

6.3 Route Outcome Summary Sheets

6.3.1 Route Outcome 1 – Improve Journey Time Reliability Thames Valley and North Surrey Section

Route Outcome RO1	Improve Journey Time Reliability – Thames Valley and North Surrey Section
Description	Improve journey time reliability by reducing the effect of incidents and maintenance along the M3.
Related Route Functions	SF2, SF3, SF5, SF6, RF1 – RF3, RF5, RF7, LF1 – LF4
Improvements to Related Route Functions	Increased reliability and journey time certainty Safer journeys for all users Economic regeneration in the Blackwater Valley towns
Related Route Outcomes	RO4 Reduce Accident Clusters RO5 Reduce the Impact of Accidents and Incidents RO7 Improve Road User Information RO9 M3 Junction 2 – Reduce Queuing on M3 Eastbound Approach RO14 Reduce the Occurrence of Projectiles Being Thrown
Locations	M3 Junctions 4a to 2 eastbound
Policy Objectives	S1 Improving the safety of motorised users S4 Improved M3 road user safety through design or alteration En1 Reducing noise pollution and helping to maintain Air Quality Management Areas in south west London, Surrey and Hampshire Ec1 Reducing congestion and improving journey time reliability between London and south Hampshire Ec2 Supporting sustainable economic regeneration in the Blackwater Valley and in the south Hampshire towns Ec3 Encouraging sustainable employment development, especially in urban centres Ec4 Encouraging sustainable mixed-use and other development Ec5 Achieving Best Value in construction and maintenance of M3 improvement schemes A2 Supporting the provision of and greater choice of public transport between communities along the M3 In1 Encouraging sustainable transport alternatives on the M3 for people (Modal Shift) In4 Integrating the future role of the M3 with land use and development control of south west London, Surrey and Hampshire
Target	Undertake studies to identify appropriate schemes and measures to reduce congestion and improve journey time reliability
Timescale	To be assessed as part of the Route Management Plan
Possible Options	Options to consider in the study include: Increase demand management measures Improve incident management, reducing congestion after accidents and incidents at and between junctions Provide useful information to users before possible alternative route decisions
Other Issues	The construction and opening of Terminal 5 at London Heathrow International Airport Potential major developments in the Blackwater Valley area

6.3.2 Route Outcome 2 – Journey Time Reliability – South Hampshire Section

<p>Route Outcome RO2</p> <p>Description</p>	<p>Improve Journey Time Reliability – South Hampshire Section</p> <p>Improve journey time reliability by reducing the effect of incidents and maintenance along the southern section, especially between Junctions 9 to 14</p>
<p>Related Route Functions</p> <p>Improvements to Related Route Functions</p> <p>Related Route Outcomes</p> <p>Locations</p> <p>Policy Objectives</p> <p>Target</p> <p>Timescale</p> <p>Possible Options</p>	<p>SF1, SF2, SF4 – SF6, RF1 – RF7, LF1 – LF4</p> <p>Increased reliability and journey time certainty</p> <p>Safer journeys for all users</p> <p>Economic regeneration in the south Hampshire towns</p> <p>RO4 Reduce Accident Clusters</p> <p>RO5 Reduce the Impact of Accidents and Incidents</p> <p>RO6 Assist Regeneration in south Hampshire</p> <p>RO7 Improve Road User Information</p> <p>RO17 M3 Junction 9 – Improve Operation of Junction, including NMU Facilities</p> <p>RO18 M3 Junction 9 to 11 – Twyford Cutting Gradient</p> <p>RO19 M3 to M27 Links – Congestion, Weaving and Accidents</p> <p>M3 Junctions 9 to 14 east and westbound</p> <p>S1 Improving the safety of motorised users</p> <p>S4 Improved M3 road user safety through design or alteration</p> <p>En1 Reducing noise pollution and helping to maintain Air Quality Management Areas in south west London, Surrey and Hampshire</p> <p>Ec1 Reducing congestion and improving journey time reliability between London and south Hampshire</p> <p>Ec2 Supporting sustainable economic regeneration in the Blackwater Valley and in the south Hampshire towns</p> <p>Ec3 Encouraging sustainable employment development, especially in urban centres</p> <p>Ec4 Encouraging sustainable mixed-use and other development</p> <p>Ec5 Achieving Best Value in construction and maintenance of M3 improvement schemes</p> <p>A1 Reducing community severance caused by the M3</p> <p>A2 Supporting the provision of and greater choice of public transport between communities along the M3</p> <p>A3 Promoting facilities and access for non-motorised users (Pedestrians, horse riders, cyclists and mobility impaired)</p> <p>In1 Encouraging sustainable transport alternatives on the M3 for people (Modal Shift)</p> <p>In4 Integrating the future role of the M3 with land use and development control of south west London, Surrey and Hampshire</p> <p>Undertake studies to identify appropriate schemes and measures to reduce congestion and improve journey time reliability</p> <p>To be assessed as part of the Route Management Plan</p> <p>Options to consider in the study include:</p> <p>Increase demand management measures</p> <p>Improve incident management, reducing congestion after accidents and incidents at and between junctions</p> <p>Provide useful information to users before possible alternative route decisions</p>
<p>Other Issues</p>	<p>Major development potential in south Hampshire</p>

