of which 540 were online responses. A further 49 written responses and phone calls were received from stakeholders and the general public expressing their views on the proposed scheme in a free format.

The majority of respondents found out about the consultation via the letter drop or by seeing the adverts in the local newspaper.

RESPONSE ANALYSIS

The vast majority of respondents are concerned with current congestion levels around M3 junction 9 and support Option 14 as a means of achieving the scheme objectives. An overview of the main findings is presented below:

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 road network (86%).
- The majority believe Option 14 will meet the scheme objectives in terms of:
 - à reducing traffic congestion (91%);
 - à improving safety of the junction (75%); and
 - à 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 options 11 (30%), 16 (26%) and 18 (24%).

CONCERNS

- 87% are concerned about disruption during construction, both for motorists and cyclists – 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 construction.
- 61% are concerned with environmental impacts of the scheme – 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 – 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 – This was focused around a key section of the junction improvement that will be addressed in subsequent stages through further design development.
- 35% raised concern over the land-take from the South Downs National park (SDNP) – Working with SDNP to minimise impacts during next stages and provide suitable appeasement.

IMPROVEMENT OPPORTUNITIES

- Access from junction 9 to the A33 – Residents were concerned about the short distance available for them to merge onto the A34 and then move across a lane in order to use the offside diverge to the A33. Residents were also concerned about undertaking this manoeuvre with cars on the A34 travelling at 70mph and with the high Heavy Goods Vehicle (HGV) usage of the A34 making it a difficult manoeuvre. Further design will be undertaken to investigate alternative solutions which would make this a safer arrangement.
- The junction 9 NMU path – A 4m wide path would be preferred to allow for future growth of cyclists. The path should be segregated from the junction 9 carriageway. The subways should be wide enough to provide sufficient visibility.
- Junction 9 to River Itchen footpath – The footpath, although an improvement on the existing, should be made cycleway compliant and extended to the Cart & Horses junction on the A33. Where there are sharp turns on the footpath these should have sufficient visibility for cyclists.
- A34 southbound – the weaving between the access from the A34 southbound to junction 9 and the M3 SB offslip was perceived to be short and should be increased. An auxiliary lane should be added to the A34 southbound link between the A33 and junction 9 diverge. The M3 underpass should be widened to 3 lanes on the A34 southbound to allow for future growth.
- Easton Lane to the A34/M3 northbound slip road – Several members of the public suggested a dedicated free flow lane from Easton Lane to the A34/M3NB slip road due to the high proportion of HGV's accessing the trading estates on Easton Lane from the M3 and A34.

A detailed investigation will be undertaken as part of the next stage to assess the possible options to address the key areas of improvement. These will be considered against key criteria including safety, traffic flow, environmental considerations and buildability before a formal solution can be provided.

1. INTRODUCTION

1.1 SCHEME BACKGROUND

1.1.1 In March 2015, the Department for Transport published the Road Investment Strategy (RIS) which sets out a list of improvement schemes that will be developed by Highways England over the period 2015-2020.

1.1.2 The RIS outlines a long-term investment programme for England’s strategic road network, with a package of committed funding available to provide:

- A long-term vision for the strategic road network, outlining how Highways England will create smooth, smart and sustainable roads.
- A multi-year investment plan that will be used to improve the network and create better roads for users.
- High-level objectives for the first roads period 2015 to 2020.

1.1.3 The ‘Road Investment Strategy for the 2015/16 – 2019/20 Road Period’ document announced M3 junction 9 improvements with the intention to provide an ‘upgrade to the junction to allow free movement between the A34 and M3’.

1.2 SCHEME OBJECTIVES

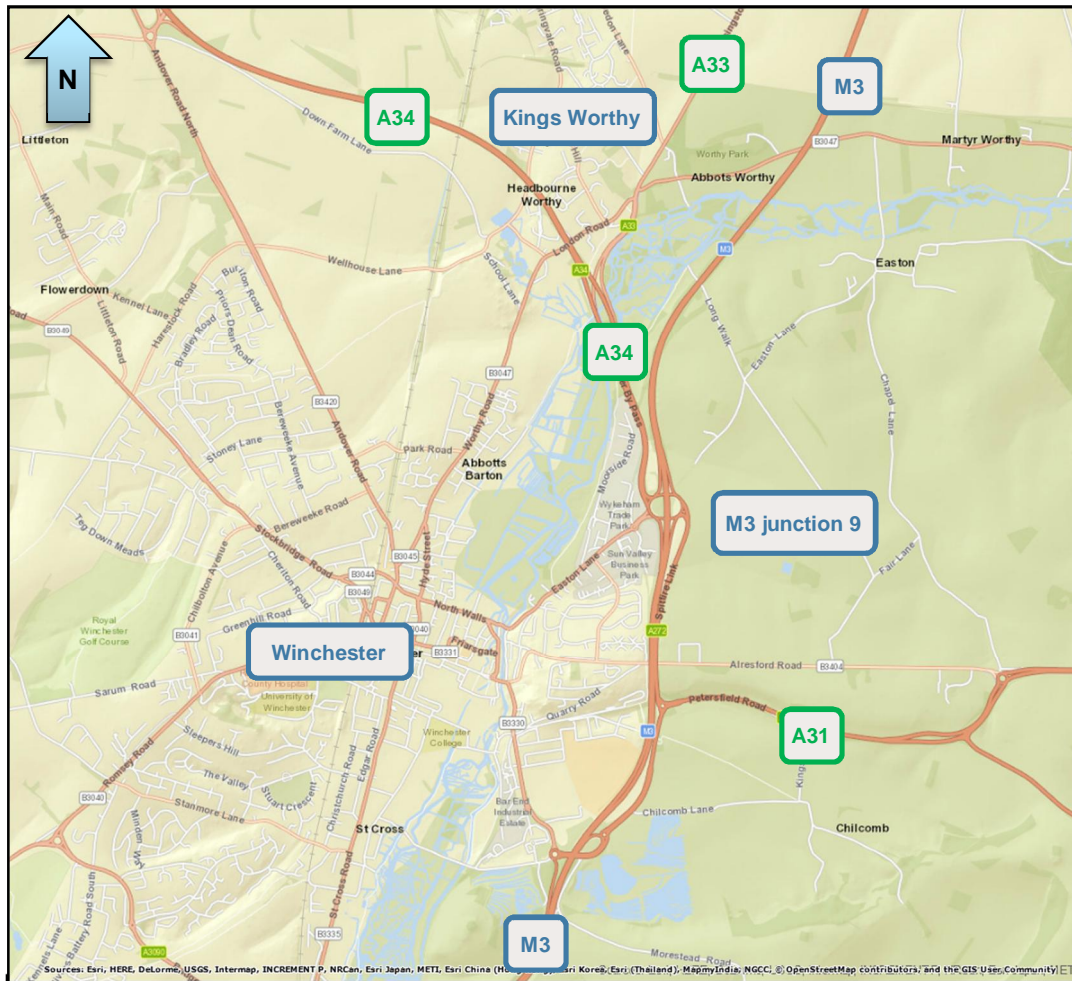
1.2.1 The scheme has the following objectives:

- **Supporting economic growth** – Unlocked development capacity for job, business and housing creation.
- **A safe and serviceable network** – Safety improved as a result of a reduction in delays and queue lengths.
- **A more free flowing network** – Reduced congestion and increased journey time reliability.
- **An improved environment** – Potential to reduce road traffic noise and vehicle emissions through reduced congestion. The scheme shall have no net loss to biodiversity by 2020, as required by the Highways England Delivery Plan.
- **A more accessible and integrated network** – Improvements at junction 9 will also include improvements for non-motorised users. The scheme will reconnect the National Cycle Network route 23 which is severed by the current junction layout.

1.3 PROJECT LOCATION

1.3.1 The scheme location of M3 junction 9 relative to the Strategic Road Network (SRN) is illustrated in Figure 1-1. The M3 junction 9 is a key strategic route interchange which connects South Hampshire and the ports of Southampton and Portsmouth with the wider sub region. It also connects the region to London via the M3, and the Midlands and the North via the A34. The A34 also provides a connection to the principal east-west corridor of the A303.

Figure 1-1: Scheme location relative to the strategic road network
(Source: Esri, HERE, DeLorme, FAO, USGS, NGA)



1.4 OPTIONS TESTED

1.4.1 The following options were considered in detail, and:

- Option 11** - This option provides free-flow links between the A34 and M3 with the A34 southbound link passing under the M3 with a 70mph speed limit. Junction 9 would be rebuilt with a new roundabout layout. This option was rejected due to the significant negative environmental effects resulting from the size of the scheme and the negative effects on the River Itchen and surrounds as well as being low value for money.
- Option 14** - This is the same as PCF Stage 1 Option 14, which is a variant of WSP Option 4 (as per PCF Stage 0 report), providing free-flow links between the A34 and M3 (S) with the A34 southbound link passing under the M3. Under this option, the existing roundabout will be replaced by a dumbbell junction. Provision of free flow slips between the M3 and A34 will move the diverge / merge north of the existing M3 junction 9, meaning traffic flow under the existing junction and structures will increase significantly as it will include M3 and A34 traffic. In order to accommodate the increase in traffic it is likely that four running lanes will be required in each direction under the junction south of the merge / diverge. The current structures are not wide enough to accommodate this widening therefore a dumbbell junction with wider structures is proposed as an additional variation.

- **Option 16** - This is effectively a phased delivery of Option 14, and involves implementing Option 16B first and then the remainder as Option 16C to deliver the full junction improvement. Option 16B provides a free-flow for the A34 northbound, which has a 70mph design speed. The southbound A34 would still use the existing A34 through the existing junction 9 roundabout. This option is considered to facilitate potential scheme capital costs within the affordable budgets of RIS1. Option 16C would then be built five years later providing the southbound A34 free flowing link and construction of a replacement junction 9. However, after approval was given to have full funding to deliver Option 14 within the RIS1; it was no longer deemed necessary to continue with this approach of an incremental delivery.
- **Option 18** - This option was developed, to consider a reduced cost of converting the current junction 9 layout to a roundabout with the southbound A34 running through the middle. This was considered to be affordable within the scheme budget and did not require any land take with minimum environmental impacts. This option was rejected as the option is unlikely to have a significant effect on congestion and queuing traffic on the A34 and M3. It is also likely to make queuing worse on the A272 Spitfire Link and Easton Lane. As a result this option does not meet the scheme objectives.

1.5 THIS REPORT

- 1.5.1 The purpose of this report is to provide a summary of the responses and feedback gathered during the non-statutory public consultation for the M3 junction 9 improvement scheme, which ran from 9 January 2018 to 19 February 2018.
- 1.5.2 The report details how stakeholders and the public were informed, how the proposal was presented, the responses received from members of the public, statutory stakeholders and other bodies, and how the responses have been analysed and considered.
- 1.5.3 These responses will be used to help identify the Preferred Route Option and design requirements as the scheme approaches statutory public consultation and Development Consent Order application (if applicable).
- 1.5.4 The report is structured as follows:
 - Chapter 1: Introduction
 - Chapter 2: The Consultation Approach
 - Chapter 3: Consultation Effectiveness
 - Chapter 4: Travel Behaviour and Existing Issues
 - Chapter 5: Views on the Proposed Option 14
 - Chapter 6: Stakeholder Responses
 - Chapter 7: Other Responses
 - Chapter 8: Evaluation of Consultation
 - Chapter 9: Press and Social Media
 - Chapter 10: Next Steps

2. THE CONSULTATION APPROACH

2.1 INTRODUCTION

2.1.1 The public consultation took place over a six-week consultation period from 9 January until midnight on 19 February 2018; affording an important opportunity for Highways England to gain a better understanding of the views and expectations of local people, stakeholders, landowners, businesses, public authorities, communities and road-users.

2.1.2 The responses to the consultation will help to identify the Preferred Route Option and the design requirements that would need to be considered as the scheme progresses.

2.2 PUBLIC CONSULTATION OBJECTIVES

2.2.1 The consultation approach aimed to meet the following objectives:

- Provide information about the M3 junction 9 improvement scheme objectives, planning and design process, and opportunities for local community/stakeholder input.
- Present the junction improvement option including the perceived benefits and/or dis-benefits of the option.
- Ensure that the public consultation is accessible so that people understand the junction improvement option and can make informed comment.
- Provide sufficient opportunities for all people who may have an interest in or may be impacted by the junction improvements to provide feedback.
- Facilitate feedback about the scheme, specifically the level of support for the proposed option, issues and constraints related to this and rejected options, and other matters to consider when developing the scheme.

2.3 APPROACH

2.3.1 In preparation for the non-statutory public consultation, Highways England implemented a targeted Public Consultation Strategy, which clearly set out the aims of the consultation, target audiences, key messages and identified stakeholders of interest. It was important that the approach enabled stakeholders to be meaningfully and continuously involved with the scheme from an early stage.

Table 2-1: Communication materials and channels

Communication Type	Purpose
Letters and Emails	Informed residents, landowners, businesses, MP's, Councillors, key stakeholders and wider stakeholders about the public consultation.
Brochure and questionnaire	Brochure provided concise information about the proposals. Questionnaire was the main method of gathering feedback.
Deposit points	Public consultation materials (brochures, questionnaires and posters) were made available in eight local, publicly accessible locations.
Highways England project website	Made consultation materials (brochures, questionnaires, visualisation, background information, exhibition displays) available online.
Newspaper advertising	Raised awareness of the consultation amongst the general public, including those from a wider area throughout the consultation period.
Posters	Displayed at deposit points to advertise the public consultation.
Highways England contact details	Provided in case of queries or for those requiring the information in a different format.
Existing communication channels	Established communications channels (Chamber of Commerce, Local Authority distribution lists and wider stakeholder organisations including equalities groups) used to extend the consultation reach.
Social Media	Twitter and Facebook were used to target a computer literate audience.
Public Information Events	Provided opportunity for interested groups, local residents, landowners and businesses to view the proposals and discuss them with members of the project team.
Briefing Events	Provided opportunity for Councillors, Members of Parliament (MPs), Non-Motorised Users (NMUs), Businesses and Landowners to view the proposals and discuss them with members of the project team.

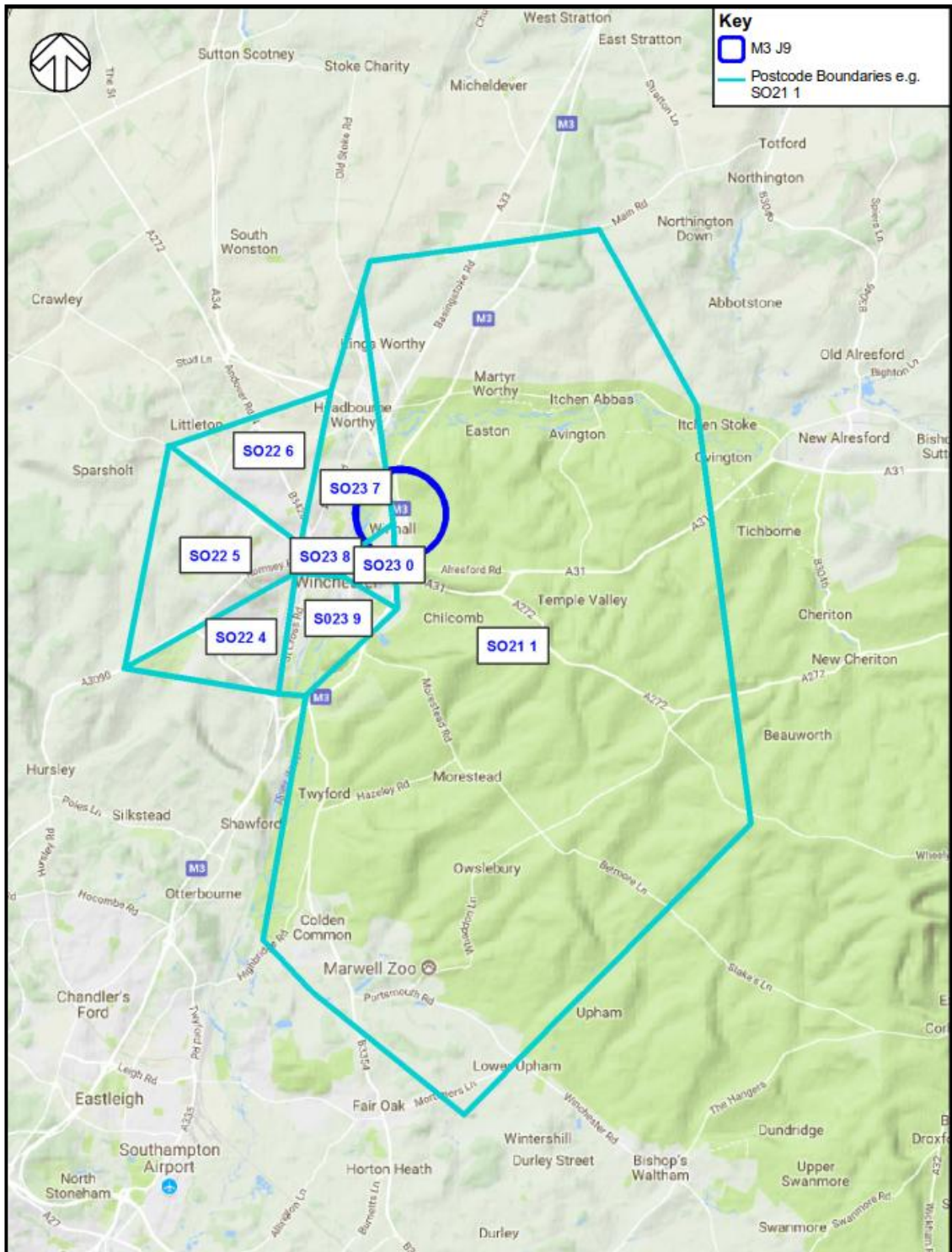
2.4

MATERIALS

2.4.1

Letters of invitation were distributed in advance of the consultation to 25,141 residential properties in the vicinity of the M3 junction 9 containing full details of the public consultation. The area of coverage is shown in Figure 2-1.

Figure 2-1: Letter distribution area



2.4.2 Personalised letters were also sent out to the following groups to make them aware of the consultation:

- Landowners – those whose land may be impacted by the proposed scheme (24);
- Businesses (51);
- MPs / Councillors (5 MPs, 63 Councillors); and
- NMUs (51).

BROCHURES AND QUESTIONNAIRES

2.4.3 A 16-page consultation brochure (Appendix A) was produced with concise information about the scheme including the scheme background, summary of the discounted options, detailed description of the proposal, the impacts and the benefits and the next stages.

2.4.4 A separate consultation questionnaire (Appendix B) was produced which sought respondents' views on the existing issues, and the proposal before exploring travel behaviour and effectiveness of communication. A variety of both closed questions (where respondents select their answer from a pre-defined list) and open-ended questions (free-text format response) were used within the questionnaire. It was also available as an online survey at:
<https://highwaysengland.citizenspace.com/he/m3-junction-9-improvements/consultation/intro/>.