6.3.3 Route Outcome 3 – Improve Non-Motorised User (NMU) Facilities

<p>Route Outcome RO3</p> <p>Description</p>	<p>Improve Non-Motorised User (NMU) Facilities</p> <p>Encourage sustainable travel through increased and improved availability of Non-Motorised User facilities along and across the M3.</p>
<p>Related Route Functions</p> <p>Improvements to Related Route Functions</p> <p>Related Route Outcomes</p> <p>Locations</p> <p>Policy Objectives</p> <p>Target</p> <p>Timescale</p> <p>Possible Options</p>	<p>RF2, RF3, RF4, RF6, RF7, LF1 – LF4</p> <p>Safer journeys for all users Less threatening environment for NMUs, particularly cyclists and pedestrians Increased accessibility to public transport and the countryside</p> <p>RO4 Reduce the Number of Accident Clusters RO5 Reduce the Impact of Accidents and Incidents RO12 Improve the Impact to the adjacent Local Environment RO14 Reduce the Occurrence of Projectiles Being Thrown RO17 M3 Junction 9 – Improve Operation of Junction, including NMU Facilities</p> <p>Generally along the whole of the M3</p> <p>S2 Improving the safety of non-motorised users S3 Reducing the severity and occurrence of road accidents (Killed or Seriously Injured - KSI) S4 Improved M3 road user safety through design or alteration En1 Reducing noise pollution and helping to maintain Air Quality Management Areas in south west London, Surrey and Hampshire En2 Supporting the protection and enhancement of the Hampshire Downs, the London Metropolitan Green Belt and other environmentally designated sites En3 Supporting the protection of other landscapes and townscapes, including heritage parks and structures En4 Protect and enhance species and habitat interests A1 Reducing community severance caused by the M3 A3 Promoting facilities and access for non-motorised users (Pedestrians, horse riders, cyclists and mobility impaired) In1 Encouraging sustainable transport alternatives on the M3 for people (Modal Shift) In4 Integrating the future role of the M3 with land use and development control of south west London, Surrey and Hampshire</p> <p>Action and monitor the improvements identified in the Area 3 and the Area 5 NMU studies</p> <p>To be assessed as part of the Route Management Plan</p> <p>Options to consider in the study include:</p> <p>Increase height parapets for cyclists and equestrian users Improve lighting in underpasses Improve crossing facilities at junctions</p>
<p>Other Issues</p>	<p>Statutory responsibility of Local Highway Authority to maintain Public Rights of Way</p>

6.3.4 Route Outcome 4 – Reduce Accident Clusters

<p>Route Outcome RO4</p> <p>Description</p>	<p>Reduce Accident Clusters</p> <p>Reduce the occurrence and severity of accidents and incidents at and between junctions along the M3.</p>
<p>Related Route Functions</p> <p>Improvements to Related Route Functions</p> <p>Related Route Outcomes</p> <p>Locations</p> <p>Policy Objectives</p> <p>Target</p> <p>Timescale</p> <p>Possible Options</p>	<p>SF1 – SF6, RF1 – RF7, LF1 – LF4</p> <p>Safer journeys for all users</p> <p>Increased reliability and journey time certainty</p> <p>Less threatening environment for NMUs, particularly pedestrians and cyclists</p> <p>RO1 Improve Journey Time Reliability – Thames Valley and North Surrey Section</p> <p>RO2 Improve Journey Time Reliability – South Hampshire Section</p> <p>RO3 Improve Non-Motorised User Facilities</p> <p>RO5 Reduce the Impact of Accidents and Incidents</p> <p>RO9 M3 Junction 2 – Reduce Queuing on M3 Eastbound Approach</p> <p>RO14 Reduce the Occurrence of Projectiles Being Thrown</p> <p>RO15 M3 Junction 6 – Reduce the Effects of Exit Blocking</p> <p>RO16 M3 Junction 7 to 8 – Eastbound Traffic Merging and Westbound Weaving</p> <p>RO17 M3 Junction 9 – Improve Operation of Junction, including NMU Facilities</p> <p>RO18 M3 Junction 9 to 11 – Twyford Cutting Gradient</p> <p>Generally along the whole of the route</p> <p>S1 Improving the safety of motorised users</p> <p>S2 Improving the safety of non-motorised users</p> <p>S3 Reducing the severity and occurrence of road accidents (Killed or Seriously Injured - KSI)</p> <p>S4 Improved M3 road user safety through design or alteration</p> <p>S5 Using enforcement and education to maintain road user safety</p> <p>Ec1 Reducing congestion and improving journey time reliability between London and south Hampshire</p> <p>Ec2 Supporting sustainable economic regeneration in the Blackwater Valley and in the south Hampshire towns</p> <p>Monitor accident cluster locations, undertaking action studies to identify appropriate schemes</p> <p>To be assessed as part of the Route Management Plan</p> <p>Options to consider in the study include:</p> <p>Improve carriageway markings, signing and lighting</p> <p>Optimise the operation of the junction</p>
<p>Other Issues</p>	<p>Additional lighting could be environmentally sensitive</p>

6.3.5 Route Outcome 5 – Reduce the Impact of Accidents and Incidents

<p>Route Outcome RO5</p> <p>Description</p>	<p>Reduce the Impact of Accidents and Incidents</p> <p>Reduce the impact of accidents and incidents on the network.</p>
<p>Related Route Functions</p> <p>Improvements to Related Route Functions</p> <p>Related Route Outcomes</p> <p>Locations</p> <p>Policy Objectives</p> <p>Target</p> <p>Timescale</p> <p>Possible Options</p>	<p>SF1 – SF6, RF1 – RF7, LF1 – LF4</p> <p>Safer Journeys for all users</p> <p>Increased reliability and journey time certainty</p> <p>Better informed travellers</p> <p>RO1 Improve Journey Time Reliability – Thames Valley and North Surrey Section</p> <p>RO2 Improve Journey Time Reliability – South Hampshire Section</p> <p>RO4 Reduce Accident Clusters</p> <p>RO7 Improve Road User Information – Increased implementation of Variable Message Signs</p> <p>RO9 M3 Junction 2 – Queuing on M3 Eastbound Approach</p> <p>RO12 Improve Impact to the adjacent Local Environment</p> <p>RO14 Reduce the Occurrence of Projectiles Being Thrown</p> <p>RO15 M3 Junction 6 – Reduce the effects of Exit Blocking</p> <p>RO17 M3 Junction 9 – Improve Operation of Junction, including NMU Facilities</p> <p>RO18 M3 Junction 9 to 11 – Twyford Cutting Gradient</p> <p>Generally along the whole of the M3.</p> <p>S1 Improving the safety of motorised users</p> <p>S2 Improving the safety of non-motorised users</p> <p>S3 Reducing the severity and occurrence of road accidents (Killed or Seriously Injured - KSI)</p> <p>S4 Improved M3 road user safety through design or alteration</p> <p>S5 Using enforcement and education to maintain road user safety</p> <p>En4 Protect and enhance species and habitat interests</p> <p>Ec1 Reducing congestion and improving journey time reliability between London and south Hampshire</p> <p>Ec2 Supporting sustainable economic regeneration in the Blackwater Valley and in the south Hampshire towns</p> <p>Ec5 Achieving Best Value in construction and maintenance of M3 improvement schemes</p> <p>Reduce the impact and occurrence of congestion after accidents and incidents along the route</p> <p>To be assessed as part of the Route Management Plan</p> <p>Options to consider in the study include:</p> <p>Improve road user information of accidents and incidents</p> <p>Improve management of the route after accidents and incidents, including the protection of the built and natural environments especially with regard to substance and chemical spills.</p>
<p>Other Issues</p>	<p>Changing roles and responsibilities for incident management on the trunk road network</p> <p>Monitor changes to the Area 3 and Area 5 Contingency Plans</p>

6.3.6 Route Outcome 6 – Assist Regeneration in south Hampshire

<p>Route Outcome RO6</p> <p>Description</p>	<p>Assist Regeneration in south Hampshire</p> <p>Increased accessibility and integration to support economic regeneration in the Solent towns and communities between Southampton and Portsmouth.</p>
<p>Related Route Functions</p> <p>Improvements to Related Route Functions</p> <p>Related Route Outcomes</p> <p>Locations</p> <p>Policy Objectives</p> <p>Target</p> <p>Timescale</p> <p>Possible Options</p>	<p>SF1, SF2, SF4 – SF6, RF1 – RF7, LF4</p> <p>Increased reliability and journey time certainty Increased accessibility, giving greater opportunities for economic activity</p> <p>RO1 Improve Journey Time Reliability – Thames Valley and North Surrey Section RO2 Improve Journey Time Reliability – South Hampshire Section RO5 Reduce the Impact of Accidents and Incidents RO7 Improve Road User Information RO17 M3 Junction 9 – Improve Operation of Junction, including NMU Facilities RO18 M3 Junction 9 to 11 – Twyford Cutting Gradient</p> <p>Generally along the whole of the route</p> <p>En3 Supporting the protection of other landscapes and townscapes, including heritage parks and structures Ec1 Reducing congestion and improving journey time reliability between London and south Hampshire Ec2 Supporting sustainable economic regeneration in the Blackwater Valley and in the south Hampshire towns Ec3 Encouraging sustainable employment development, especially in urban centres Ec4 Encouraging sustainable mixed-use and other development Ec5 Achieving Best Value in construction and maintenance of M3 improvement schemes A1 Reducing community severance caused by the M3 A2 Supporting the provision of and greater choice of public transport between communities along the M3 In1 Encouraging sustainable transport alternatives on the M3 for people (Modal Shift) In2 Encouraging sustainable transport alternatives for goods and freight (Modal Shift) In3 Encouraging sustainable transport interchanges In4 Integrating the future role of the M3 with land use and development control of south west London, Surrey and Hampshire</p> <p>Undertake studies to identify appropriate measures</p> <p>To be assessed as part of the Route Management Plan</p> <p>Options to consider in the study include:</p> <p>Reduce community severance, whilst increasing accessibility Reduce the impact of accidents and incidents</p>
<p>Other Issues</p>	<p>Major development potential in south Hampshire Continued liaison with Local Authorities and development agencies</p>