BACKGROUND REPORTS

2.4.5 In addition to the consultation brochure, two background reports were made available on the project website and at the exhibitions, as follows:

- Environmental Study Report
- Technical Appraisal Report

CONSULTATION EVENTS

2.4.6 Prior to the consultation events, all consultant and Highways England representatives attended a full briefing providing:

- An outline of event operation, timings and venue overview (access, facilities etc.);
- A briefing on health and safety operations;
- Details of the scheme options and appropriate technical leads; and
- A walk-through of the brochure, questionnaire, display material and other options for feedback collection

2.4.7 Each event was hosted by the Highways England and WSP project team, including experts on traffic modelling, environment, land ownership, and highways to ensure queries during the events could be properly addressed. The events held during the consultation period were as follows:

- One to one meetings with the affected landowners (for landowners impacted by possible land acquisition);
- Political briefing event (for MPs, county, city and parish/borough councillors);
- NMU briefing event;
- Business briefing event;
- Landowner briefing event (for landowners impacted by environmental surveys); and
- Five public information events.

2.4.8 In addition, unstaffed display stands with brochures and questionnaires were provided in eight locations throughout the six week consultation period, with regular contact maintained to ensure they were adequately stocked with materials throughout the period.

2.4.9 Hearing loops and large print versions of the brochure were also made available to enhance the accessibility for individuals with hearing or sight difficulties.

EXHIBITION BANNERS

2.4.10 The public consultation pull up banners were displayed at each briefing and public information event. They presented key information about the scheme including the objectives, background, options, environmental constraints, results of the assessments, the consultation process, and next stages.

VISUALISATION

2.4.11 A visual representation of the proposed Option 14 was produced and made available to view on Highways England scheme website. The film was also displayed on television screens on a continual loop at each briefing and public information event, with experts available to answer questions as needed.

POLITICAL BRIEFING

2.4.12 A political briefing was held on 9 January 2018 between 10am and 12pm at the Mercure Hotel in Winchester prior to the public information events. This gave parish and local councillors the opportunity to view and comment on the consultation material before the public. Attendees were asked to sign the attendance sheet with their name and the region or parish they represented, with a total of 21 attending.

NMU BRIEFING EVENT

2.4.13 Following the political briefing an NMU stakeholder briefing was held from 9am to 11am on 11 January 2018 at the Mercure Hotel in Winchester. This gave NMU stakeholders the opportunity to view and comment on the consultation material. Attendees were asked to complete the attendance sheet with their name and the organisation they represented.

BUSINESS BRIEFING EVENT

2.4.14 A business briefing event was held from 8am to 11am, at the Mercure Hotel, Winchester on the 25 January 2018. Similar to the other briefing events this gave businesses the opportunity to view and comment on the consultation material. Attendees were asked to complete the attendance sheet with their name and the business they represented.

LANDOWNERS BRIEFING EVENT

2.4.15 The final briefing event was held between 2pm and 5pm on 25 January 2018 at the Mercure Hotel, Winchester. Landowners impacted by environmental surveys were invited to attend and comment on the proposals. Attendees were asked to sign the attendance sheet.

PUBLIC INFORMATION EVENTS

2.4.16 The public information events were held at a range of venues across the area as it is necessary to consider local residents as well as those who live further afield but travel through the junction, as shown in Table 2-2. The venues were risk assessed, met the Equality Act 2010 requirements, and were accessible to those who did not travel by car.

Table 2-2: Schedule of public information events

DATE	TIME	LOCATION	ADDRESS
Saturday 27 January	10.30am – 4.30pm	Winchester Guildhall	The Broadway, Winchester, SO23 9GH
Wednesday 31 January	2.00pm – 8.00pm		
Saturday 10 February	10.30am – 4.30pm	Winnall Community Centre	Garbett Rd, Winchester, SO23 0NY
Friday 16 February	2.00pm – 8.00pm	Kings Worthy Community Centre	Fraser Rd, Kings Worthy, SO23 7PJ
Saturday 17 February	10.30am – 4.30pm		

DEPOSIT POINTS

2.4.17

Posters helped advertise consultation brochures and questionnaires which were available during the consultation period from the deposit points shown in Table 2-3.

Table 2-3: Deposit point locations

LOCATION	ADDRESS
Winchester Discovery Centre	Jewry Street, SO23 8SB
Guildhall Winchester	The Broadway, Winchester SO23 9GH
Winchester City Council Customer Services Centre	Colebrook St, SO23 9LJ
Winnall Community Centre	Winnall, SO23 0NY
Kings Worthy Community Centre	Fraser Road, Kings Worthy SO23 7PJ
M3 Moto Services	Shroner Wood, Winchester, SO21 1PP
A34 Road Chef Services	A34, Sutton Scotney, Winchester SO21 3JY
Tesco Extra	Easton Ln, Winnall SO23 7RS

2.5 PUBLICITY AND ADVERTISING

MEDIA ENGAGEMENT

- 2.5.1 Twitter feeds were emailed out to all stakeholders as soon as the website went live, inviting them to share the feed with their own stakeholders and encourage widespread awareness of the consultation.

ONLINE ENGAGEMENT

- 2.5.2 Details of the M3 junction 9 improvement scheme were provided on Highways England's website at <https://highwaysengland.citizenspace.com/he/m3-junction-9-improvements/>. The web page address was included in all information released into the public domain.

PRESS ADVERTISING

- 2.5.3 A single press release was issued by Highways England. The press release is available at <https://www.gov.uk/government/news/major-overhaul-for-m3-winchester-junction>.
- 2.5.4 A full colour quarter page advertisement (shown in Appendix C) appeared at the start of the consultation period in the Hampshire Chronicle on 11 January 2018, highlighting the public events and website address to get further information. The advert was repeated on 25 January and 8 February 2018 to coincide with the events themselves.

HIGHWAYS ENGLAND PROJECT WEBSITE

- 2.5.5 Information about the consultation was published on Highways England's project website at www.highways.gov.uk/m3j9, with a link to the dedicated consultation page (Figure 2-2). This web address was included in all information released into the public domain.
- 2.5.6 The website provided:
- Information on the scheme background;
 - Dates, times and venue information for the public information events;
 - PDF versions of the consultation materials including the information presented at the public information events (exhibition display panels, brochure, questionnaire, summary notes, technical reports, etc.);
 - A link to the online consultation questionnaire; and
 - Contact details for queries about the consultation.

Figure 2-2: Screenshot of Highways England M3 junction 9 improvements consultation page

highways
england

Search consultations

Consultation Hub Find Consultations We Asked, You Said, We Did

M3 junction 9 improvements

Overview

We are consulting on our proposal to provide 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 with a 50mph speed limit.

These proposals would reduce congestion on the newly designed dumbbell road layout and make journey times more reliable, improve road safety and reduce air pollution.

We are keen to have your comments on the proposal; specifically on how the proposal could affect you, your organisation or those you represent. Find out more in the [consultation brochure](#) below.

The consultation runs for 6 weeks from Tuesday 9 January 2018 to Monday 19 February 2018.

Closes 19 Feb 2018
Opened 9 Jan 2018

Contact
0300 123 5000
M3junction9improvements@highwaysengland.co.uk

3. CONSULTATION EFFECTIVENESS

3.1 INTRODUCTION

3.1.1 This chapter summarises the effectiveness of the public consultation in terms of the reach, number of responses and exhibition attendance. It then looks at the methodology of analysing the responses received. Chapter 8 includes information on the public's impressions of the exhibitions and consultation materials provided.

3.2 PUBLIC RESPONDENTS

3.2.1 In total, 854 questionnaires were received during the consultation period. Just over a third (37%; 314) were hard copy, with the majority completed online (63%; 540).

3.2.2 It is noted that a further seven responses were received after the consultation cut off (22 February, allowing three extra days past the end date of 19 February) which have not been included in the analyses presented in this report.

3.2.3 Appendix D shows that respondents come predominantly from the local area around Winchester, although some respondents live further afield, covering Southampton, Portsmouth and Bournemouth to the south with Andover and Basingstoke in the north.

3.3 LETTERS AND EMAILS

3.3.1 In addition to the questionnaires, open responses were received by the Highways England Customer Contact Centre in a variety of formats, including letters, emails and telephone calls. Some of these contacts requested or queried information, while others sought to feedback their views on the proposals.

3.3.2 Questionnaires completed by stakeholders have been included in the overall data analysis in this report as well as being summarised with the stakeholder written responses in Chapter 6. The written responses received by the public have been included in Chapter 6. It is noted that those contacts defined as 'enquiries' only have not been included in this report.

Table 3-1: Consultation responses

CONTENT	FORMAT	NO. OF RESPONSES
Completed Questionnaires	Paper	314
	Online	540
Written response (stakeholder)	Email / letter	15
General feedback (public)	Email / telephone / letter	22
Enquiries (public and stakeholders)	Email / telephone / letter	12

3.4 BRIEFING EVENT AND PUBLIC INFORMATION EVENT ATTENDANCE RECORD

3.4.1 All briefing events took place in the Mercure Hotel, Winchester. Visitors were asked to sign in at each of the briefing events indicating the council, organisation or business they represent.

3.4.2 To record visitor numbers at the public information events, attendees were asked to provide their postcode and gender. Across the five events there were 830 visitors, as seen in Table 3-2.

3.4.3 Appendix D shows that the public information event attendees were concentrated around the proposed junction, particularly around Kings Worthy. This is to be expected given the considerable local interest in the scheme.

Table 3-2: Public consultation attendance

DATE OF EVENT	LOCATION	ATTENDANCE
Saturday 27 th January	Guildhall Winchester, The Broadway, Winchester, SO23 9GH	254
Wednesday 31 st January		228
Saturday 10 th February	Winnall Community Centre, Garbett Rd, Winchester, SO23 0NY	70
Friday 16 th February	Kings Worthy Community Centre, Fraser Road, Kings Worthy, SO23 7PJ	146
Saturday 17 th February		132
Total		830

3.5 HIGHWAYS ENGLAND WEBSITE VISITORS

3.5.1 Table 3-3 presents the number of visitors to the project webpage, with the average time spent on the webpage during the consultation period.

3.5.2 The webpage received 7031 unique visitors, with most of these occurring during the first week of the consultation period.

Table 3-3: Website visitor figures

WEBPAGE	TOTAL VISITS	TOTAL UNIQUE VISITS	AVERAGE TIME SPENT ON THE PAGE
www.highways.gov.uk/m3j9	8073	7031	5 mins 2 sec

3.6 RESPONSE AND ANALYSIS METHODOLOGY

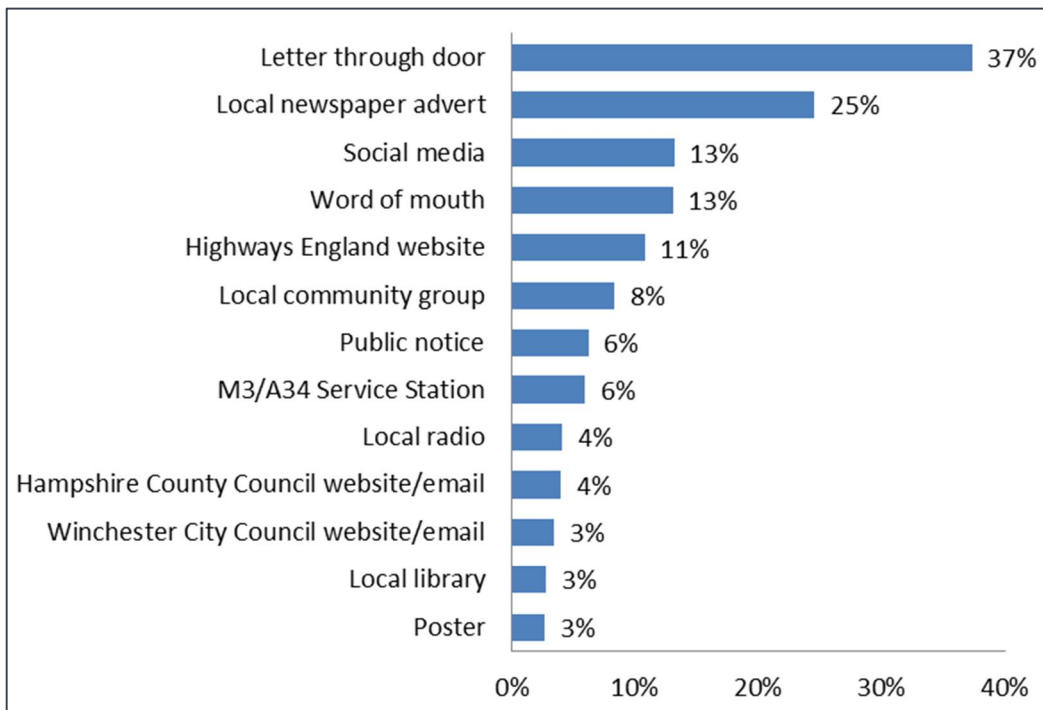
3.6.1 All data contained in the paper questionnaires was input to an electronic dataset before quality checking and merging with the online survey data. A coding frame was developed from the initial 100 responses (including both online and postal respondents) for four open questions and agreed with the Highways England project team before coding was undertaken. Additional codes were added during the coding process to capture the breadth and depth of feedback received. A copy of the final coding frame is provided in Appendix E.

3.6.2 A series of logic and range checks on the data prior to analysis was undertaken to ensure data consistency and accuracy.

3.6.3 The combined dataset was analysed using SPSS, a statistical software package designed for the analysis of questionnaire data, along with Microsoft Excel and the ArcGIS mapping software. The results of this analysis are presented in the following series of tables, charts and maps.

3.7 EFFECTIVENESS OF COMMUNICATION METHODS

Figure 3-1: Communication channel awareness

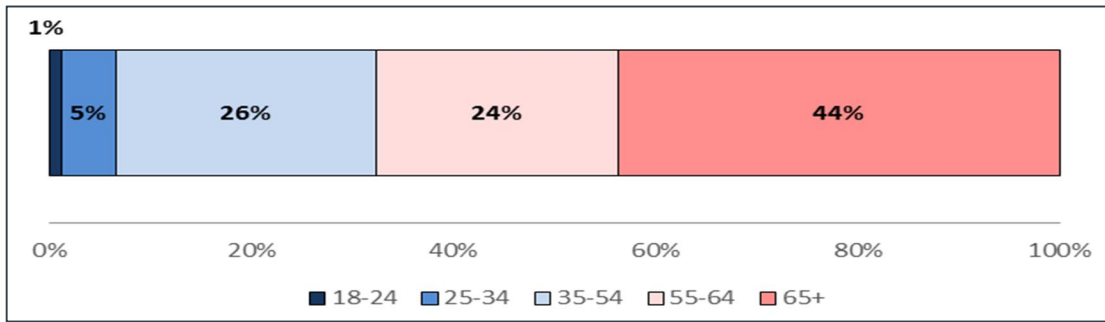


3.7.1 Just over a third of respondents had found out about the consultation via a letter through the door (37%, 315 respondents), with 25% becoming aware of the public consultation via the local newspaper advert. Social media and word of mouth were each cited by 13% of respondents with 11% sourcing information from Highways England’s scheme webpage.

RESPONDENT PROFILE

3.7.2 The age profile of respondents is detailed in the graph below in Figure 3-2. 68% of respondents are aged 55+, with 6% being 34 or younger.

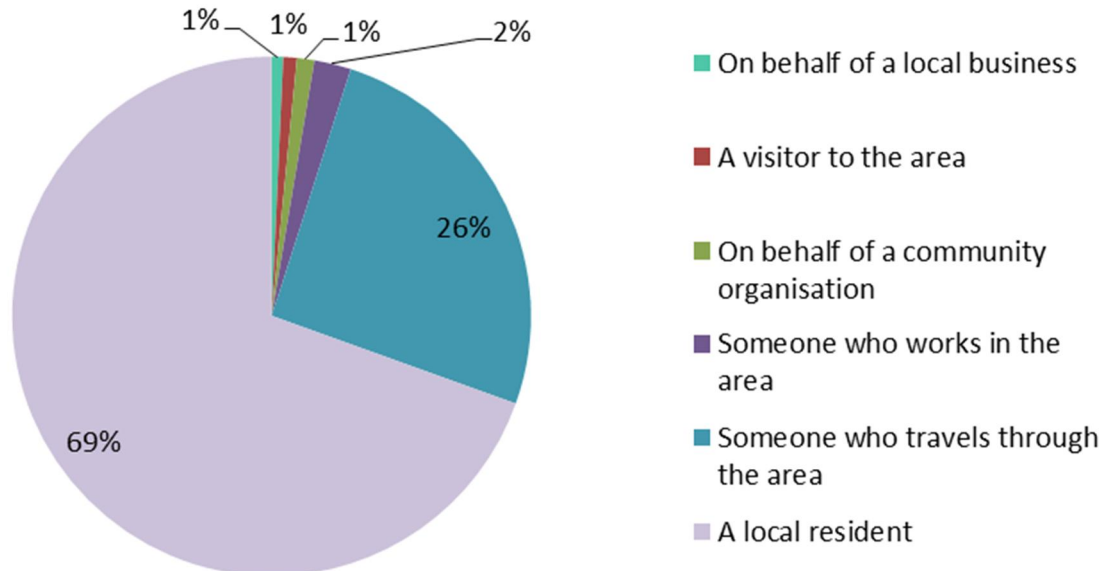
Figure 3-2: Respondent age profile



3.7.3

As can be seen from Figure 3-3, the majority of respondents are local residents (69%, 577) with around a quarter (26%, 212) being people who travel through the area, while just 2% being non-residents working in Winchester. Only 6 respondents completing the questionnaire had done so on behalf of their business, although other organisations have submitted open responses which are covered within Chapter 7.