6.3.7 Route Outcome 7 – Improve Road User Information

<p>Route Outcome RO7</p> <p>Description</p>	<p>Improve Road User Information</p> <p>Increase quality and quantity of road user information.</p>
<p>Related Route Functions</p> <p>Improvements to Related Route Functions</p> <p>Related Route Outcomes</p> <p>Locations</p> <p>Policy Objectives</p> <p>Target</p> <p>Timescale</p> <p>Possible Options</p>	<p>SF1 – SF6, RF1 – RF7, LF1, LF2, LF4</p> <p>Better informed travellers Safer roads for all users Improved reliability and journey time certainty</p> <p>RO1 Improve Journey Time Reliability – Thames Valley and North Surrey Section RO2 Improve Journey Time Reliability – South Hampshire Section RO5 Reduce the Impact of Accidents and Incidents RO9 M3 Junction 2 – Reduce Queuing on M3 Eastbound Approach RO15 M3 Junction 6 – Reduce the Effects of Exit Blocking RO17 M3 Junction 9 – Improve Operation of Junction, including NMU Facilities RO18 M3 Junction 9 to 11 – Twyford Cutting Gradient RO19 M3 to M27 Links – Congestion, Weaving and Accidents</p> <p>Generally along the whole route</p> <p>S1 Improving the safety of motorised users S2 Improving the safety of non-motorised users S3 Reducing the severity and occurrence of road accidents (Killed or Seriously Injured - KSI) S4 Improved M3 road user safety through design or alteration S5 Using enforcement and education to maintain road user safety Ec1 Reducing congestion and improving journey time reliability between London and south Hampshire Ec2 Supporting sustainable economic regeneration in the Blackwater Valley and in the south Hampshire towns Ec5 Achieving Best Value in construction and maintenance of M3 improvement schemes A1 Reducing community severance caused by the M3 A2 Supporting the provision of and greater choice of public transport between communities along the M3 In1 Encouraging sustainable transport alternatives on the M3 for people (Modal Shift) In4 Integrating the future role of the M3 with land use and development control of south west London, Surrey and Hampshire</p> <p>Undertake studies to identify appropriate schemes to improve road user information and communication media To be assessed as part of the Route Management Plan</p> <p>Options to consider in the study include:</p> <p>Improve real time information on transport based websites and communication media Improve management of information systems during and after accidents and incidents Install variable message signs</p>
<p>Other Issues</p>	<p>Changing roles and responsibilities for incident management on the trunk road network Area 3 and Area 5 Strategic Signing Reviews Introduction of HA national and regional traffic control centres</p>

6.3.8 Route Outcome 8 – M3 Junction 1 – Reduce Community Severance

<p>Route Outcome RO8</p> <p>Description</p>	<p>M3 Junction 1 – Reduce Community Severance</p> <p>Work with the Local Highway Authority to manage the queuing on local roads at Junction 1 without creating “exit blocking” onto the M3 motorway.</p>
<p>Related Route Functions</p> <p>Improvements to Related Route Functions</p> <p>Related Route Outcomes</p> <p>Locations</p> <p>Policy Objectives</p> <p>Target</p> <p>Timescale</p> <p>Possible Options</p>	<p>RF1 – RF3, RF5, RF7, LF2 – LF4</p> <p>Increased reliability and journey time certainty</p> <p>Safer journeys for all users</p> <p>Improved Non-Motorised User facilities</p> <p>RO3 Improve Non-Motorised User Facilities</p> <p>RO4 Reduce Accident Clusters</p> <p>RO5 Reduce the Impact of Accidents and Incidents</p> <p>RO7 Improve Road User Information</p> <p>Local roads approaching Junction 1 of the M3</p> <p>S1 Improving the safety of motorised users</p> <p>S2 Improving the safety of non-motorised users</p> <p>S3 Reducing the severity and occurrence of road accidents (Killed or Seriously Injured - KSI)</p> <p>S4 Improved M3 road user safety through design or alteration</p> <p>S5 Using enforcement and education to maintain road user safety</p> <p>En1 Reducing noise pollution and helping to maintain Air Quality Management Areas in south west London, Surrey and Hampshire</p> <p>En4 Protect and enhance species and habitat interests</p> <p>Ec1 Reducing congestion and improving journey time reliability between London and south Hampshire</p> <p>Ec5 Achieving Best Value in construction and maintenance of M3 improvement schemes</p> <p>A1 Reducing community severance caused by the M3</p> <p>A2 Supporting the provision of and greater choice of public transport between communities along the M3</p> <p>A3 Promoting facilities and access for non-motorised users (Pedestrians, horse riders, cyclists and mobility impaired)</p> <p>In1 Encouraging sustainable transport alternatives on the M3 for people (Modal Shift)</p> <p>In4 Integrating the future role of the M3 with land use and development control of south west London, Surrey and Hampshire</p> <p>Maximise the benefits to all road users</p> <p>To be assessed as part of the Route Management Plan</p> <p>Options to consider in the study include:</p> <p>Work with the local authority to improve operation of the junction.</p> <p>CCTV coverage of NMU facilities</p>
<p>Other Issues</p>	<p>Junction roundabout is responsibility of the Local Highway Authority, however traffic signal phasing is maintained by the HA</p> <p>Increased number of race meetings at Kempton Park Racecourse</p>