Figure 3-3: Capacity in which responding to the consultation

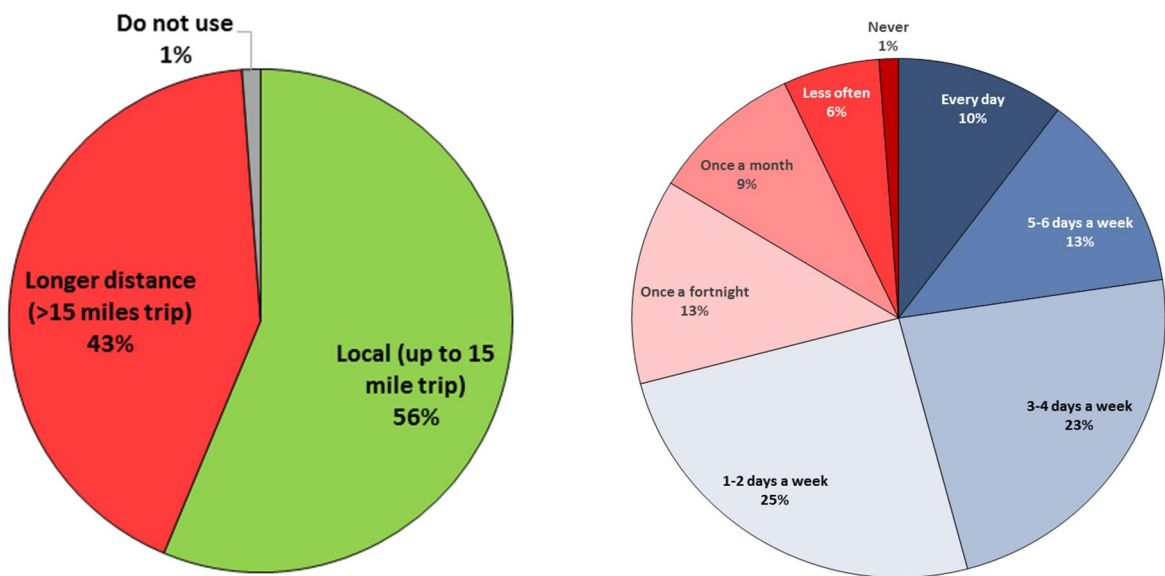


4. TRAVEL BEHAVIOUR AND EXISTING ISSUES

4.1 TRAVEL BEHAVIOUR RELATIVE TO M3 JUNCTION 9

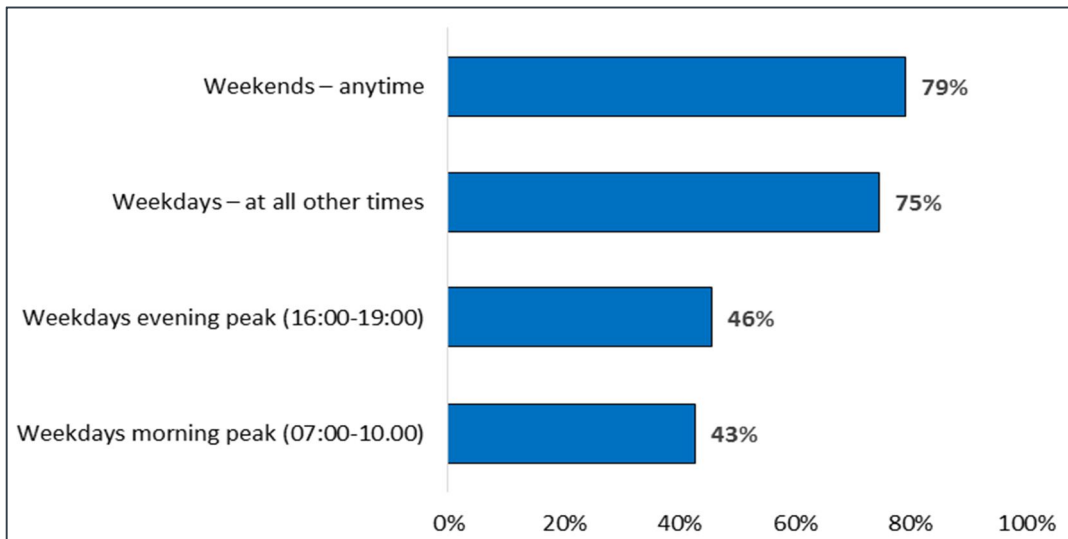
4.1.1 Over half of respondents (56%) use the M3 junction 9 for local journeys of up to 15 miles with 43% using it for longer journeys. The remaining 1% (10 people) does not use the junction at all.

Figure 4-1: Trip distance and frequency of junction usage



4.1.2 The frequency with which respondents use M3 junction 9 varies considerably, with nearly half (46%) using it at least three days a week, and a further 25% using it once or twice a week. A minority use the junction once a month or less often (15%). Similar proportions of respondents use the M3 junction 9 during the morning and evening peak (43% and 46% respectively), with 75% travelling through the junction off peak on weekdays. The majority of respondents (79%) use the junction at weekends, as shown in Figure 4-2.

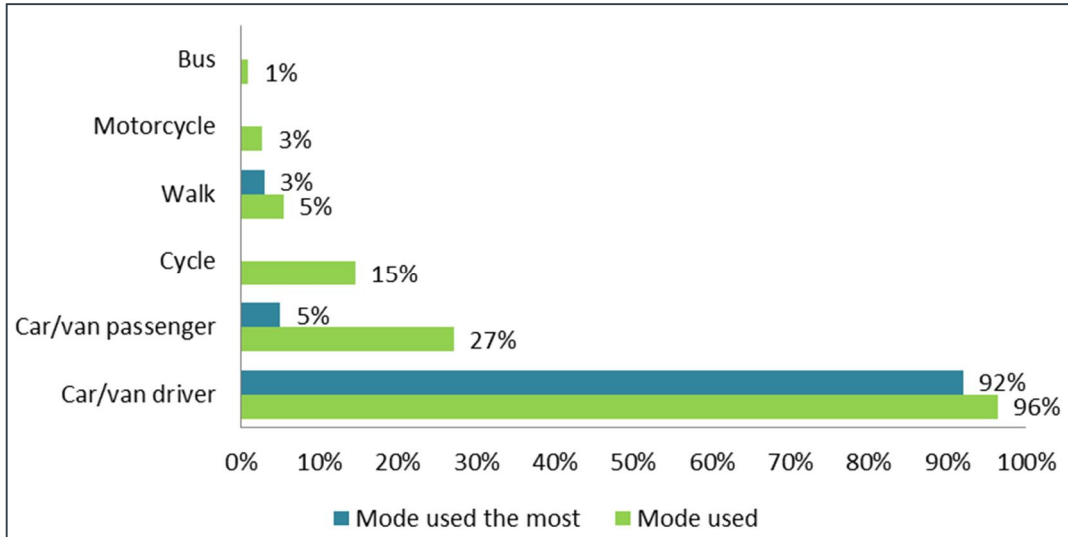
Figure 4-2: Junction usage profile by time of day and day of week



4.2 MODE CHOICE

4.2.1 Most respondents travel through the junction as a car or van driver (96%, 800 people), while just over a quarter (27%, 225) travel as a passenger. However, some respondents also walk (5%, 45) or cycle (15%, 122).

Figure 4-3: Modal use at M3 junction 9



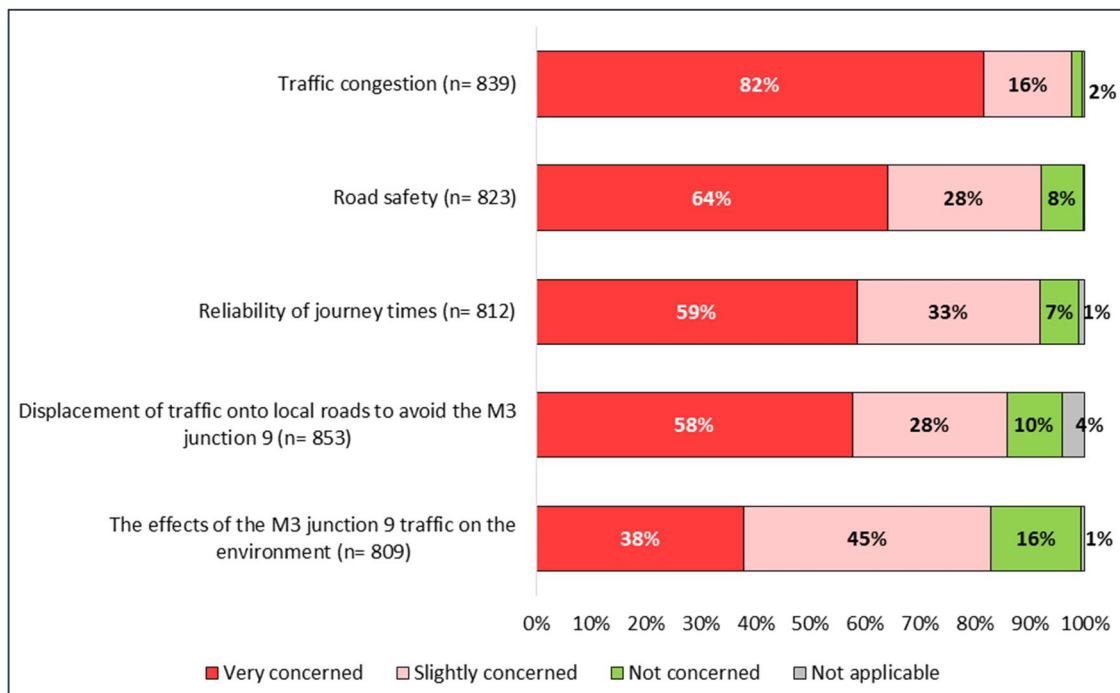
4.2.2 Driving a car/van is the mode used most often through the junction (92%), with 5% being passengers and 3% as pedestrians.

4.3 EXISTING CONCERNS AND ISSUES

4.3.1 Respondents were asked to consider the existing M3 junction 9 in its current condition and layout. A list of potential issues was provided in the questionnaire, and respondents were asked to express their level of concern with each of these using a fixed point scale from 'very concerned' through to 'not concerned'.

4.3.2 The results are shown in Figure 4-4, with traffic congestion being the top concern (98% concerned) followed by road safety (92%), reliability of journey time (92%) and 'rat running' onto local road network (86%). In addition, 83% are concerned about the environmental impacts of the M3 junction 9 traffic.

Figure 4-4: Attitudes toward current junction



5. VIEWS ON THE PROPOSED OPTION 14

5.1 INTRODUCTION

5.1.1 This chapter presents respondents' opinions on the need for improvements to the M3 junction 9, before analysing the comments made on the proposal.

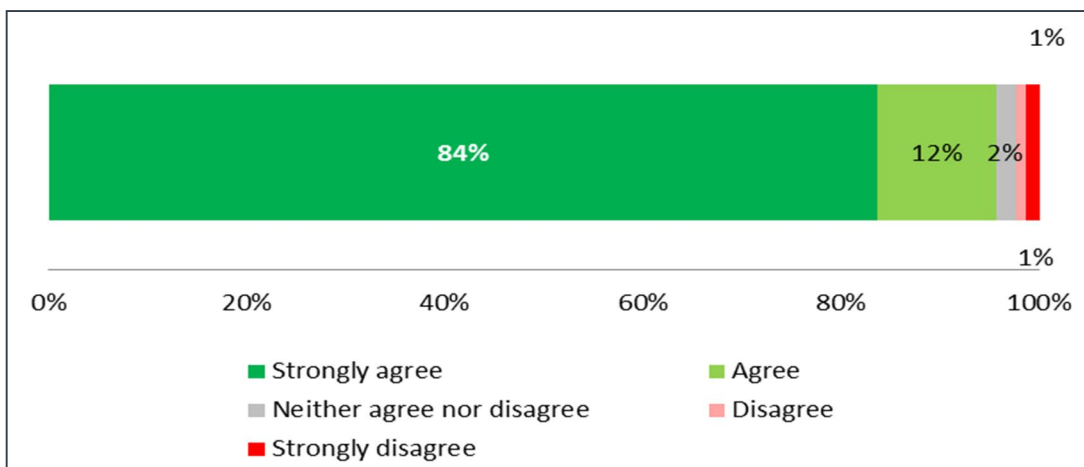
5.1.2 In addition to direct responses to questions, respondents were also able to provide verbatim comments. These have been analysed using a coding frame developed across all the issues raised, which have been categorised within themes relevant to the question.

5.1.3 A summary of the open ended responses is presented in this chapter, with the full frequency table including all codes within the coding frame provided in Appendix E.

5.2 NEED FOR IMPROVEMENTS TO M3 JUNCTION 9

5.2.1 Figure 5-1 shows that there is substantial support to improve the M3 junction 9, with 96% (817) of respondents in agreement (84% strongly agree, and 12% agree). Conversely, only 2% (16) do not believe there is a need to improve the junction. The remaining 2% (12) expressed a neutral opinion.

Figure 5-1: Level of support/opposition to improve the M3 junction 9



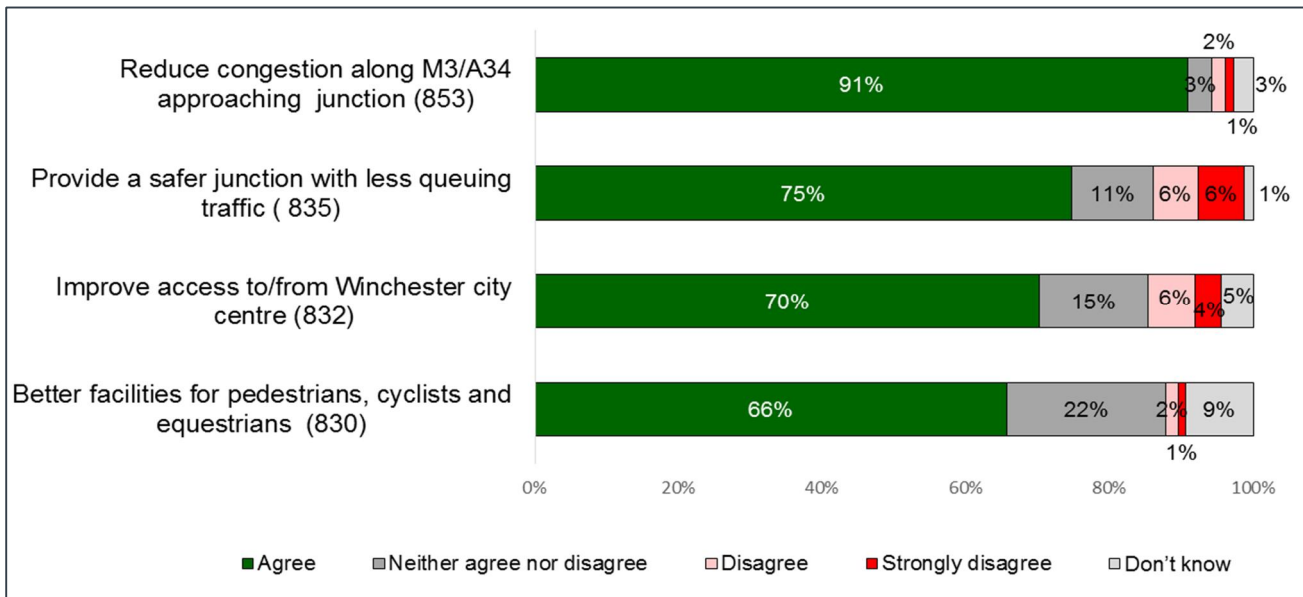
5.3 VIEWS ON PROPOSED SCHEME (OPTION 14)

MEETING THE SCHEME OBJECTIVES

5.3.1 Respondents were subsequently asked to what extent they believe that the proposed Option 14 would meet a set of four scheme objectives. The results are shown in Figure 5-2.

5.3.2 The majority of respondents feel that the proposed Option 14 will meet the scheme objectives, especially reducing congestion along the M3 and A34 approaching the junction (91%). 75% believe the scheme will improve safety for all users of the junction as there will be less queuing traffic, although a minority (12%) do not.

Figure 5-2: Opinion on whether Option 14 will meet the scheme objectives



5.3.1 A majority of 70% agree that the scheme will improve access to/from Winchester (e.g. reducing congestion on the A272 and/or Easton Road), although 10% do not.

5.3.2 In addition, two thirds (66%) believe that the scheme will provide better facilities for pedestrians, cyclists and equestrians with a new cycle/pathway.

CONCERNS ABOUT THE PROPOSAL

5.3.3 Respondents were asked to express their level of concern about the proposal (Option 14), across a range of potential issues using a fixed point scale from ‘very concerned’ through to ‘no concern’ (Figure 5-3).

5.3.4 Disruption during construction is the main concern, with 46% being very concerned and 41% slightly concerned. This is echoed within the comments raised by respondents, with 21 people voicing concern over disruption and wanting details on the routes selected for diversion during the construction phase.

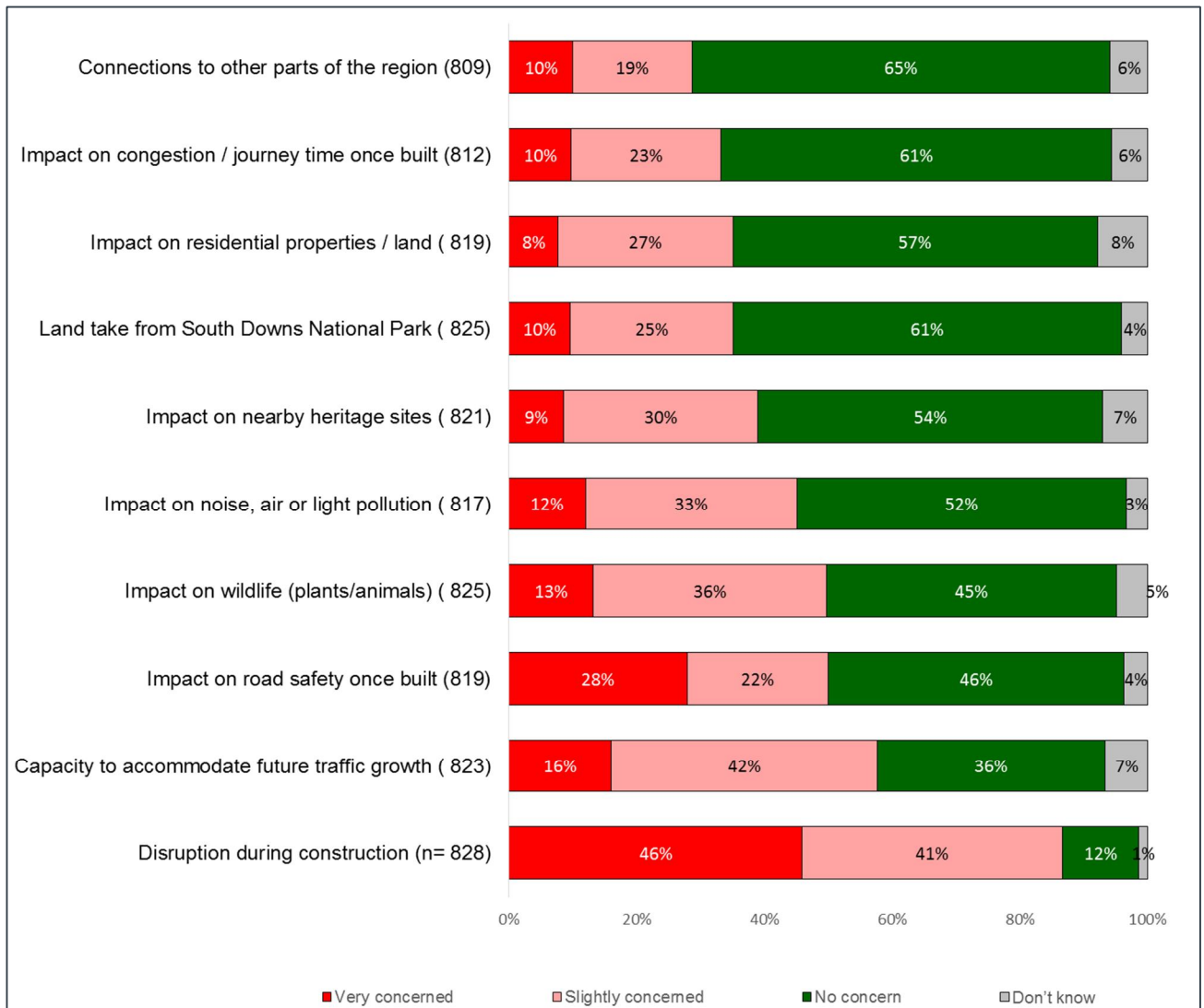
5.3.5 Over half of respondents (58%) question whether the new scheme will provide sufficient capacity to accommodate future growth in traffic, while half are concerned about the impact on road safety (50%).