6.3.9 Route Outcome 9 – M3 Junction 2 – Reduce Queuing on M3 Eastbound Approaches

<p>Route Outcome RO9</p> <p>Description</p>	<p>M3 Junction 2 – Reduce Queuing on M3 Eastbound Approach</p> <p>Reduce the peak time queuing on the approaches to M3 Junction 2 and increase journey time reliability for traffic joining the M25.</p>
<p>Related Route Functions</p> <p>Improvements to Related Route Functions</p> <p>Related Route Outcomes</p> <p>Locations</p> <p>Policy Objectives</p> <p>Target</p> <p>Timescale</p> <p>Possible Options</p>	<p>SF2, SF3, SF6, RF1 – RF3, RF5, RF7, LF1, LF4</p> <p>Increased reliability and journey time certainty Safer journeys for all users</p> <p>RO1 Improve Journey Time Reliability – Thames Valley and North Surrey Section RO4 Reduce Clusters RO5 Reduce the Impact of Accidents and Incidents RO7 Improve Road User Information</p> <p>M3 Junction 2, the interchange with the M25</p> <p>S1 Improving the safety of motorised users S2 Improving the safety of non-motorised users S3 Reducing the severity and occurrence of road accidents (Killed or Seriously Injured - KSI) S4 Improved M3 road user safety through design or alteration S5 Using enforcement and education to maintain road user safety Ec1 Reducing congestion and improving journey time reliability between London and south Hampshire Ec3 Encouraging sustainable employment development, especially in urban centres Ec4 Encouraging sustainable mixed-use and other development Ec5 Achieving Best Value in construction and maintenance of M3 improvement schemes A1 Reducing community severance caused by the M3 A2 Supporting the provision of and greater choice of public transport between communities along the M3 In1 Encouraging sustainable transport alternatives on the M3 for people (Modal Shift) In2 Encouraging sustainable transport alternatives for goods and freight (Modal Shift)</p> <p>Undertake studies to identify appropriate schemes to reduce queuing on the junction approaches</p> <p>After completion of the M25 widening, to be assessed as part of the Route Management Plan</p> <p>Options to consider in the study include:</p> <p>Increase demand management measures Provide useful information to users integrated with other forms of communication media Improve management after accidents and incidents, reducing congestion Improve carriageway markings and signing</p>
<p>Other Issues</p>	<p>M25 Widening between Junctions 12 and 15</p> <p>The construction and opening of Terminal 5 at London Heathrow International Airport</p> <p>Changing roles and responsibilities for incident management on the trunk road network</p>

6.3.10 Route Outcome 10 – M3 Junction 3 – Reduce Queuing on Local Approach Roads

<p>Route Outcome RO10</p> <p>Description</p>	<p>M3 Junction 3 – Reduce Queuing on Local Approach Roads</p> <p>Work with the Local Highway Authority to manage the queuing on local roads at Junction 3 without creating “exit blocking” onto the M3 motorway.</p>
<p>Related Route Functions</p> <p>Improvements to Related Route Functions</p> <p>Related Route Outcomes</p> <p>Locations</p> <p>Policy Objectives</p> <p>Target</p> <p>Timescale</p> <p>Possible Options</p>	<p>RF1 – RF3, RF5, RF7, LF2 – LF4</p> <p>Increased reliability and journey time certainty Safer journeys for all users Improved Non-Motorised User facilities</p> <p>RO3 Improve Non-Motorised User Facilities RO4 Reduce Accident Clusters RO5 Reduce the Impact of Accidents and Incidents RO7 Improve Road User Information</p> <p>Local roads approaching Junction 3 of the M3</p> <p>S1 Improving the safety of motorised users S2 Improving the safety of non-motorised users S3 Reducing the severity and occurrence of road accidents (Killed or Seriously Injured - KSI) S4 Improved M3 road user safety through design or alteration S5 Using enforcement and education to maintain road user safety</p> <p>En1 Reducing noise pollution and helping to maintain Air Quality Management Areas in south west London, Surrey and Hampshire En4 Protect and enhance species and habitat interests Ec1 Reducing congestion and improving journey time reliability between London and south Hampshire Ec5 Achieving Best Value in construction and maintenance of M3 improvement schemes</p> <p>A1 Reducing community severance caused by the M3 A2 Supporting the provision of and greater choice of public transport between communities along the M3 A3 Promoting facilities and access for non-motorised users (Pedestrians, horse riders, cyclists and mobility impaired) In1 Encouraging sustainable transport alternatives on the M3 for people (Modal Shift) In4 Integrating the future role of the M3 with land use and development control of south west London, Surrey and Hampshire</p> <p>Maximise the benefits to all road users</p> <p>To be assessed as part of the Route Management Plan</p> <p>Options to consider in the study include:</p> <p>Work with the local authority to improve operation of the junction.</p>
<p>Other Issues</p>	<p>Signal optimisation undertaken in 2004</p>

6.3.11 Route Outcome 11 – Noise Mitigation

<p>Route Outcome RO 11</p> <p>Description</p>	<p>Noise Mitigation</p> <p>Reduce the impact of noise on local residents.</p>
<p>Related Route Functions</p> <p>Improvements to Related Route Functions</p> <p>Related Route Outcomes</p> <p>Locations</p> <p>Policy Objectives</p> <p>Target</p> <p>Timescale</p> <p>Possible Options</p>	<p>RF1 – RF5, LF1 – LF4</p> <p>Improved environment for local residents</p> <p>Increased integration between local land uses</p> <p>Reduced community severance, whilst increasing accessibility</p> <p>RO3 Improve Non-Motorised User Facilities</p> <p>RO12 Improve the Impact to the adjacent Local Environment</p> <p>Generally along the whole route</p> <p>En1 Reducing noise pollution and helping to maintain Air Quality Management Areas in south west London, Surrey and Hampshire</p> <p>En2 Supporting the protection and enhancement of the Hampshire Downs, the London Metropolitan Green Belt and other environmentally designated sites</p> <p>En3 Supporting the protection of other landscapes and townscapes, including heritage parks and structures</p> <p>En4 Protect and enhance species and habitat interests</p> <p>Ec2 Supporting sustainable economic regeneration in the Blackwater Valley and in the south Hampshire towns</p> <p>Ec4 Encouraging sustainable mixed-use and other development</p> <p>Ec5 Achieving Best Value in construction and maintenance of M3 improvement schemes</p> <p>Identify appropriate schemes to reduce noise issues</p> <p>To be assessed as part of the Route Management Plan</p> <p>Options to consider in the study include:</p> <p>Investigate places identified as part of the RMS consultation (see Volume 2, Appendix M for their general location) and see what noise mitigation, if any, could be considered. This investigation would be subject to available funding and in accordance with the Highways Agency’s policy for assessing noise. The outcome of any investigation work would be subject to the availability of funds in future years.</p>
<p>Other Issues</p>	<p>None identified</p>