5.3.6 Concern was raised about potential impacts on wildlife (49%) and the impact of noise, air or light pollution (45%).

5.3.7 Some concern was expressed about the potential impact on nearby heritage sites (39%), and 35% raised concern over the land-take from the South Downs National Park.

5.3.8 Around a third of respondents are concerned about the impact of the junction improvements to residential properties (35%) and whether there will be a discernible improvement in easing congestion once built (33%).

Figure 5-3: Concerns over the implementation of Option 14

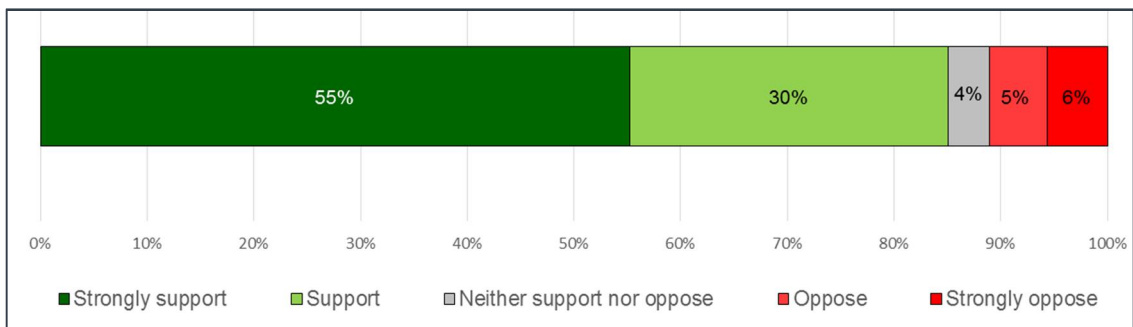


OVERALL VIEWS ON THE PROPOSAL

5.3.9

Overall, 85% of respondents are in support of the proposed Option 14 for the M3 junction 9, with 11% opposing the proposal, as shown in Figure 5-4.

Figure 5-4: Overall levels of support/opposition for Option 14



5.3.10 The main reasons cited for supporting the scheme are shown below in Table 5-1.

Table 5-1: Main reasons given for supporting Option 14

Reason	Percentage of Respondents	Number of Respondents
Will ease congestion / improve traffic flow / reduce journey times, delays.	21%	175
Long overdue / much needed / should have been done sooner.	17%	142
Will improve safety, better driving / reduce incidents or likelihood of incidents / current layout unsafe & drivers take risks.	11%	96
Support proposal / good idea.	10%	82
Good as will prevent queuing on M3 mainline.	8%	69
Will benefit local traffic / traffic in Winchester / reduce rat running.	8%	68
Good as will prevent queuing on A34 mainline.	8%	65

5.3.11 Despite the high level of support for the scheme, 18% (149 respondents) voiced concern over the safety of the design relating to the A34/A33 access from the proposed dumbbell roundabout design, with 8 people recommending the A34 is duelled throughout.

'For traffic moving from Winchester/ Tesco Extra direction to Kings Worthy/ Basingstoke (A33) there appears to be insufficient time to move from one side of the A34 (where you join) to the other side (where you leave). If there are 2 lanes of fast moving traffic on the A34 you are entirely reliant on someone letting you over or (more likely) having to force your way across by moving into someone's safe braking distance. It will cause misjudgement and further accidents. If the road is to be built, the exit for Basingstoke A33 needs to be on the same side (i.e. the near side) as the entry slip road.'

5.3.12 The Cart and Horses junction at Kings Worthy was raised as a local concern that should be addressed by 13 respondents.

'Although not strictly relevant to junction 9 improvements, there is urgent need for improvements to very dangerous the junction of B3047 and the A33 at the Cart & Horses Kings Worthy, immediately to the N of the proposed J9 improvements.'

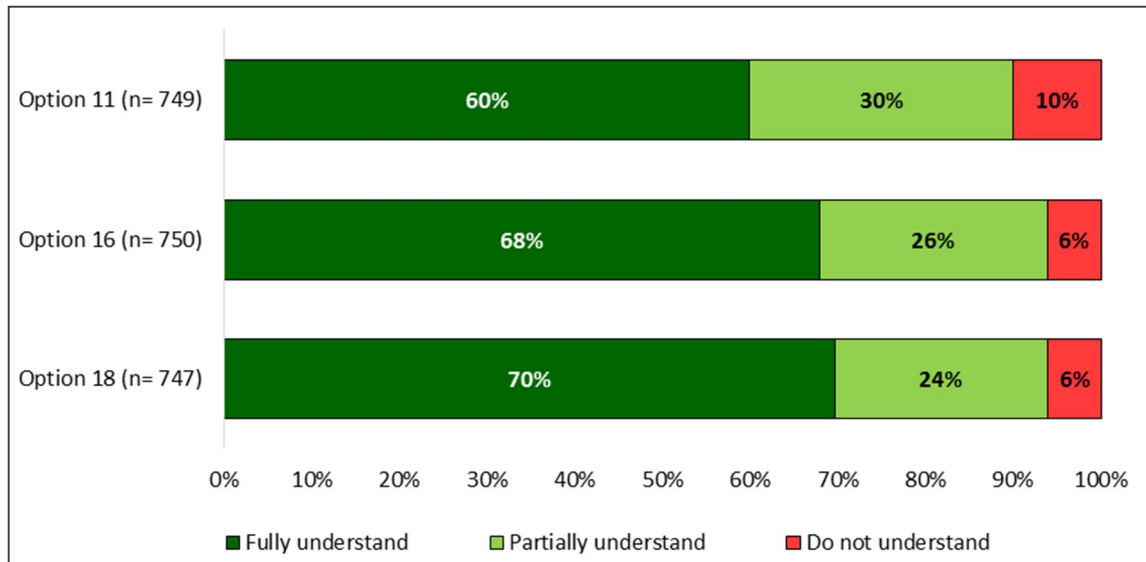
Table 5-2: Issues raised regarding Option 14

Concerns	Percentage of Respondents	Number of Respondents
Concern over safety of A34/A33 access roads.	18%	149
Oppose, slip roads are too short / should be longer.	4%	31
Issue for traffic from Winnall joining the A34 northbound.	3%	27
Concern over safety for local traffic.	3%	25
Support proposal, but concerned about construction disruption.	2%	20

5.4 REJECTED OPTIONS

5.4.1 With Option 14 being put forward as a solution, respondents were asked to what extent they understood the reasons why earlier considered options had been rejected. The results are presented in Figure 5-5 below.

Figure 5-5: Understanding of rejected options



5.4.2 The results show that most of the respondents fully understood or partially understood why Options 11, 16 and 18 were rejected, with the reason for the rejection of Option 11 not being understood by 10% of respondents. There were suggestions for more background information about the rejected options, including detailed drawings and visualisation to better understand the decisions made. A few respondents (six) would prefer Option 11 to have been put forward instead of Option 14, as illustrated below:

'I assume it [Option 11] would involve building a new bridge over the Itchen to widen the curve radius consequently increasing the project cost and the environmental impact but this information isn't actually given. Future proofing the route by providing a 70mph connection seems worth extra money, if it is the bridges as described presumably these will need replacing at some point anyway, replacing them now or at least designing the route so that it can be increased to 70mph in the future when the bridges are replaced seems like a longer term view.'

5.5 OTHER COMMENTS

5.5.1 Respondents were given an opportunity to provide any additional comments in relation to the proposed junction improvements scheme. In total 458 comments were received, with the most common themes mentioned shown in Table 5-3.

Table 5-3: Further suggestions made by respondents

Suggestion	Percentage of Respondents	Number of Respondents
Proposed layout looks unsafe / will cause accidents	13%	101
Vehicles on A34 will be travelling fast - difficult to merge / different speeds - especially slow vehicles	8%	62
Concern over junction layout / poor design/ don't like design	6%	48
Take steps to minimise impacts of construction on traffic flow	4%	34
Proposed cycle path is not direct / alternative suggestion for cycleway	4%	27
Support, but taking too long to deliver	4%	27
Slip roads appear short / not long enough	3%	24
Route A33 traffic across A34 via underpass/overpass	3%	23
Long overdue / much needed / should have been done sooner	3%	21
Slip road from Winnall roundabout is very short	3%	20
Cyclist safety concerns	3%	19
Reduce speed limit on section of A34	2%	18
Improved / good quality signage / lane markings needed	2%	14
Enforce speed limits / lane management etc.	1%	13
Take steps to minimise environmental impacts of construction	2%	12
Improve junction with Cart and Horses	1%	11
More information needed on traffic management during construction	1%	11

5.5.2

The issue causing most concern is the perceived safety when using the proposed layout (13%, 101 respondents). The most commonly raised area of concern was accessing the A34 from junction 9 and then changing lanes on the A34 in order to access the A33. This is already cited as a hazard of the existing junction layout and is raised across the various comments in the questionnaire.

'Having to cross a lane of fast moving traffic going north from the A34 to the A33 (to Kings Worthy) is dangerous.'

'... from a safety point of view, we are very concerned that local traffic from Easton Lane to the A33 northbound (e.g. travelling from central Winchester of the trading estate at Winnall - Tesco in particular - to Alresford or Kings Worthy via Easton Lane) has to join the busy A34 and almost immediately move to the right hand lane in order to exit onto the A33 northbound. This could cause serious accidents, even if (as seems sensible) the speed of the northbound flow of traffic from the M3 to A34 is restricted. In all cases where carriageways divide (north and south bound) there should be sufficient distance and forewarning signage for traffic to enable traffic move into the correct lane.'

5.5.3 While the proposal provides a new cycleway / footpath, some cyclists feel that this is not a direct route and could be enhanced (4%, 27).

'Users (cyclists) should be involved in the final detailed design of the proposed combined cycle / foot path to ensure that the surface treatment, curves, gradients, sight lines, screening, lighting and signage make passage easy, non-threatening and inviting.'

'Cycling from Kings Worthy to Winnall is not satisfactory. An improvement would be to put a cycle route between the A34 Northbound and the Winnall Moors nature reserve, linking onto the roads in the industrial estate. It will need a solid barrier between the A34 and the cycle route. Also the cycle route crossing the M3 does not have a good barrier between the traffic and the cycle route'

5.5.4 Respondents echoed comments already made regarding the need to minimise disruption during the construction (4%, 34) as well as minimising impact on the environment (2%, 12), as illustrated below.

'As a community group who are working in the Itchen Valley to increase the wildflowers in our verges and public spaces, we are very concerned that the landscape planning should include planting and management of wildflowers. Hampshire County Council are way behind other counties in using wildflowers instead of mown grass monoculture on road verges and public spaces, so I hope that the Highways Agency might do better with this project. Especially as some of the land will be coming from South Downs National Park.'

'Concerned about noise from any new elevated sections. At Abbots Worthy we suffer significant noise bouncing back off Winnall Down as the M3 rises to the Winnall roundabout (J9). Possible enhanced local air pollution from any elevated segments.'

'During construction, there should be no 'blanket closures' of the NUM routes, without short enough signed diversions.'

6. STAKEHOLDER RESPONSES

6.1 INTRODUCTION

6.1.1 This section provides an overview of the questions, responses and any other issues which were raised at each of the briefing events. In undertaking discussions and stakeholder briefings, a number of summary notes were created to provide a link between the consultation brochure and the background reports on a range of topics, including:

- Environmental Assessment;
- Planning Policy;
- Scheme Development; and
- Traffic Modelling.

6.1.2 Each stakeholder submission has been tabulated to indicate the individual's overall position in relation to the proposed scheme, Option 14.

Table 6-1: Summary of question and answer session at the Councillors Briefing Event

QUESTION	ANSWER
<i>“Is anything being done regarding the number of accidents that occur between junctions 9 and 13 of the M3?”</i>	The Smart Motorway scheme for this section should work to control speeds and improve safety.
<i>“Is the Smart Motorway work a definite?”</i>	There is a RIS1 commitment to deliver the Smart Motorway scheme.
<i>“Is there scope for a filter lane at the small roundabout at Homebase / Tesco to avoid traffic jams at this point for local traffic?”</i>	The Winnall roundabout will serve local traffic rather than traffic flowing between the A34 and M3 once the scheme has been completed therefore traffic should flow more freely in the area. We will take away these comments and look at what will work; the design process is not completed.
<i>“How will movement from changing lanes as approaching the junction be addressed?”</i>	Improved signage will help reduce incidences but there will always be an element of lane movement. These issues will be considered as part of the Road Safety Audit (RSA) of the scheme.
<i>“What is the construction duration of the project?”</i>	Estimated timescale is June 2021 to 2023.

QUESTION	ANSWER
<i>“During the transition, will the north / south traffic direction remain the same? Will the junction be closed and traffic diverted through Winchester City Centre?”</i>	To minimise impact we will build stretches offline and divert the traffic to those sections when completed as much as possible. It is likely that there will be night works and potential weekend working.
<i>“National Cycle Route 23, how are you keeping cycles away from traffic through the new scheme?”</i>	The cycle route through the scheme will be off road and along the bridge section, separated at grade. This was discussed further at the NMU briefing on Thursday, 11 January.
<i>“What will happen to the current bridge?”</i>	It will be demolished.
<i>“How do you see the traffic impact on Easton Lane during construction?”</i>	Off-line work will commence first as it is important to keep junction 9 flowing. There will be overnight closures and at worst weekend closures. The A34 will be diverted onto the new route as it is constructed.
<i>“Has traffic flow analysis during the construction works been undertaken?”</i>	This will be looked at during the design stage.
<i>“When there is an issue on the M27 between junctions 11 and 12, traffic is diverted through Otterbourne Village, Hursley, and Winchester. There is a worry that during the construction period traffic will regularly use these routes.”</i>	Highways England is engaging with Hampshire County Council & Winchester City Council to ensure the local network is not adversely impacted.
<i>“There is a lot of landscaping and embankments proposed. What sort of vegetation cover will be used and will it help with air and noise quality?”</i>	Air and noise quality assessments have been undertaken for the scheme. There is no definitive vegetation choice yet; this will be undertaken during the detail design work.
<i>“Are we assuming a lot of traffic will be electric vehicles?”</i>	No.
<i>“How much is this costing?”</i>	Currently approved budget is £50-100m. We anticipate the project being towards the top end of this but this will be refined further as the project progresses.
<i>“Is this a ‘done deal’?”</i>	These funds have been committed by the Government.

QUESTION	ANSWER
<i>“Can the A31 to the roundabout route be added to the visualisation video?”</i>	There is not enough time to accommodate this before the public information events. There will be no works undertaken to the A31 as part of this scheme except for tying the road into the new roundabout.
<i>“Is something going to be done about the Cart and Horses route to the A34 / M3?”</i>	No, it is outside of the footprint for this scheme. Engagement with Hampshire County Council will be undertaken to highlight the concerns.
<i>“What are the timings of the Smart Motorway scheme on the M3 junctions 9 to 14 compared to these works?”</i>	The Smart Motorway scheme is ahead of this scheme.
<i>“What are the timings of the Smart Motorway scheme on the M27 compared to these works?”</i>	The Smart Motorway scheme is ahead of this scheme. The team will collaborate with the Smart Motorway teams to ensure minimum impact.

6.1.3

At the briefing event, the councillors were pleased that something is being done to combat traffic on M3 junction 9. Although there were many questions, the general attitude was positive, and the councillors felt satisfied with the answers given.

Table 6-2: Summary of main questions at the NMU Briefing Event

QUESTION	ANSWER
<i>“Is there scope for a filter lane at the small roundabout at Homebase / Tesco to avoid traffic jams at this point for local traffic?”</i>	The Winnall roundabout will serve local traffic rather than traffic flowing between the A34 and M3 once the scheme has been completed therefore traffic should flow more freely in the area. We will take away these comments and look at what will work; the design process is not completed.
<i>“How will movement from changing lanes as approaching the junction be addressed?”</i> <i>(A33 diverge and SB approach to J9)</i>	Improved signage will help reduce incidences but there will always be an element of lane movement. These issues will be considered as part of the Road Safety Audit (RSA) of the scheme.
<i>“National Cycle Route 23, how are you keeping cycles away from traffic through the new scheme?”</i>	The video currently shows a buffer zone along the bridge section however this will be discussed with walking, bicycle and equestrian user groups and finalised during the next stage of design. (at NMU briefing, cycle group representatives stated they required a physical barrier not a buffer zone as the buffer zone would be eaten into as the roundabout is widened over time, similar to existing).

- 6.1.4 There were three main themes to questions asked at the NMU briefing event, with attendees appearing content with the responses and had a positive attitude towards the proposed improvements as long as there are further improvements to the NMU facilities. Other issues raised at the briefing are shown in Table 6-3.

Table 6-3: Other issues raised at the NMU Briefing Event

OTHER COMMENTS MADE AT BRIEFING	
	Information on the website about the project is misleading regarding future development. It suggests that the project includes housing development.
	Kings Worthy footpath should as a minimum be a cycleway and should be built to extend all the way to cart and horses interchange (HCC road reserve after the B3047).
	Attendees want to meet with Highways England while the design is developing NOT after it has been completed.
	A33 diverge arrangement is dangerous. It is already unsafe and the proposal makes it worse.
	All cycleways should be as a minimum 4m wide in order to future proof them.
	There should be barriers between the cycleway and the road.
	1 in 50 is an acceptable gradient for mobility access.
	The left turn on the Kings Worthy path between the two bridges is too sharp and gives no forward vision of the ramp.
	Noise assessment should assess the impacts on the Itchen Valley.
	Show PROW on the scheme drawings.
	A map showing the surrounding villages relative to the scheme would be useful.
	A map showing land take would be useful to show how much land take.
	The reports (e.g. TAR & EAR) published do not have all appendices.
	Environmental Constraints Plan is not strictly showing constraints, for PROW, they are presenting opportunity. We discussed that possibly we can rename it as Environmental Plan.

- 6.1.6 The business briefing raised significant discussion. The business representatives were concerned about any potential negative impacts on their business; however attendees were satisfied with the answers received to their questions. Overall, businesses were not impressed with the length of time needed to deliver the improvements, but were willing to assist the process in any way they could. In particular, they raised safety concerns regarding transfer of traffic from A34 to A33. It was also noted that any subsequent land-take would be subject to strict legal processes.
- 6.1.7 There was some scepticism about whether the scheme will go ahead, and how difficult it would be to complete these improvements in the future.