6.3.12 Route Outcome 12 – Improve the Impact on the adjacent Local Environment

<p>Route Outcome RO 12</p> <p>Description</p>	<p>Improve the Impact on the adjacent Local Environment</p> <p>Improve the impact of the M3 Motorway on the adjacent local natural and built environments, protecting and enhancing water courses and selected flora and fauna during the maintenance and operation of the route.</p>
<p>Related Route Functions</p> <p>Improvements to Related Route Functions</p> <p>Related Route Outcomes</p> <p>Locations</p> <p>Policy Objectives</p> <p>Target</p> <p>Timescale</p> <p>Possible Options</p>	<p>RF7, LF1 – LF4</p> <p>Improved environment for local residents</p> <p>Increased integration between local land uses</p> <p>Reduced community severance, whilst increasing accessibility</p> <p>RO3 Improve Non-Motorised User Facilities</p> <p>RO5 Reduce the Impact of Accidents and Incidents</p> <p>RO11 Noise Mitigation</p> <p>RO12 Air Quality</p> <p>Generally along the whole of the M3.</p> <p>S1 Improving the safety of motorised users</p> <p>S2 Improving the safety of non-motorised users</p> <p>S4 Improved M3 road user safety through design or alteration</p> <p>En1 Reducing noise pollution and helping to maintain Air Quality Management Areas in south west London, Surrey and Hampshire</p> <p>En2 Supporting the protection and enhancement of the Hampshire Downs, the London Metropolitan Green Belt and other environmentally designated sites</p> <p>En3 Supporting the protection of other landscapes and townscapes, including heritage parks and structures</p> <p>En4 Protect and enhance species and habitat interests</p> <p>Ec5 Achieving Best Value in construction and maintenance of M3 improvement schemes</p> <p>A3 Promoting facilities and access for non-motorised users (Pedestrians, horse riders, cyclists and mobility impaired)</p> <p>In4 Integrating the future role of the M3 with land use and development control of south west London, Surrey and Hampshire</p> <p>Contribute to achievement of Key Performance Indicators, for the route, such as bio-diversity and landscape.</p> <p>Create a co-ordinated M3 motorway landscape and environment management specific route plan from existing or emerging strategies.</p> <p>Review Key Performance Indicators annually</p> <p>To be assessed as part of the Route Management Plan</p> <p>Options to consider in the study include:</p> <p>Maintain and enhance selected species of flora and fauna listed in the HA, Area 3 and Area 5 Bio-diversity Action Plans.</p> <p>Collaborate with the Environment Agency to investigate the integrity of the M3 Motorway’s drainage network, preventing contamination of local water courses from road run-off.</p> <p>Adopt and implement actions from emerging environmental strategies and studies</p> <p>Investigate potential for providing and enhancing links between footpaths and bridle ways adjacent to the M3 Motorway</p>
<p>Other Issues</p>	<p>Collaborate with neighbouring Local Authorities who have designated Air Quality Management Areas</p>

6.3.13 Route Outcome 13 – Air Quality

<p>Route Outcome RO 13</p> <p>Description</p>	<p>Air Quality</p> <p>Reduce the impact of Air Quality issues along the M3 route.</p>
<p>Related Route Functions</p> <p>Improvements to Related Route Functions</p> <p>Related Route Outcomes</p> <p>Locations</p> <p>Policy Objectives</p> <p>Target</p> <p>Timescale</p> <p>Possible Options</p>	<p>RF1 – RF5, LF1 – LF4</p> <p>Improved environment for local residents</p> <p>Increased integration between local land uses</p> <p>Reduced community severance, whilst increasing accessibility</p> <p>RO3 Improve Non-Motorised User Facilities</p> <p>RO12 Improve the Impact to the adjacent Local Environment</p> <p>Generally along the whole route, see Volume 2 – Appendix M</p> <p>En1 Reducing noise pollution and helping to maintain Air Quality Management Areas in south west London, Surrey and Hampshire</p> <p>En2 Supporting the protection and enhancement of the Hampshire Downs, the London Metropolitan Green Belt and other environmentally designated sites</p> <p>En3 Supporting the protection of other landscapes and townscapes, including heritage parks and structures</p> <p>En4 Protect and enhance species and habitat interests</p> <p>Ec1 Reducing congestion and improving journey time reliability between London and south Hampshire</p> <p>Ec2 Supporting sustainable economic regeneration in the Blackwater Valley and in the south Hampshire towns</p> <p>Ec5 Achieving Best Value in construction and maintenance of M3 improvement schemes</p> <p>A1 Reducing community severance caused by the M3</p> <p>A2 Supporting the provision of and greater choice of public transport between communities along the M3</p> <p>A3 Promoting facilities and access for non-motorised users (pedestrians, horse riders, cyclists and mobility impaired)</p> <p>IN1 Encouraging sustainable transport alternatives on the M3 for people (Modal Shift)</p> <p>IN2 Encouraging sustainable alternatives for goods and freight (Modal Shift)</p> <p>IN Encouraging sustainable transport interchanges</p> <p>IN4 Integrating the future role of the M3 with land use and development control of South West London, Surrey and Hampshire.</p> <p>Identify appropriate approaches</p> <p>To be assessed as part of the Route Management Plan</p> <p>Options to consider in the study include:</p> <p>Collaborate with the AQMA declared local authorities</p> <p>Investigate other HA studies and work streams that may contribute to improving air quality</p>
<p>Other Issues</p>	<p>Spelthorne BC has declared an AQMA in the Sunbury area, which includes Junction 1</p> <p>Rushmoor and Surrey Heath BCs have declared the M3 corridor through their boroughs as an AQMA</p>

6.3.15 Route Outcome 15 – M3 Junction 6 – Reduce the Effects of Exit Blocking

<p>Route Outcome RO 15</p> <p>Description</p>	<p>M3 Junction 6 – Reduce the Effects of Exit Blocking</p> <p>Reduce the impact of peak time “exit blocking” onto the M3 on the approaches to Junction 6.</p>
<p>Related Route Functions</p> <p>Improvements to Related Route Functions</p> <p>Related Route Outcomes</p> <p>Locations</p> <p>Policy Objectives</p> <p>Target</p> <p>Timescale</p> <p>Possible Options</p>	<p>SF2, SF3, SF6, RF1 – RF4, LF1, LF2, LF4</p> <p>Increased reliability and journey time certainty</p> <p>Safer journeys for all users</p> <p>Reduced community severance, whilst increasing accessibility</p> <p>Better informed travellers</p> <p>RO5 Reduce the Impact of Accidents and Incidents</p> <p>RO7 Improve Road User Information</p> <p>M3 Junction 6 approaches east and west bound</p> <p>S1 Improving the safety of motorised users</p> <p>S3 Reducing the severity and occurrence of road accidents (Killed or Seriously Injured - KSI)</p> <p>S4 Improved M3 road user safety through design or alteration</p> <p>Ec1 Reducing congestion and improving journey time reliability between London and south Hampshire</p> <p>Ec3 Encouraging sustainable employment development, especially in urban centres</p> <p>Ec4 Encouraging sustainable mixed-use and other development</p> <p>Ec5 Achieving Best Value in construction and maintenance of M3 improvement schemes</p> <p>In1 Encouraging sustainable transport alternatives on the M3 for people (Modal Shift)</p> <p>In2 Encouraging sustainable transport alternatives for goods and freight (Modal Shift)</p> <p>In3 Encouraging sustainable transport interchanges</p> <p>In4 Integrating the future role of the M3 with land use and development control of south west London, Surrey and Hampshire</p> <p>Undertake studies to identify appropriate schemes to reduce queuing on the junction approaches</p> <p>To be assessed as part of the Route Management Plan</p> <p>Options to consider in the study include:</p> <p>Increase demand management measures</p> <p>Provide useful information to users integrated with other forms of communication media</p> <p>Integration with the local authorities to reduce exit blocking and increase alternatives to the car</p>
<p>Other Issues</p>	<p>Ongoing major development within Basingstoke</p>

6.3.16 Route Outcome 16 – M3 Junction 7 to 8 – Reduce the Conflict of Eastbound Traffic Merging and Westbound Weaving

<p>Route Outcome RO 16</p> <p>Description</p>	<p>M3 Junction 7 to 8 – Reduce the Conflict of Eastbound Traffic Merging and Westbound Weaving</p> <p>Reduce accidents and incidents caused by traffic merging from the A303 and M3 and inappropriate traffic weaving between Junctions 7 and 8.</p>
<p>Related Route Functions</p> <p>Improvements to Related Route Functions</p> <p>Related Route Outcomes</p> <p>Locations</p> <p>Policy Objectives</p> <p>Target</p> <p>Timescale</p> <p>Possible Options</p>	<p>SF2, SF3, SF5, SF6, RF1, RF2, RF4, RF6, RF7, LF1 – LF4</p> <p>Safer journeys for all users</p> <p>Increased reliability and journey time certainty</p> <p>Reduced occurrence of accidents and incidents</p> <p>RO5 Reduce the Impact of Accidents and Incidents</p> <p>RO7 Improve Road User Information</p> <p>Traffic merging between Junction 7 to 8 (eastbound) and traffic weaving between Junctions 8 to 7 (westbound)</p> <p>S1 Improving the safety of motorised users</p> <p>S3 Reducing the severity and occurrence of road accidents (Killed or Seriously Injured - KSI)</p> <p>S4 Improved M3 road user safety through design or alteration</p> <p>Ec1 Reducing congestion and improving journey time reliability between London and south Hampshire</p> <p>Ec5 Achieving Best Value in construction and maintenance of M3 improvement schemes</p> <p>Monitor performance of this section of the M3</p> <p>To be assessed as part of the Route Management Plan</p> <p>Options to consider in the study include:</p> <p>Improve carriageway markings and signing</p> <p>Provide lighting to improve visibility</p> <p>Improve management after accidents and incidents, reducing congestion</p> <p>Optimise the operation of the Junction 7 to Junction 8 section of the M3</p>
<p>Other Issues</p>	<p>Ongoing major development in Basingstoke</p> <p>Additional lighting could be environmentally sensitive</p> <p>Changing roles and responsibilities for incident management on the trunk road network</p>