Table 6-4: Summary of Question and Answer session at the Business Briefing Event

QUESTION	ANSWER
<i>This is long overdue; Can you keep us notified of what you're doing and when you're doing it?</i>	There will be a forum. We will send you updates with detailed design. We will start a mailing list which will include you all.
<i>I haven't driven on the A34 without congestion for years. Can the road be increased from 2 to 3 lanes?</i>	A34 will be an expressway, but there are no plans to expand it to 3 lanes. There are some road strategy documents (mainly Midlands to Solent route) which detail public concerns over safety, which may also help answer this question.
<i>There will be increased traffic and poor signage, how will you improve the flow of traffic?</i>	We will change signage to ensure that it meets the requirements. There are signage strategies online, which you can have a look at.
<i>I am concerned for members of the Chambers of Commerce as timings of the works don't start for 2.5 years. There will be delays around the junction. We are losing staff due to the journey times. I am also worried about air quality due to the fumes coming from vehicles. There are problems much further afield in the Midlands and also the ports, impacting imports and exports. Is there anything we can do to make it quicker?</i>	We are starting to engage with everyone at an early stage of the improvements. This is because if there are any major changes we will have time to change them. We are also coordinating with other projects in order to make sure that Southern Hampshire road network is not under road works at the same time. There are also legal time scales involved in this project, but we are also making sure that we give everyone time to comment. Any opportunities for acceleration will be taken.
<i>Will you be working on both smart motorway and junction 9 at the same time?</i>	We are currently looking for as many efficiencies with other project teams as possible. There is a possibility that the smart motorway scheme could be brought forward, so that the road capacity is higher before the junction 9 improvements start.
<i>Are you talking to rail operators and other transport hubs as they will see an increased demand throughout the works?</i>	We will be considering other transport modes and contacting them in due course.
<i>Are you liaising with the County Council with regards to the Movement Strategy?</i>	There will be regular dialogue with the county council regarding the legal aspects of the scheme.
<i>With regards to the boundary of the national park, how will the improvements affect this? How will the project be funded?</i>	We are proposing some land take from South Downs national park; however we don't know the exact extent yet. The scheme will be Highways England funded.
<i>Time scales for completion? Do you expect any major barriers to completion?</i>	We have engaged with a lot of environmental bodies and we have not had a huge amount of concern. From the feedback that we have received thus far, there is support for the scheme. However, as it moves towards statutory consultations, we cannot rule out possibility of objections.

QUESTION	ANSWER
<i>Could you make the bridge wider, so that you don't have to retrofit it in years to come?</i>	We have looked at the traffic modelling and the proposal caters for the requirements. We don't really have the funding to make the bridge wider than required as it will set precedence for other projects, which will mean impact on funding for this and other schemes.
<i>Does the dumbbell format of the roundabout actually work? I don't know many other examples (except south of Newbury).</i>	There will be about 60% less traffic on the roundabout due to the free flowing link. The model is showing that the junction works, however this will be further developed in next stages.
<i>The junction is modelled up to 2038; will there be capacity up until then?</i>	Yes, one of the main issues we've taken into account is existing pinch point at A34. In our proposals, we are keeping 2 constant lanes on the A34; we are creating smooth traffic flow thus increasing capacity on the A33.
<i>How will junctions 10 + 11 and their accesses be affected by the scheme?</i>	Along with other schemes such as M271, M27 SMP and M3 J9, there is a SMP scheme for J9-15 which will help alleviate any congestion issues beyond J9.
<i>Have you looked at the impacts on Spitfire Link?</i>	Yes, as about 60% of the strategic traffic is removed from the junction, the scheme is generally benefiting the local movements. However, the detailed design will further consider the need for signals on roundabout.
<i>Have you got Traffic Demand Management (TDM) money to mitigate any issues of the works? Other Highways England projects have had this money provided to them.</i>	There is a limited opportunity for the model shift in this area. We will consider the traffic demand management issue and will undertake necessary internal consultations.

7. OTHER RESPONSES

7.1 INTRODUCTION

7.1.1 In addition to the stakeholder submissions, correspondence was also received via the Highways England Customer Care Centre, through which respondents sought to feedback their views on the proposals. This chapter summarises the 51 responses to the consultation, 36 emails, eight phone calls and seven letters through the Customer Care Centre.

7.1.2 Overall, 15 stakeholders and 24 members of the public gave feedback on the proposed scheme via email, letter or phone.

7.1.3 There were a further 12 people who enquired about the consultation itself, with five enquiries about sending out the appendices of the documents, three requests for additional brochures and questionnaires, and two enquires about the closing deadline. Two people sent additional information to support their questionnaire responses.

7.1.4 As with the open-ended questions within the questionnaire, all comments have been coded to the coding frame (grouped thematically). The codes have been analysed to identify the frequency with which a particular issue or comment has been raised.

7.2 RESPONSE ANALYSIS

7.2.1 Table 7-1 presents the codes that were the most common and amass a proportionate percentage of the overall coded responses. A full frequency table including all codes and the coding framework used for this analysis is given in Appendix E.

Table 7-1: Summary of correspondence response

Description	Frequency	Percentage
A34/A33 merge – diverge junction	13	19%
Environmental impacts of proposed junction: air pollution; noise pollution; River Itchen	7	10%
Enquiring about more information about the scheme	5	7%
Reference to the Cart and Horses junction	4	6%
Removal and planting vegetation involved with the new proposals	4	6%
Suggesting an alternative design	2	3%
Early engagement with members of the public and stakeholders	2	3%
Extra questionnaire material and deadline information	2	3%
The new NMU path must be of an adequate width and separation from motor traffic wherever the footway/cycleway is adjacent to the motor vehicle carriageway.	2	3%
Timing of project, finishing in 2023	2	3%

- 7.2.2 The most common issue raised via letter and email relates to the A34/A33 merge and diverge. This was mentioned 13 times (19%). Many individuals and stakeholders perceived this part of the design to be unsafe and requiring a further review. Some responses included modified designs suggested to alleviate this particular problem.
- 7.2.3 The second most common response was the environmental impacts of the scheme including noise, air pollution and pollution of the River Itchen was mentioned seven times (10%) by stakeholders.
- 7.2.4 Four respondents raised the issue of the Cart and Horses junction which is a local hot spot for accidents in Kings Worthy with the junction of A33.
- 7.2.5 Local flora and habitat were noted four times, with particular reference to the South Downs National Park, suggesting the removal and rehousing of plants (in particular wild orchids) from the current junction and planting local wildflower seeds on the verges of the new junction.

8. EVALUATION OF CONSULTATION

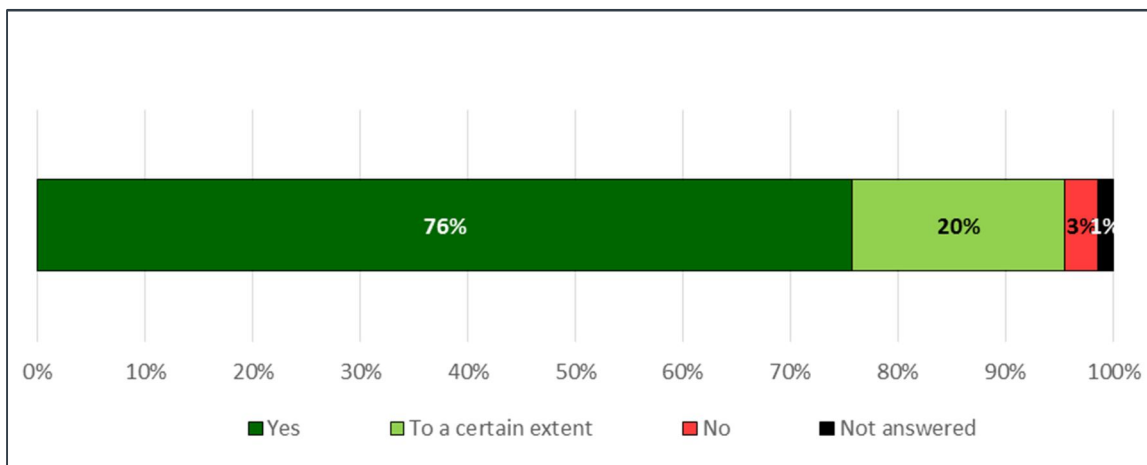
8.1 INTRODUCTION

8.1.1 This chapter analyses how useful the consultation material and events were in addressing any questions that people had.

8.2 MATERIAL USEFULNESS

8.2.1 825 respondents commented on the usefulness of the published materials, as shown in Figure 8-1 below.

Figure 8-1: Usefulness of consultation materials



8.2.2 Around three quarters (76%) found the consultation material useful, with a further 20% finding them slightly useful. In particular, there was praise from 18 respondents for the visualisation demonstrated at the events and on the webpage, in helping people to understand how the scheme could look once realised.

'The 3D graphic simulation of the road scheme is invaluable in understanding it [the proposal, Option 14]'

8.2.3 A minority of 3% (25 respondents) felt the materials were not useful to them. These would have liked more detailed information and maps, especially on the rejected options.

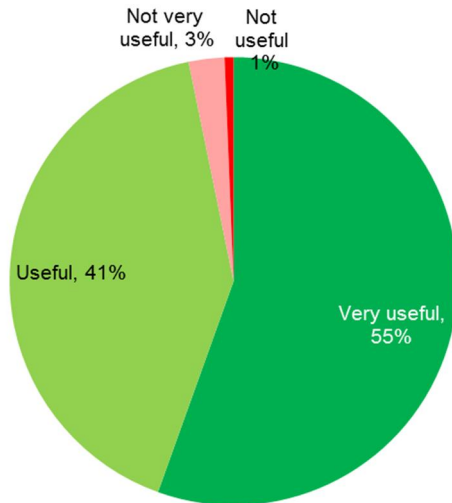
8.3 EXHIBITION USEFULNESS

8.3.1 As described in Chapter 3, five public information events were held for the M3 junction 9 improvements scheme, with additional invite-only events held for potentially impacted councillors, NMUs, landowners and local businesses. The exhibitions were held on both weekdays and weekends, at a range of locations throughout the area to maximise the opportunities for local people to attend, with attendees being complimentary on their usefulness:

'I found the M3 J9 exhibition to be excellent and I will be completing the online consultation questionnaire.'

8.3.2 The exhibitions were hosted by members of the project team from Highways England and their consultant, WSP. Specialists on highway design, traffic modelling, land & property and environment were on hand to ensure queries raised during the consultation events could be properly addressed.

Figure 8-2: Level of event usefulness (n=310)



8.3.3 Amongst the 830 people attending events, 310 provided feedback by completing the consultation questionnaire. As can be seen from Figure 8-2, the vast majority of these respondents (96%, 300) found the event either very useful or useful. Conversely only 4% of respondents said that they did not find the exhibitions useful in terms of answering their questions.

9. PRESS AND SOCIAL MEDIA

9.1 LOCAL PRESS COVERAGE

9.1.1 The M3 junction 9 improvement scheme featured in local press during the consultation period as follows:

- Hampshire Chronicle – Headline: M3 bottleneck to be eased (5 January 2018, Pages 1-2)
- Southern Daily Echo – Headline: Plans for £100m M3 bottleneck fix set to be completed by 2023 (10 January 2018, Online)
- Hampshire Chronicle – Headline: £100m scheme for junction 9 (11 January 2018, Page 1)
- Hampshire Chronicle – Advert: Have your say (11 January 2018)
- Mid Hampshire Observer – Headline: Major overhaul for M3 Winchester junction (11 January 2018, Page 1)
- Hampshire Chronicle – Letter: M3 plan danger (18 January 2018)
- Hampshire Chronicle – Headline: Calls for multi-million pound improvements at notorious M3 junction 9 bottleneck to start sooner (5 February 2018, Online)
- Southern Daily Echo – Headline: Plans to improve ‘worst bottleneck’ at motorway junction get backing from businesses (27 February 2018, Online)

9.2 SOCIAL MEDIA COVERAGE

9.2.1 The M3 junction 9 improvement scheme featured on two social media platforms as shown in Table 9-1.

Table 9-1: Social media coverage


LOCATION	WHO	DATE	CONTENT
Twitter	Highways England S East	At the start of the consultation period and each day before consultation events	Please visit our M3 junction 9 drop-in session tomorrow, to meet our project team and learn more about the improvement scheme.
Facebook	Wave 105	9 January	M3 /A34 redesign visualisation– 300 shares, 50,000 views.

9.3 PRESS RELEASE

9.3.1 A press release was issued on the first day of the Public Consultation period as shown in Figure 9-1.

Figure 9-1: Press release

Major overhaul for M3 Winchester junction - GOV.UK Page 1 of 3



1. Home (<https://www.gov.uk/>)


Press release

Major overhaul for M3 Winchester junction

A major road upgrade that will improve journeys on the M3 and the A34 in Hampshire has been unveiled by Highways England today (Tuesday 9 January).

Published 9 January 2018

From:
Highways England (<https://www.gov.uk/government/organisations/highways-england>)



Junction 9 of the M3, where it meets the A34 near Winchester will be redesigned under the plans to create dedicated free flow lanes which will allow drivers travelling between the M3 and the A34 to avoid using the junction roundabout. The roundabout itself will be redesigned into a new 'dumbbell' layout, which will increase capacity, improve safety and make journey times more reliable.

The plans go on show today in a public consultation lasting until 19 February 2018.

Highways England project manager Simon Hewett said:

Junction 9 is a vital interchange between the M3 and A34. With more than 6,000 vehicles using the junction each hour during peak times, it can often become congested, with queues backing up onto the main carriageway.

The proposals we are publishing today will resolve that by separating out local and long distance traffic. With the new dedicated link roads, through traffic will not have to stop at the roundabout, freeing it up for local traffic and commuters. We are improving access for pedestrians, cyclists and equestrians too. I urge anyone interested to send us their feedback and to come along to one of our exhibitions.

Dr Mike Short CBE, Chairman of the Enterprise M3 Local Enterprise Partnership (LEP) said:

<https://www.gov.uk/government/news/major-overhaul-for-m3-winchester-junction> 15/02/2018

We are delighted that the proposed improvements to junction 9 of the M3 have progressed to the stage of public consultation. This scheme is key investment in our transport infrastructure to support the local economy, by easing transport congestion, which businesses in our area state is a major barrier to growth.

The improvements to junction 9 are critical to enhancing the strategic corridor that runs all the way from the Port of Southampton to the Midlands and the North, which will help to rebalance the national economy. This corridor has a major national and regional strategic role and this improvement scheme is very welcome.

The M3 is the main road between London and the Solent Ports, while the A34 is the main corridor between the south coast and the Midlands. Around 110,000 vehicles use the junction every day, including over 5,500 HGVs, from Southampton and Portsmouth Docks.

The proposed free-flow interchange will help to reduce congestion by removing the need for through traffic to use the roundabout, in turn improving safety. The proposals include:

- introducing free-flow slip roads, both northbound and southbound between the M3 and A34, so traffic intending to use the interchange will not need to enter the roundabout at the junction
- reconfiguring the roundabout to a new 'dumbbell' road layout increasing capacity and reducing congestion
- upgrading the cycle routes to complete the gap in route 23 of the National Cycle Network
- upgrades to footpaths and improved bridleway access for horse riders

The improvements outlined by Highways England today would mean crucial additional capacity for the junction to improve journeys and support development in the Winchester area, which includes up to 11,000 homes and 17,200 jobs in the Winchester area. The proposals will also help to support developments at Southampton container port which are expected to increase freight traffic on the M3 and A34 by one third of the current levels.

Funding for the scheme comes from the Department for Transport's £15bn Roads Investment Strategy, announced in 2014, which is providing people with better journeys, cutting congestion and improving the economy.

A public consultation on the proposals starts today and runs until 19 February. Highways England is holding five information exhibitions at venues in Winchester and Kings Worthy so that people can examine the proposals and put any questions directly to the project team.

All responses to the consultation will be carefully considered before an announcement is made on a preferred route later this spring. Subject to a successful outcome, construction could start in 2021 and take around two years to complete.

Details on the proposals and the dates for the information exhibitions, along with the opportunity to give us your views are available on the consultation page.

(<https://highwaysengland.citizenspace.com/he/m3-junction-9-improvements/>)

General enquiries

Members of the public should contact the Highways England customer contact centre on 0300 123

5000.

Media enquiries

Journalists should contact the Highways England press office on 0844 693 1448 and use the menu to speak to the most appropriate press officer.

Published 9 January 2018

Related content

- Related press releases (https://www.gov.uk/government/announcements?announcement_filter_option=press-releases&departments%5B%5D=highways-england&people%5B%5D=all&topics%5B%5D=transport&topics%5B%5D=uk-economy&world_locations%5B%5D=all)

Policy

- Road network and traffic (<https://www.gov.uk/government/policies/road-network-and-traffic>)

10. NEXT STEPS

10.1 INTRODUCTION

10.1.1 This chapter sets the key emerging themes from the public exhibitions and the steps that will be undertaken to respond to these themes within Stage 3.

10.2 KEY EMERGING THEMES

10.2.1 While there is support for Option 14, several issues have been raised that require consideration within Stage 3:

- Access from junction 9 to the A33 – Residents were concerned about the short distance available for them to merge onto the A34 and then move across a lane in order to use the offside diverge to the A33. Residents were also concerned about undertaking this manoeuvre with cars on the A34 travelling at 70mph and with the high Heavy Goods Vehicle (HGV) usage of the A34 making it a difficult manoeuvre. Further design will be undertaken to investigate alternative solutions which would make this a safer arrangement.
- The junction 9 NMU path – A 4m wide path would be preferred to allow for future growth of cyclists. The path should be segregated from the junction 9 carriageway. The subways should be wide enough to provide sufficient visibility.
- Junction 9 to River Itchen footpath – The footpath, although an improvement on the existing, should be made cycleway compliant and extended to the Cart & Horses junction on the A33. Where there are sharp turns on the footpath these should have sufficient visibility for cyclists.
- A34 southbound – the weaving between the access from the A34 southbound to junction 9 and the M3 SB offslip was perceived to be short and should be increased. An auxiliary lane should be added to the A34 southbound link between the A33 and junction 9 diverge. The M3 underpass should be widened to 3 lanes on the A34 southbound to allow for future growth.
- Easton Lane to the A34/M3 northbound slip road – Several members of the public suggested a dedicated free flow lane from Easton Lane to the A34/M3NB slip road due to the high proportion of HGV's accessing the trading estates on Easton Lane from the M3 and A34.

10.3 ALTERNATIVES PROPOSED

10.3.1 All options considered during PCF Stage 1 and 2 were displayed at the exhibition and detailed in the brochure as rejected options. The public generally understood the reasons for rejecting these options, however the least well understood reason was for Option 11.

10.3.2 A primary concern for the local residents was the access from junction 9 to the A33. The public perceived the manoeuvre from the A34 merge to the offside diverge to the A33 to be unsafe, with some alternative solutions being proposed to improve this arrangement. These will be considered further in PCF Stage 3 with a preferred alternative progressed into preliminary design.

Appendix A

SCHEME BROCHURE

M3 junction 9 improvements scheme

Have your say



January to February 2018

M3 junction 9 improvement scheme

Have your say

Introduction

About us

Highways England, formerly the Highways Agency, is the government company charged with operating, maintaining and improving England's motorways and major A roads. We are responsible for the M3 motorway in Hampshire.

The Government's Road Investment Strategy 2015-2020

In 2014, the government released its Road Investment Strategy, announcing £15 billion to invest in England's strategic road network between 2015 and 2020. The funding will be used to increase the capacity and condition of the network in key areas, including the M3 junction 9 to upgrade the junction to allow free movement from the A34 to the M3.

About the junction

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. As well as being a key route to and from Winchester and the surrounding areas.

Have your say

This brochure provides a summary of the proposal together with information about the development of the scheme. Further information is available within this brochure and via our website.

You can find out more at one of our public information events. Our team of experts will be on hand to answer your questions. See page 12 for dates and venue.

We will be seeking your feedback over a 6 week period, from Tuesday, 9 January 2018 to Monday, 19 February 2018.

Need for M3 junction 9 improvements

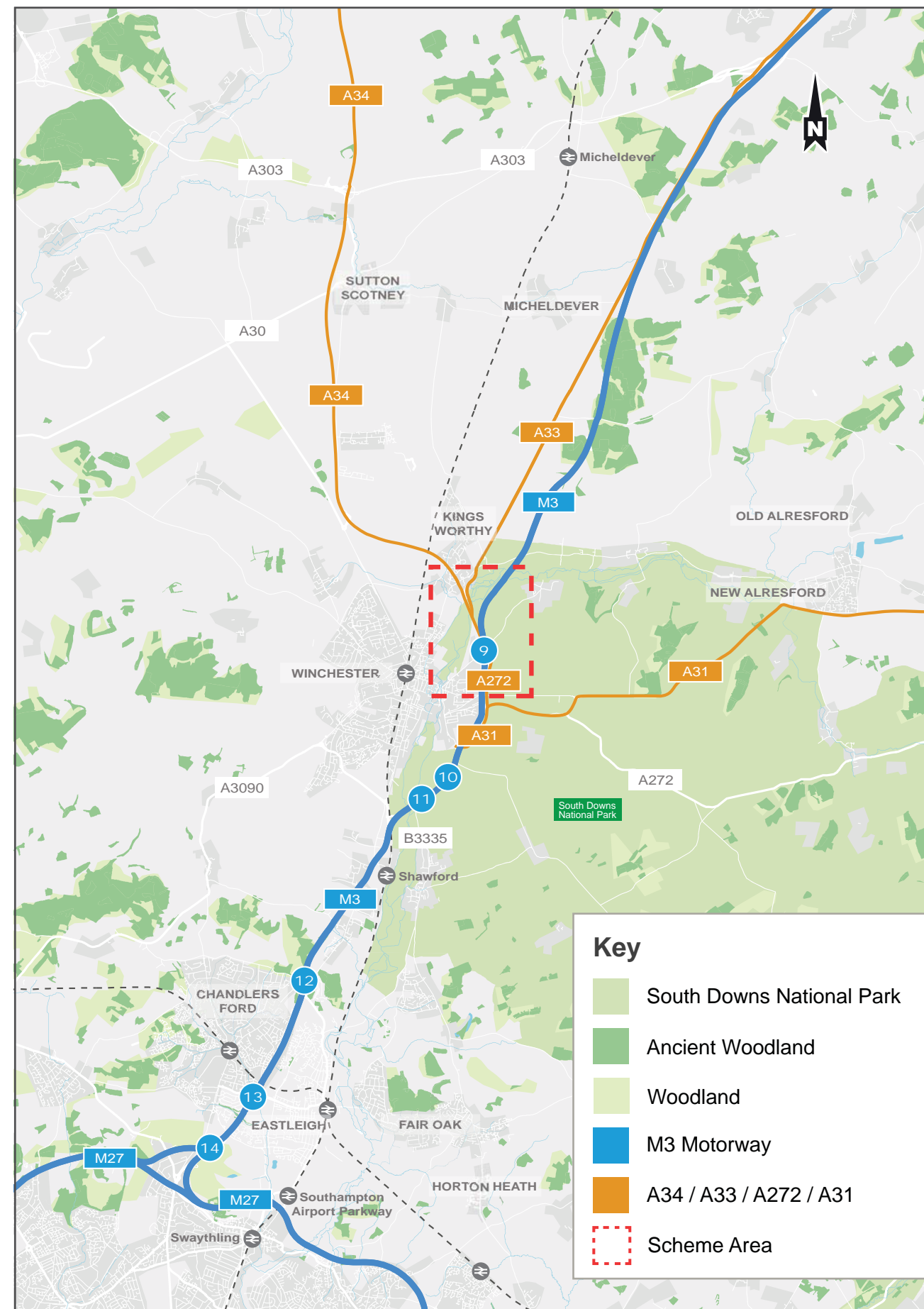
Approximately 110,000 vehicles use junction 9 every day, a large roundabout across two bridges, which goes above the M3. The roundabout is partly give-way and partly controlled by traffic signals.

Due to the high traffic volumes between the M3 and particularly the A34, the M3 junction 9 roundabout cannot cope. Queuing traffic can often be found backing onto the main carriageway of the M3 northbound, resulting in safety concerns, especially during peak periods. Queuing traffic can also have a detrimental impact on environmentally sensitive areas such as the River Itchen and South Downs National Park. This has a knock on impact to local traffic and can create queuing on the Spitfire Link (A272) for traffic trying to come onto the junction.

Projected development of the Southampton container port is anticipated to significantly increase heavy goods vehicle (HGV) traffic on the A34 and M3.

A map showing the existing junction arrangement is provided on page 6 for your information, highlighting key road links and other features along the M3 and A34 at junction 9 in Winchester.

M3 junction 9 scheme map



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

How we developed the proposal

Hampshire County Council began work on this option by undertaking a scoping exercise which looked at a wide range of alternatives to improve the junction. These were assessed on the basis of a number of criteria:

- The extent to which it solved the traffic problems
- Impact on the environment (especially given the sensitive location of the scheme)
- Affordability (is there sufficient funding available)
- Did the proposal meet the needs of county and city council partners to support growth and development in Winchester

Highways England then progressed this further, undertaking environmental assessments and traffic modelling in order to shortlist options.

This produced the rejected options shown on page 5 and our proposal shown on page 7.

Our proposal was developed in collaboration with the following bodies in order to understand the unique national, regional and local constraints and ensure their aspirations for growth and development are represented in our assumptions:

- Hampshire County Council
- Winchester City Council

Highways England has also been engaging with the following environmental bodies:

- South Downs National Park
- Environment Agency
- Natural England
- Historic England

Our proposal

Our proposal will:

- Improve safety
- Reduce delays
- Reduce the amount of congestion
- Increase journey time reliability

It will also unlock the potential to create further businesses, jobs and housing.

Our proposal (Option 14) provides 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 with a 50mph speed limit.

These changes will reduce congestion on the newly designed dumbbell road layout which make journey times more reliable, improve road safety and reduce air pollution.

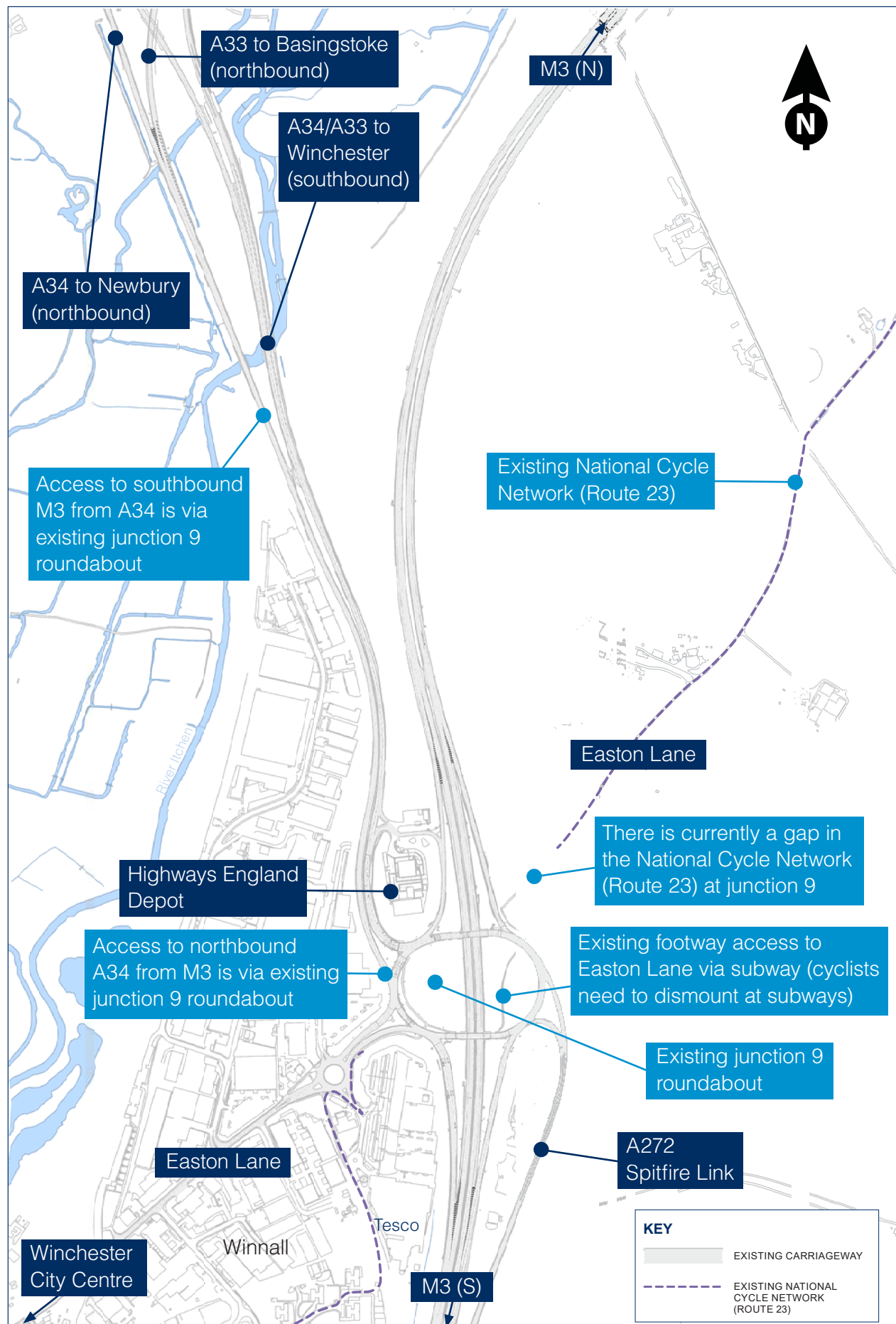
Our proposal will continue to provide access to the A33 as well as upgrading the current footpath through junction 9 to become part of the National Cycle Network (route 23), with bridleway access for horse riders; providing a safe continuous link through to Winchester. Other existing non-motorised routes within the scheme boundary will be maintained or upgraded as appropriate.

Rejected options

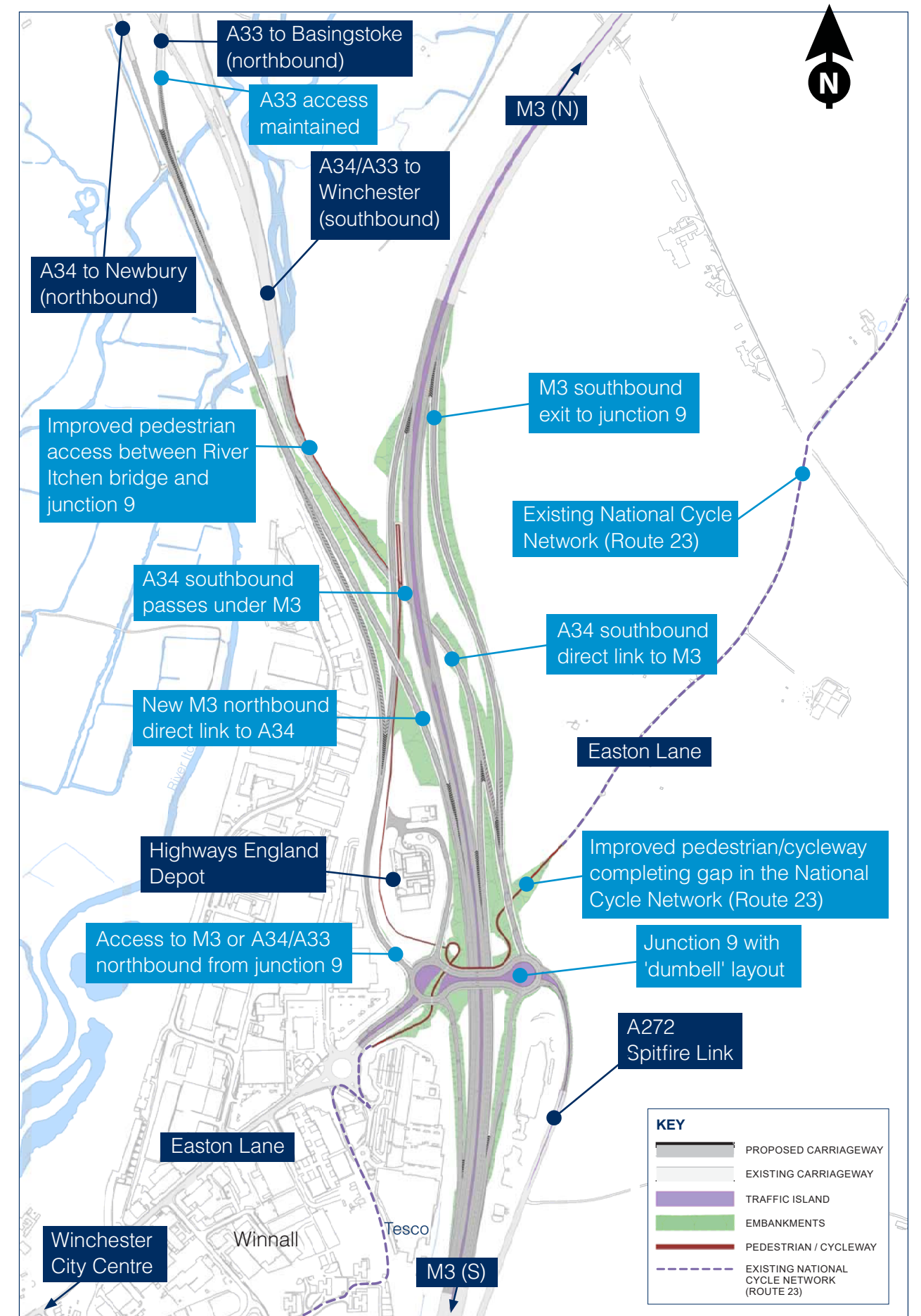
The following options were considered in detail alongside our proposal (Option 14).

Option	Description	Comments
Option 11	This option provides free-flow links between the A34 and M3 with the A34 southbound link passing under the M3 with a 70mph speed limit. Junction 9 would be rebuilt with a new roundabout layout.	Rejected due to the significant negative environmental effects resulting from the size of the option and the negative effects on the River Itchen and surrounds as well as demonstrating low value for money.
Option 16 (Incremental delivery of Option 14)	<p>Option 16 replicates the same end result as option 14. The only difference is that this approach was to break it down into 16B and 16C. The aim was to deliver it in two stages, with a period of time in between them where no work would be done.</p> <p>This first stage (Option 16B) provides a free-flow link for the A34 northbound. The southbound A34 would still use the existing A34 through the current junction 9 roundabout.</p> <p>The second stage (Option 16C) would aim to start by 2025. This second stage provides a free-flow for the A34 southbound, which has a 50mph speed limit. Junction 9 would be rebuilt with a new roundabout layout.</p>	This option meets the key objectives but was considered as a phased delivery to reduce construction impacts on the users. This was rejected as the impacts would not be significantly reduced and it was a very inefficient method of delivery.
Option 18	This was developed, to consider a reduced cost option of converting the current junction 9 layout to a roundabout with the southbound A34 running through the middle. This was considered to be affordable within the scheme budget and did not require any land take outside the highway boundary with minimum environmental impacts.	Rejected as the option is unlikely to have a significant effect on congestion and queuing traffic on the A34 and M3. It is also likely to make queuing worse on the A272 Spitfire Link and Easton Lane. As a result this option does not meet the key objectives.

Existing M3 junction 9 scheme map

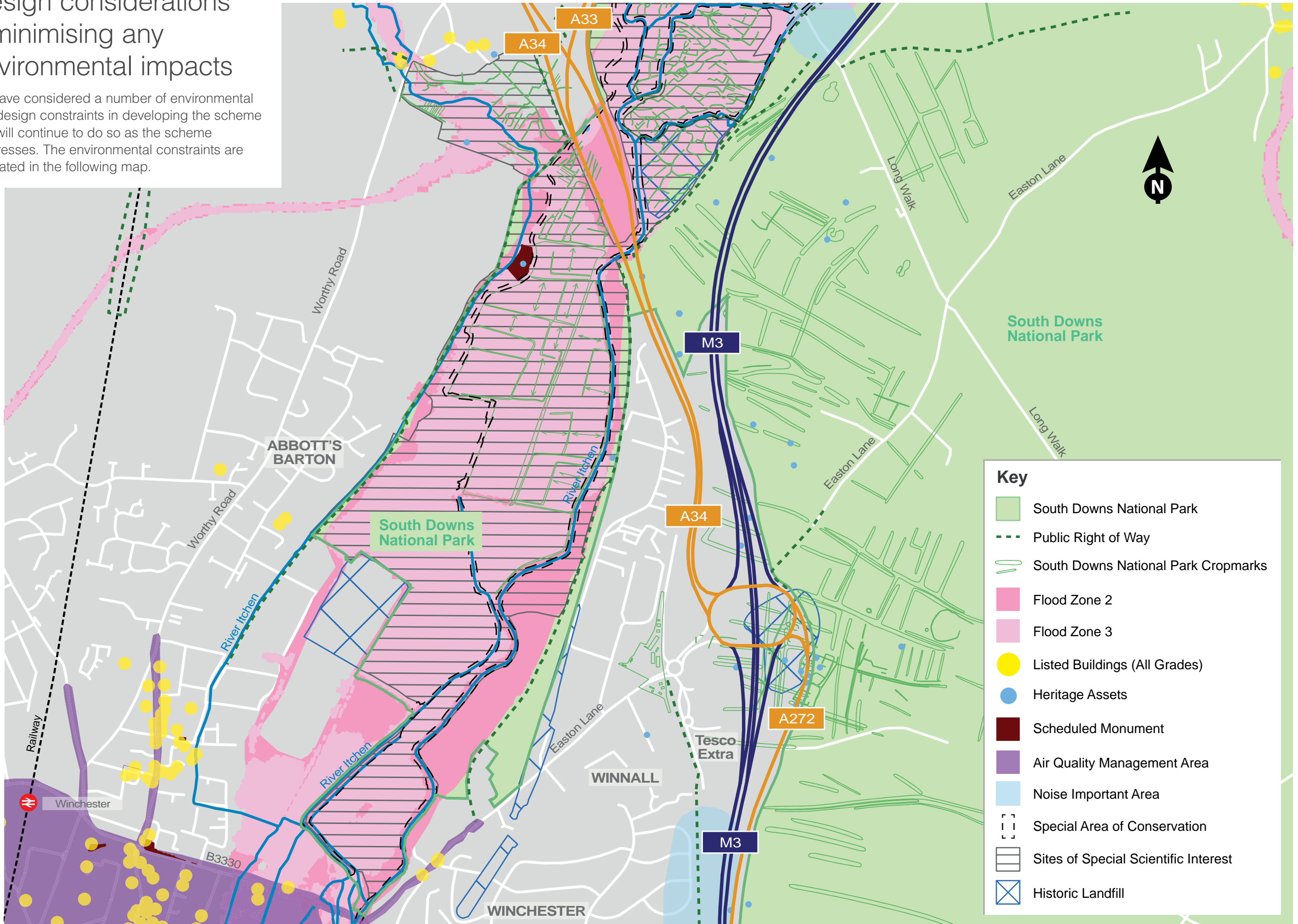


Proposed M3 junction 9 scheme map



Design considerations – minimising any environmental impacts

We have considered a number of environmental and design constraints in developing the scheme and will continue to do so as the scheme progresses. The environmental constraints are illustrated in the following map.