6.3.17 Route Outcome 17 – M3 Junction 9 – Improve Operation of Junction, including NMU Facilities

<p>Route Outcome RO 17</p> <p>Description</p>	<p>M3 Junction 9 – Improve Operation of Junction, including NMU Facilities</p> <p>Increased movement and accessibility at Junction 9 and improve the availability of NMU facilities.</p>
<p>Related Route Functions</p> <p>Improvements to Related Route Functions</p> <p>Related Route Outcomes</p> <p>Locations</p> <p>Policy Objectives</p> <p>Target</p> <p>Timescale</p> <p>Possible Options</p>	<p>SF1, SF2, SF4 – SF6, RF1 – RF7, LF1 – LF4</p> <p>Increased reliability and journey time certainty</p> <p>Safer journeys for all users</p> <p>Reducing community severance, whilst increasing accessibility</p> <p>Better informed travellers</p> <p>RO2 Improve Journey Time Reliability – South Hampshire Section</p> <p>RO3 Improve Non-Motorised User Facilities</p> <p>RO4 Reduce Accident Clusters</p> <p>RO5 Reduce the Impact of Accidents and Incidents</p> <p>RO7 Improve Road User Information</p> <p>Junction 9 where the M3 and A34 trunk routes meet</p> <p>S1 Improving the safety of motorised users</p> <p>S2 Improving the safety of non-motorised users</p> <p>S3 Reducing the severity and occurrence of road accidents (Killed or Seriously Injured - KSI)</p> <p>S4 Improved M3 road user safety through design or alteration</p> <p>S5 Using enforcement and education to maintain road user safety</p> <p>En4 Protect and enhance species and habitat interests</p> <p>Ec1 Reducing congestion and improving journey time reliability between London and south Hampshire</p> <p>Ec5 Achieving Best Value in construction and maintenance of M3 improvement schemes</p> <p>A1 Reducing community severance caused by the M3</p> <p>A3 Promoting facilities and access for non-motorised users (Pedestrians, horse riders, cyclists and mobility impaired)</p> <p>In1 Encouraging sustainable transport alternatives on the M3 for people (Modal Shift)</p> <p>In4 Integrating the future role of the M3 with land use and development control of south west London, Surrey and Hampshire</p> <p>Undertake studies to identify appropriate schemes to reduce queuing on and at the junction approaches</p> <p>To be assessed as part of the Route Management Plan</p> <p>Options to consider in the study include:</p> <p>Examine ways of improving operation of junction.</p> <p>Continue interaction with local authorities</p>
<p>Other Issues</p>	<p>Potential major development north of Winchester</p> <p>Changing roles and responsibilities for incident management on the trunk road network</p> <p>Area 3 Signing Strategy Review</p> <p>Completion of M4 Junction 13/A34 Chieveley Improvement</p>

6.3.19 Route Outcome 19 – M3 to M27 Existing Links – Reduce Congestion, Weaving and Accidents

<p>Route Outcome RO19</p> <p>Description</p>	<p>M3 to M27 Existing Links – Reduce Congestion, Weaving and Accidents</p> <p>Improved road user information to reduce congestion, inappropriate traffic weaving and accidents along the link roads between M3 Junction 13 and M27.</p>
<p>Related Route Functions</p> <p>Improvements to Related Route Functions</p> <p>Related Route Outcomes</p> <p>Locations</p> <p>Policy Objectives</p> <p>Target</p> <p>Timescale</p> <p>Possible Options</p>	<p>SF1, SF2, SF4 – SF6, RF1, RF2, RF4 – RF7, LF2 – LF4</p> <p>Safer journeys for all users</p> <p>Increased reliability and journey time certainty</p> <p>Reduced occurrence of accidents and incidents</p> <p>RO2 Improve Journey Time Reliability – South Hampshire Section</p> <p>RO4 Reduce the Number of Accident Clusters</p> <p>RO5 Reduce the Impact of Accidents and Incidents</p> <p>RO6 Assist Regeneration in south Hampshire</p> <p>RO7 Improve Road User Information</p> <p>From M3 Junction 13 east and westbound to the M27 motorway</p> <p>S1 Improving the safety of motorised users</p> <p>S3 Reducing the severity and occurrence of road accidents (Killed or Seriously Injured - KSI)</p> <p>S4 Improved M3 road user safety through design or alteration</p> <p>Ec1 Reducing congestion and improving journey time reliability between London and south Hampshire</p> <p>Ec2 Supporting sustainable economic regeneration in the Blackwater Valley and in the south Hampshire towns</p> <p>Ec3 Encouraging sustainable employment development, especially in urban centres</p> <p>Ec4 Encouraging sustainable mixed-use and other development</p> <p>Ec5 Achieving Best Value in construction and maintenance of M3 improvement schemes</p> <p>A1 Reducing community severance caused by the M3</p> <p>A2 Supporting the provision of and greater choice of public transport between communities along the M3</p> <p>In1 Encouraging sustainable transport alternatives on the M3 for people (Modal Shift)</p> <p>In4 Integrating the future role of the M3 with land use and development control of south west London, Surrey and Hampshire</p> <p>Undertake studies to identify appropriate schemes to reduce queuing on the links and junction approaches</p> <p>To be assessed as part of the Route Management Plan</p> <p>Options to consider in the study include:</p> <p>Increase demand management measures</p> <p>Provide useful information to users integrated with other forms of communication media</p> <p>Improve management after accidents and incidents, reducing congestion</p> <p>Improve carriageway markings and signing</p>
<p>Other Issues</p>	<p>Changing roles and responsibilities for incident management on the trunk road network</p> <p>Introduction of HA national and regional traffic control centres</p>