Potential benefits and impacts

The following table presents the likely benefits and effects of the proposal. Measures will be taken to avoid, reduce or offset any environmental impacts.

If you have different views or local information, please tell us in your questionnaire.

Consideration	Description
Residents and community	<p>We have sought to reduce the amount of agricultural land required to a minimum. Currently we anticipate that 10.5 hectares is needed to complete the proposed option.</p> <p>The proposal will maintain or improve access arrangements and crossing facilities for all road users.</p> <p>The proposals are not expected to have any effect on tourism or recreational facilities.</p>
Landscape	<p>The proposal requires additional land take and would be visually more prominent.</p> <p>The proposal is partially within the South Downs National Park but the effects are expected to be relatively small and localised.</p> <p>After mitigation measures have been put in place such as advance planting and considerate construction methods, the landscape and visual effects are predicted to be minor.</p>
Geology and Soils	<p>Construction works could potentially result in some disturbance of the Spitfire Link historic landfill site.</p> <p>The proposals are likely to have potential effects on geology, soils, construction workers, groundwater, surface water and ecology.</p> <p>Mitigation measures such as good practice design and construction methods will minimise these effects.</p>
Cultural heritage	<p>A number of heritage assets, as well as cropmarks (indicating potential buried archaeological features) are present within the scheme boundary.</p> <p>There is the potential for a minor adverse effect on the setting (surroundings) of some heritage assets.</p> <p>There is the potential for adverse effects to known and previously un-recorded buried archaeology, however these will be mitigated.</p> <p>Mitigation measures will include additional investigations and surveys and where appropriate adjustments to the design before construction starts.</p>

Water environment and flooding	<p>The River Itchen is adjacent to the scheme and is classed as a main river with a medium to high risk flood zone.</p> <p>Potential effects such as pollution and flooding to the River Itchen, groundwater resources and floodplain are not expected following mitigation measures.</p> <p>Mitigation measures include best practice construction methods such as the implementation of an erosion prevention and sediment control plan and a groundwater management plan.</p> <p>However, a small residual risk remains due to the proximity of the scheme to the River Itchen and its floodplain.</p>
Safety and effects on travellers	<p>The junction upgrade will have a beneficial effect on commuter journeys due to a reduction in congestion. The proposal will improve the traffic flow between the M3 and the A34.</p> <p>Separating the through-traffic from the traffic going into Winchester and reduced rat-running of traffic through Winchester will help local road network performance.</p> <p>Driver stress is likely to increase temporarily during construction works and while users get used to the new junction layout, after which stress should reduce.</p> <p>Users of public rights of way will likely be impacted due to temporary diversions or the potential closure of public rights of way during construction.</p> <p>Following completion of construction there will be improvements to the existing Public Rights of Way.</p> <p>The assessment of safety and effects on travellers is currently being progressed and the results will be available at our public information events.</p>
Nature conservation	<p>The proposal is close to the River Itchen which is a Site of Special Scientific Interest and Special Area of Conservation. It will be possible to minimise negative effects upon these designated sites through sensitive design and construction methods.</p> <p>Surveys have identified the presence of protected species such as hazel dormouse and common reptile species. The proposal has the potential to negatively affect protected species such as these. However, by replacing lost habitat and using sensitive construction measures it should ensure that the proposal can avoid negatively affecting protected species and in some cases could deliver overall benefits.</p>

Air quality	<p>The nearest Air Quality Management Area is approximately 600m west of the scheme. There are also a number of residences and schools that could be affected by changes in air quality.</p> <p>The air quality assessment is currently being progressed and the results will be available at our public information event.</p>
Noise	<p>The proposal lies in close proximity to a number of residences and schools and 3 Noise Important Areas (where noise is considered to be an important issue).</p> <p>The noise and vibration assessment is currently being progressed and the results will be available at the public information event.</p>

Relationships with other local projects

The M3 smart motorway project between junction 9 (Winchester/A34 interchange) and junction 14 (M27), linking with the smart motorway scheme on the M27, is planned for delivery during 2020-2021.

The M3 junction 9 scheme is working collaboratively with the M3 smart motorway project in order to reduce congestion during and after construction.

Public information events

You can find out more about the proposal at our public information events where we will be on hand to answer your questions.

Date	Time	Location	Address
Saturday 27 January 2018	10.30am – 4.00pm	Winchester Guildhall	The Broadway Winchester SO23 9GH
Wednesday 31 January 2018	2.00pm – 8.00pm		
Saturday, 10 February, 2018	10.30am – 4.00pm	Winnall Community Centre	Garbett Rd, Winchester SO23 0NY
Friday, 16 February, 2018	2.00pm – 8.00pm	Kings Worthy Community Centre	Fraser Rd, Kings Worthy, SO23 7PJ
Saturday, 17 February, 2018	10.30am – 4.00pm		

Locations to collect consultation material

You can find copies of the brochure and questionnaire at the following locations from 9 January 2018 until 20 February 2018, during their normal hours of opening:

Location	Address	Opening Times
Winchester Discovery Centre	Jewry Street, Winchester SO23 8SB	Weekdays 9am – 7pm, Saturday 9am – 5pm Sunday 11am – 3pm
Winchester Tourist Information Centre	Winchester Guildhall, High Street, Winchester SO23 9GH	Mon- Sat 10am – 5pm
Winchester City Council Customer Service Centre	Winchester City Council, City Offices, Colebrook Street, Winchester, SO23 9LJ	Mon - Thurs 8.30am – 5pm Friday 8.30am – 4.30pm
Kings Worthy Community Centre	Fraser Road, Kings Worthy SO23 7PJ	Only open during specific events
Winnall Community Centre	Winnall, SO23 0NY	Open during specific events
M3 Services Winchester	M3 between junctions 8 and 9 SO21 1PP	Anytime
A34 Services	Sutton Scotney SO21 3JY	Anytime
Tesco Extra	Easton Lane, Winnall, Winchester	During normal open hours

Development Consent Order application

Due to the nature and scale of the project, it is likely that it will be classed as a Nationally Significant Infrastructure Project (NSIP). This would mean that Highways England will apply for a Development Consent Order (DCO) to obtain the range of powers needed to construct and operate the M3 junction 9 improvement scheme.

Highways England will also carry out a further round of public consultation, which is a statutory requirement before applying for a DCO. The likely timeline is shown on page 14 but the full details will be explained in a Statement of Community Consultation, to be published on the scheme's webpage www.highways.gov.uk/m3j9 in advance of the consultation. The statutory consultation will include further details of the design, and a preliminary assessment of the environmental effects of the M3 junction 9 improvement scheme. This consultation will seek the views of the public, local authorities, and other stakeholders on further details of the scheme, to inform the DCO application.

It is anticipated that the DCO application will be submitted to the Planning Inspectorate in 2019. This will include a description of the scheme, a draft DCO setting out the range of legal powers being sought, an Environmental Statement, and a report describing the consultation that has taken place.

Development Consent Order examination and recommendation

Once Highways England has submitted the development consent order (DCO) application, the Planning Inspectorate will prepare for the examination. It will allow individuals and organisations to make representations and participate in the examination by registering as an interested party.

The Planning Inspectorate will also appoint an independent examiner (or panel) for the DCO application. The examination starts after the Preliminary Meeting, and normally takes up to 6 months. The examiner will consider written representations made by interested parties, seek further evidence and hold public hearings where required.

Following the examination, the examiner will produce a report and will recommend to government whether or not the scheme should proceed.

Highways England anticipates that the Planning Inspectorate will be able to report to government by autumn 2020 and that, subject to approval by the Secretary of State, it should be possible to begin construction during 2021.

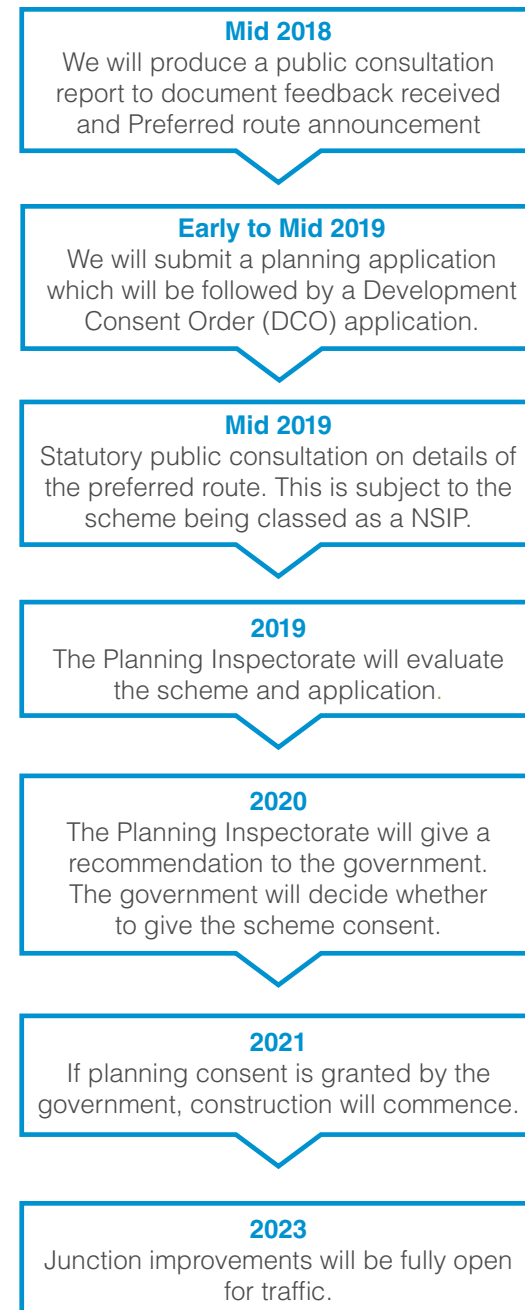
Construction of the entire scheme is expected to take approximately two years.

More information on the planning process and how you can get involved can be found on the Planning Inspectorate's website: <http://infrastructure.planningportal.gov.uk>

Scheme timeline of key events

Following a preferred route announcement, we will develop detailed proposals. This will include further surveys and investigations to allow us to design the scheme in more detail.

There will be another opportunity to have your say during a statutory public consultation on the design of the preferred route.



How to get involved

You can use the following methods:

- Complete the questionnaire and send it to us at: FREEPOST M3 JUNCTION 9
- Complete the questionnaire online at www.highways.gov.uk/m3j9
- Complete the questionnaire at a public information event.

We will publish our report in early summer 2018. This report will summarise the views and opinions expressed before 20 Feb 2018 from the public and other stakeholders and include recommendations for future stages of scheme development.

If you would like to contact the project team with any queries or would like the information in a different format, you can contact us by:

Emailing us at: M3junction9Improvements@highwaysengland.co.uk

Writing to us at: M3 junction 9, Highways England, Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ

Call us at: 0300 123 5000 (24 hours)

The deadline for submitting responses to the consultation is **Monday 19 February 2018**.



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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This document is also available on our website at www.gov.uk/highways

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Highways England Creative GFD17_0022

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Appendix B

SCHEME QUESTIONNAIRE

M3 junction 9 improvement scheme

Have your say

Questionnaire



Contact information

Please complete this questionnaire and return to us by **Monday 19 February 2018** using our freepost address: **FREEPOST M3 JUNCTION 9**

You can also:

- complete this consultation questionnaire online at www.highways.gov.uk/m3j9
- email m3junction9improvements@highwaysengland.co.uk
- call 0300 123 5000 (24 hours).



M3 junction 9 improvement scheme questionnaire

Please complete your contact details below, so we can keep you informed of the schemes progress. If you prefer not to disclose this information, it will be helpful if you can provide your postcode only to inform our analysis of responses.

Postcode

--	--	--	--	--	--	--	--	--	--

Name: _____

Property name/number: _____

Telephone: _____

Email: _____

Organisation (if applicable): _____

Please note: The information you provide will be kept in a secure environment only accessible by Highways England and the specific contractor(s) working with us on this project. Your personal information will not be shared with any other individuals or organisations, beyond the provisions set out in the Freedom of Information Act 2000 and Environmental Regulations Act 2004. The information you submit will only be used in support of the purpose specified in this survey. Personal details are collected to ensure entries are not duplicated and in order to contact correspondents on the progress of the scheme.

Please tick appropriate boxes ✓

Q1. Please indicate on which basis you are commenting. Please tick the *one* that applies most.

A local resident

On behalf of a local business

Someone who works in the area

A visitor to the area

Someone who travels through the area

On behalf of a community organisation

Prefer not to say

Other (please explain) _____

Q2. How often do you currently use the M3 junction 9? Please tick *one* box only.

Every day	5-6 days a week	3-4 days a week	1-2 days a week	Once a fortnight	Once a month	Less often	Never

Q3. What times of day do you usually use the M3 junction 9, if at all? Please tick *all that apply*.

Weekdays morning peak (07:00-10:00)	
Weekdays evening peak (16:00-19:00)	
Weekdays – at all other times	
Weekends – anytime	
Never	

Q4. Which methods do you use to travel through this junction? Please tick *all that apply*.

Walk	Cycle	Car/van driver	Car/van passenger	Motorcycle	Bus	Other (please specify)

Q5. Which one do you use most often? Please tick *one* box only.

Walk	Cycle	Car/van driver	Car/van passenger	Motorcycle	Bus	Other (please specify)

Q6. What type of journeys do you use the M3 junction 9 for most often? Please select *one* box only.

Local
(up to 15 mile trip)

Longer distance
(more than 15 miles trip)

Do not use

Q7. How concerned are you about the following issues currently relating to the M3 junction 9?

Please select **one** box in each row.

	Very concerned	Slightly concerned	Not concerned	Not applicable
Traffic congestion				
Reliability of journey times				
Road safety				
The effects of the M3 junction 9 traffic on the environment				
Displacement of traffic onto local roads to avoid the M3 junction 9				

Q8. How strongly do you agree or disagree that improvements to M3 junction 9 are needed? Please tick **one** box only.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know

Proposed scheme

Q9. After looking at information and drawings describing our proposal (Option 14) please indicate how strongly you agree or disagree that our proposal will meet the following objectives? Please tick **one** box in each row in the table below.

	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Reduce congestion along M3 and A34 approaching the junction by providing direct access from one to the other					
Provide a safer junction as there will be less queuing traffic					
Better facilities for pedestrians, cyclists and equestrians with a new cycle/pathway link					
Improve access to/from Winchester (for example by reducing congestion on the A272 and/or Easton Lane)					

Q10. Do you have any concerns about our proposal (Option 14), with respect to the following? *Please tick one box in each row.*

	Very concerned	Slightly concerned	No concern	Don't know
Capacity to accommodate future growth in traffic				
Impact on congestion / journey time once built				
Impact on road safety once built				
Disruption during construction				
Impact on noise, air or light pollution				
Impact on residential properties / land				
Connections to other parts of the region				
Land take from South Downs National Park				
Impact on wildlife (plants/animals)				
Impact on nearby heritage sites				

Q11a. Overall to what extent do you support or oppose the proposal (Option 14)? *Please tick one box only.*

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	Don't know

Q11b. Please write in your reasons below.

Q12. Having looked at the rejected options, please indicate the extent to which you understand why these have not been taken forward? *Please tick one box in each row.*

	Fully understand	Partially understand	Do not understand	What further information would assist
Option 11				
Option 16				
Option 18				

Q13. Do you have any further comments or observations that you think we should consider?

Yes No

Please provide them below.

Q14. How did you find out about the M3 junction 9 improvements public consultation? *Please tick all that apply.*

- | | | | |
|---|--------------------------|-------------------------------|--------------------------|
| Letter through door | <input type="checkbox"/> | Local library | <input type="checkbox"/> |
| Local newspaper advert | <input type="checkbox"/> | M3 / A34 Service stations | <input type="checkbox"/> |
| Highways England website | <input type="checkbox"/> | Local radio | <input type="checkbox"/> |
| Hampshire County Council website or email | <input type="checkbox"/> | Poster | <input type="checkbox"/> |
| Winchester Council website or email | <input type="checkbox"/> | Local community group | <input type="checkbox"/> |
| Other website (please write in) | | Public notice | <input type="checkbox"/> |
| _____ | | Social media | <input type="checkbox"/> |
| | | Word of mouth | <input type="checkbox"/> |
| | | Other (please write in) _____ | |

Q15a. Have you found the brochure useful in helping your understanding of the proposal?

Yes To a certain extent No

Q15b. If 'No', how do you think we could improve?

Q16. If you have visited an exhibition, how useful did you find it in addressing your questions?

Very useful	Useful	No feeling either way	Not very useful	Not at all useful	Don't know	Not visited
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q17. Which of the following applies to you?

Age Under 18 18 -24 25-34 35-54 55-64 65+

Thank you for completing the questionnaire.

Completed questionnaires can be returned as follows:

- Online at: www.highways.gov.uk/m3j9
- Via our freepost address **FREEPOST M3 JUNCTION 9** (no stamp required)
- Or you can drop it off at any of the public exhibitions.

Your views help shape the scheme. All consultation questionnaires received are formally recorded and in accordance with data protection requirements. Your personal details are used solely in connection with the consultation process.

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

Contact us

If you have any queries relating to the M3 junction 9 improvements please contact us at **M3junction9improvements@highwaysengland.co.uk**

For the latest information and updates, please visit our website **www.highways.gov.uk/m3j9**

If you have any queries relating to Highways England, you should contact our customer contact centre on **0300 123 5000** or email **info@highwaysengland.co.uk**

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Appendix C

PRESS ADVERTISEMENT

Have your say

We are working on a proposal to improve the M3 junction 9

There is an opportunity to put forward your views between **Tuesday 9 January to Monday 19 February 2018**

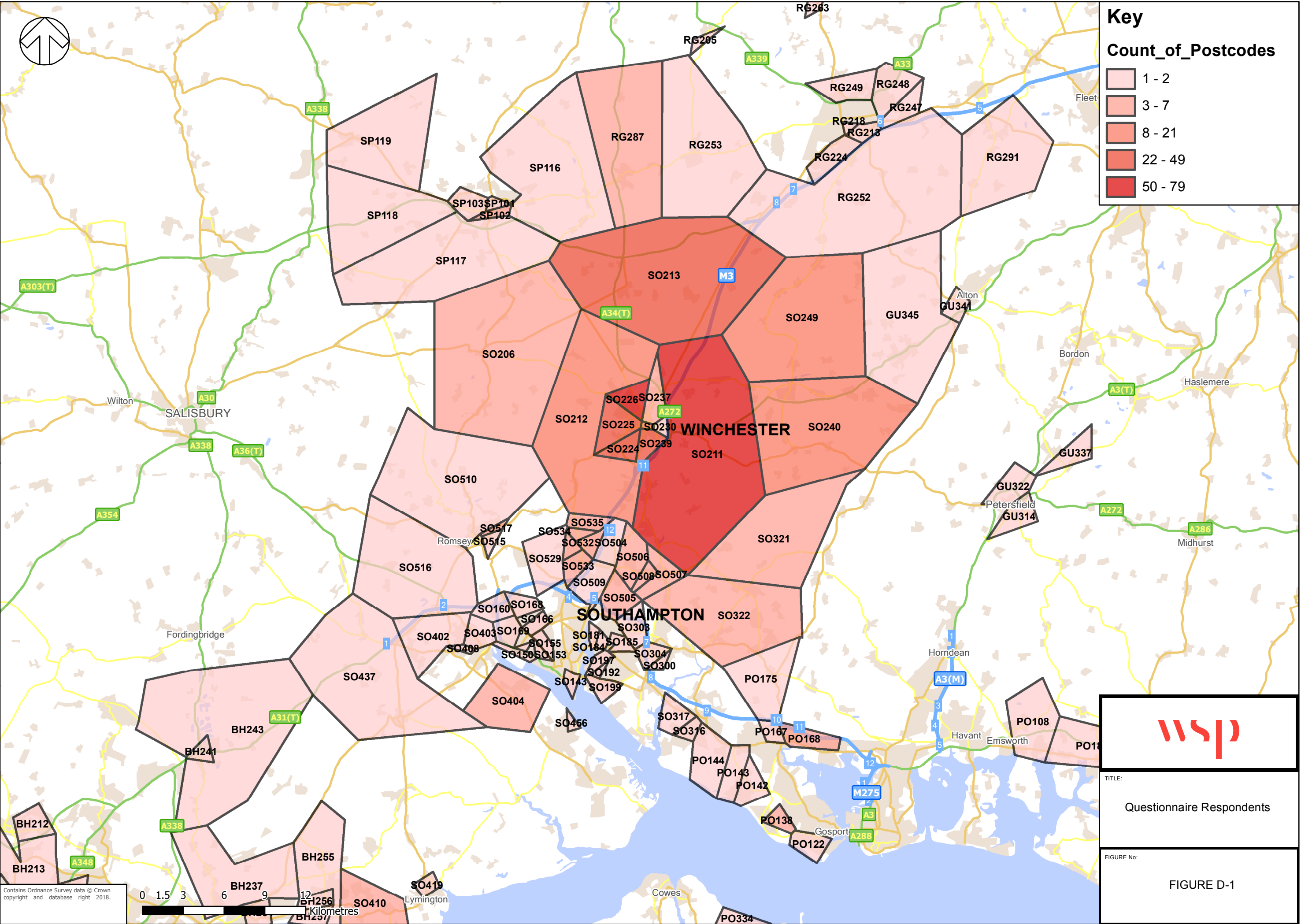
You can get involved by:

- Attending an **event**
- Visit: www.highways.gov.uk/m3j9
- Call: **0300 123 5000** (24 hours)

Date	Location	Time
Saturday 27 January	Winchester Guildhall, The Broadway, Winchester	10.30am – 4.30pm
Wednesday 31 January	SO23 9GH	2.00pm – 8.00pm
Saturday 10 February	Winnall Community Centre, Garbett Road, Winchester	10.30am – 4.30pm
	SO23 0NY	
Friday 16 February	Kings Worthy Community Centre, (Tubbs Hall) Harwood PI,	2.00pm – 8.00pm
Saturday 17 February	Kings Worthy, Winchester	10.30am – 4.30pm
	SO23 7PJ	

Appendix D

CATCHMENT AREA OF RESPONDENTS AND EVENT ATTENDEES



Key

Count_of_Postcodes

Lightest Pink	1 - 2
Light Pink	3 - 7
Medium Pink	8 - 21
Dark Pink	22 - 49
Red	50 - 79

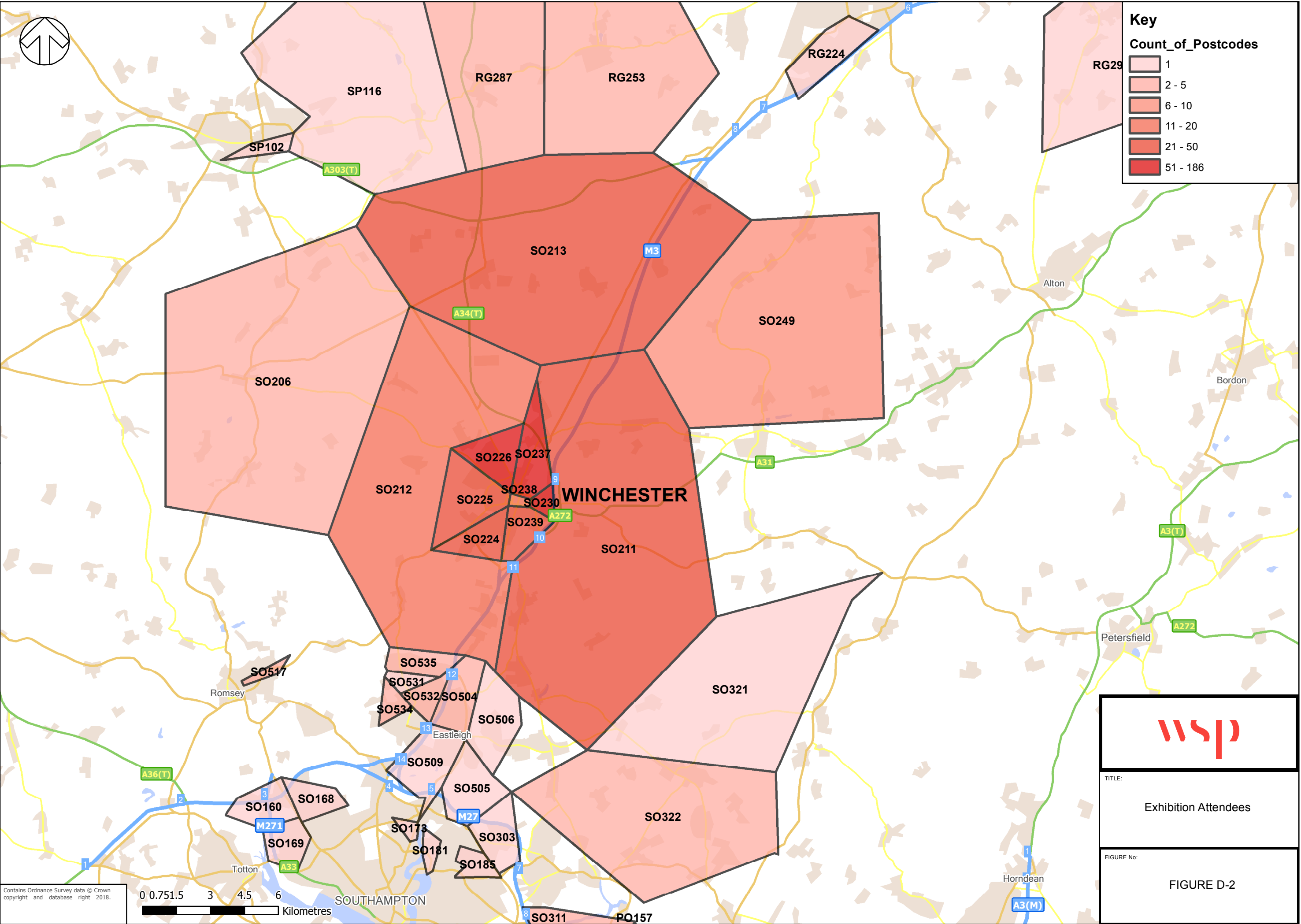
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TITLE:
Questionnaire Respondents

FIGURE No:
FIGURE D-1

Date Modified:
Drawn By:
File:



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wsp

TITLE:
Exhibition Attendees

FIGURE No:
FIGURE D-2

Appendix E

CODING FRAME AND FREQUENCY COUNTS OF OPEN
RESPONSES

Q11. Overall to what extent do you support or oppose the proposal (Option 14)? Please write in your reasons below.

Code	Comment	Total
001	Support proposal / good idea	82
002	Long overdue / much needed / should have been done sooner / get on with it	142
003	Will ease congestion / improve traffic flow/ reduce journey times, delays	175
004	Good as will prevent queuing on M3 mainline	69
005	Good as will prevent queuing on A34 mainline	65
006	Will benefit road users	8
007	Will benefit long distance traffic	10
008	Will benefit local traffic / traffic in Winchester / reduce rat running	68
009	Will improve safety, better driving / reduce incidents or likelihood of incidents / current layout unsafe& drivers take risks	96
010	Will be better for those unfamiliar with the road layout	4
011	Support as has little land take / environmental benefits / minimal effect on environment	40
012	Good improvement for national / regional connectivity / supports regional growth	6
013	Interim impacts during delivery are outweighed by long-term benefits	5
101	Unsure if scheme will meet future demand	13
102	Widen A34 after slip road from Winnall / extra lane needed for A34 / A34 should be an expressway	8
103	Junction should be entirely freeflowing	4
104	Support proposal, but concerned about construction / disruption	20
105	Support proposal, but unhappy with timescale / duration of delivery	13
106	Support, but need to minimise environmental impact / concerned about environmental or ecological impact	11
107	Improvements will move congestion elsewhere	20
108	Improve road network in South East England	3
110	Improve M3 Junction 3 at Lightwater	1
111	Improve the Cart and Horses junction (A33)	4
112	Improve M3 through Twyford	4
113	Concern over which diversion routes will be used in construction	1
115	Concern over co-ordination with other HE or Local Improvement schemes	1
475	No need for improvement, the current layout is fine	1
476	Good to see new cycleway / pedestrian route	37
500	Currently avoid using Junction 9 / seek alternative routes	11
501	Cannot see any reason to reject it	1
800	Prefer option 11	11
803	Provided own alternative suggestion	49
900	Issue for traffic from Winnall joining the A34 northbound	27
901	Issue for traffic leaving the A34 southbound	3
902	Oppose, slip roads are too short / should be longer	31
903	Oppose, A33/A34 junction is not safe / do not approve of design for these roads	149
904	Oppose the Dumbbell layout	13
905	Concern over safety for local traffic	25
906	Concern over safety at Kings Worthy / Cart and Horses junction	13
907	Concern over environmental impacts	10
908	Concern over costs on roads / use rail more	11
951	Negative comments about information brochure	6

Q11. Overall to what extent do you support or oppose the proposal (Option 14)? Please write in your reasons below.

Code	Comment	Total
952	Negative comments about public exhibitions (venue, location, timing etc.)	1
953	Consultation is not extensive enough	7
954	No scale on maps	1
998	Other specified mentions	33

Q12. Having looked at the rejected options, please indicate the extent to which you understand why these have not been taken forward? What further information would assist?

Code	Comment	Total
001	Diagrams to help visualise changes / better diagrams	18
002	More information on differences between options	13
003	Include figures / images of rejected options	14
004	Fly through videos of rejected options	2
005	More information about rejected options	14
007	More information about construction works and management	3
008	Details of future traffic flows	5
100	Information point should be provided in Southampton	1
200	No further information needed / information is clear	6
201	Fully understand reasons for rejecting other options	3
202	Selected option is superior to rejected options	1
203	Understand reasons for option rejection, but don't agree	4
250	Negative comments about consultation brochure	11
251	Positive comments about consultation brochure	1
254	Negative comments about questionnaire	1
256	Didn't read / realise had to read brochure	5
300	Unrelated comments supporting the proposal	2
301	Unrelated comments opposing the proposal	3
306	Should have chosen Option 11	7
307	Should have chosen Option 16	1
355	Signage	1
400	Why no northbound access to M3 from A34?	1
401	Why is it due to take so long to complete? / complete this faster	2
402	Need to fix the A33/A34 junction	5
403	Speed limit will cause traffic to back up / reduce traffic flow	2
404	Speed limit should be lowered	1
998	Other specified mentions	10
999	None / N/A	8

Q13. Do you have any further comments or observations that you think we should consider? Please provide them below.

Code	Comment	Total
001	Good idea / support proposal	6
002	Long overdue / much needed / should have been done sooner	21
025	Support, but taking too long to deliver	27
026	Support, but scheme is too expensive / poor value for money	3
027	Support, but improve lighting / signage on junction	2
090	Ensure scheme supports biodiversity	4
091	Support but use low noise road surface / minimise noise impact	9
100	Comments about potholes / road surfaces	2
101	Comments about rat running / be aware of rat-running	1
120	Increase capacity on M3 (widening / smart motorway)	4
121	Suggest modifications to other junctions on M3	9
122	Proposal will move bottleneck / congestion further along the M3	7
123	Congestion will remain on M3, causing other routes to be used	6
124	Issues with Twyford cutting - needs crawler lanes	4
150	Improve the A34 (e.g. upgrade to motorway)	8
200	Signalise slip roads / ramp metering	2
201	Three lanes should continue on M3 NB through junction	2
202	Remove traffic signals when junction is completed	5
203	M3 Southbound to A34 should have dedicated lane	1
204	Use depot slip road as access from Winnall to the A34	2
205	Increase speed limits on approaches to junction	1
206	Provide slip roads from Spitfire Link	4
250	Improve traffic signals on Junction 9 roundabout	7
251	Stricter penalties for poor lane discipline at the junction	1
252	Build another A34/M3 junction and retain current Junction 9	1
253	Proposed junction should be entirely free-flowing	1
254	Prefer Option 11	11
255	More use of rail for freight	5
260	Other	40
300	Concern that junction layout / poor design/ don't like design	48
301	Slip road from Winnall roundabout is very short	20
302	Distance between on slip and off slip needs to be longer	9
303	Proposed layout looks unsafe / will cause accidents	101
304	Poor visibility for merge onto A34	4
305	Vehicles on A34 will be travelling fast - difficult to merge / different speeds - especially slow vehicles	62
306	Reduce speed limit on section of A34	18
307	A33 access should be from a left-hand slip road with a bridge	4
308	Route A33 traffic across A34 via underpass/overpass	23
309	Improve junction with Cart and Horses	11
350	Slip roads appear short / not long enough	24
351	Wider slip roads needed / single slip roads not wide enough	1
352	Concerned about visibility on slip roads	3
353	Why are lanes hatched out? Provide Hard Shoulders	3
354	Southbound freeflow from A34 may increase congestion on M3	1

Q13. Do you have any further comments or observations that you think we should consider? Please provide them below.

Code	Comment	Total
355	Improved / good quality signage / lane markings needed	14
380	Good to see new cycleway / pedestrian route	8
381	Prefer to see bridges rather than subways	1
382	Proposed cycle path is not direct/ alternative suggestion for cycleway	27
383	Retain existing pedestrian / cycle connections	8
384	Improve brideway connections through junction	3
385	Cyclists and pedestrians should be separated	4
386	Cyclist safety concerns	19
450	Question about modelling / predicted traffic flows	5
451	Will the proposal result in increased rat-running?	4
452	Will scheme generate jobs / economic growth?	1
500	What environmental mitigation is being employed during construction?	9
501	Take steps to minimise environmental impacts of construction	12
502	Take steps to minimise impacts of construction on traffic flow	34
503	Road closures should be after 9pm	2
504	More information needed on traffic management during construction	11
600	3D graphic simulation is very useful	1
701	Enforce speed limits/ lane management etc.	13
702	General comments on wider roads/Winchester city centre	10
800	Proposal should not be taken forward	4
998	Other specified mentions	38

Q15. Have you found the brochure useful in helping your understanding of the proposal? If 'No', how do you think we could improve?

Code	Comment	Total
001	Consultation brochure is helpful / useful	4
002	The video / fly through is very helpful	18
003	Graphics/ illustrations very good	1
004	Exhibition made details clear	3
005	More details on rejected options required	9
300	Clearer / more detailed mapping needed	27
301	Rejected option maps should have been included	13
302	Number of lanes isn't clear in the brochure	3
303	More detail on cycleway	3
500	Totally unclear / unhelpful / no use	13
501	Brochure is too big / too long / too much information	1
502	Design considerations page shows existing rather than new layout	1
503	Don't understand what is being shown	3
504	Insufficient detail provided	18
505	Could not find web page reference in brochure	3
900	Haven't seen the brochure	12
907	Concern over environmental impacts	5
954	Needs scale on map	5
998	Other specified mentions	9

Other Correspondence Codes	Total
A34/A33 merge - diverge	13
Environmental Impacts of proposed junction; air pollution; noise pollution; River Itchen	7
Enquiring more information	5
Cart and Horses junction	4
Plants	4
Alternative design	2
Early engagement	2
Extra questionnaire info	2
The new NMU path must be of an adequate width. There should be adequate separation from motor traffic wherever the footway/cycleway is adjacent to the motor vehicle carriageway.	2
Timing of project	2
A34 tunnel under slip road should be 3 lanes wide	1
Additional space should be made for future development	1
Any improvements to M3 M27 junction?	1
Appendices	1
Appendix information	1
Congestion	1
Consultation timing	1
Currently dangerous	1
Diverting routes - not through the city	1
Drainage of new layout	1
Future proofing	1
Good signage	1
M3 southbound exit length	1
Northbound exit slip road	1
Object to the scheme, as it's a waste of money	1
Please include footpath from Moorside Road to the B3047	1
Proposing a new route	1
Rejected option enquiry	1
Road safety	1
SDNPA boundary confirmation	1
Should be a consultation in Southampton	1
Speed limit through the junction	1
Support the proposals	1
Traffic backing up on Easton Lane	1
Traffic arrangements for North of A33/34	1

