

Table 7.1: Key Route Issues against Route Outcomes

	Key Route Issues	Route Outcomes								
		RO1	RO2	RO3	RO4	RO5	RO6	RO7	RO8	RO9
		Journey Time Reliability – Thames Valley and North Surrey	Journey Time Reliability – South Hampshire	Non-Motorised User Facilities	Accident Clusters	Impact of Accidents and Incidents	Regeneration in South Hampshire	Road User Information	M3 Junction 1	M3 Junction 2
Accident cluster locations	Positive	Positive	Positive	Positive	Positive	Positive			Positive	
Merging traffic at junctions	Positive	Positive		Positive	Positive	Positive		Positive		
Traffic weaving	Positive	Positive		Positive	Positive	Positive		Positive		
Twyford cutting gradient		Positive		Positive	Positive	Positive	Positive	Positive		
Congestion between junctions	Positive	Positive		Positive	Positive	Positive	Positive	Positive	Positive	
Congestion at junctions	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive
Impact of accidents and incidents	Positive	Positive	Positive	Positive	Positive	Positive		Positive	Positive	Positive
Advanced warning signs	Positive	Positive		Positive	Positive	Positive		Positive		Positive
Severance in communities			Positive		Positive	Positive	Positive		Positive	
Public transport	Positive	Positive					Positive	Positive	Positive	Positive
Non-motorised user facilities			Positive	Positive					Positive	
Supporting park and ride initiatives		Positive					Positive	Positive		

	Key Route Issues	Route Outcomes									
		RO10	RO11	RO12	RO13	RO14	RO15	RO16	RO17	RO18	RO19
		M3 Junction 3	Noise Mitigation	Environmental Protection	Air Quality	Projectiles Being Thrown	M3 Junction 6	M3 Junctions 7 to 8	M3 Junction 9	Twyford Cutting	M3 to M27 Link Roads
	Accident cluster locations	Positive				Positive			Positive	Positive	Positive
	Merging traffic at junctions							Positive	Positive	Positive	Positive
	Traffic weaving					Positive	Positive	Positive	Positive	Positive	Positive
	Twyford cutting gradient									Positive	Positive
	Congestion between junctions	Positive					Positive	Positive	Positive	Positive	Positive
	Congestion at junctions	Positive					Positive		Positive	Positive	Positive
	Impact of accidents and incidents	Positive				Positive	Positive	Positive	Positive	Positive	Positive
	Advanced warning signs						Positive	Positive	Positive	Positive	Positive
	Severance in communities	Positive	Positive	Positive	Positive				Positive	Positive	Positive
	Public transport	Positive			Positive		Positive			Positive	Positive
	Non-motorised user facilities	Positive		Positive	Positive	Positive			Positive		Positive
	Supporting park and ride initiatives						Positive	Positive	Positive	Positive	Positive

	M3 Route Functions	Route Outcomes								
		RO1	RO2	RO3	RO4	RO5	RO6	RO7	RO8	RO9
LF2	Acts as a route through large population centres, giving relief to local roads	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive
LF3	Acts as a commuter route to local employment centres in Southampton and the Solent towns, Winchester, Basingstoke, the Blackwater Valley towns and south-west London	Positive	Positive		Positive	Positive	Positive	Positive	Positive	
LF4	Acts as a wildlife corridor			Positive						

	M3 Route Functions	Route Outcomes									
		RO10	RO11	RO12	RO13	RO14	RO15	RO16	RO17	RO18	RO19
LF2	Acts as a route through large population centres, giving relief to local roads	Positive	Positive	Positive	Positive	Positive			Positive		Positive
LF3	Acts as a commuter route to local employment centres in Southampton and the Solent towns, Winchester, Basingstoke, the Blackwater Valley towns and south-west London			Positive	Positive		Positive	Positive	Positive	Positive	Positive
LF4	Acts as a wildlife corridor		Positive	Positive	Positive			Positive		Positive	

Table 7.3: Development Control Statement against Route Outcomes

	Development Control Statement	Route Outcomes								
		RO1	RO2	RO3	RO4	RO5	RO6	RO7	RO8	RO9
		Journey Time Reliability – Thames Valley and North Surrey	Journey Time Reliability – South Hampshire	Non-Motorised User Facilities	Accident Clusters	Impact of Accidents and Incidents	Regeneration in South Hampshire	Road User Information	M3 Junction 1	M3 Junction 2
	Congestion will be reduced.	Positive	Positive		Positive	Positive		Positive	Positive	Positive
	Safety and efficiency will be maintained.	Positive	Positive	Positive	Positive	Positive		Positive	Positive	Positive
	Speed of traffic will be controlled, improving safety and journey time reliability.	Positive	Positive			Positive		Positive	Positive	Positive
	Appropriate sustainable development will be facilitated.		Positive				Positive		Positive	
	Access to alternative modes to the private car will be encouraged and facilitated.	Positive	Positive	Positive			Positive		Positive	
	Appropriate sustainable development proposals for regeneration in south Hampshire will be facilitated.		Positive				Positive			

Table 7.4: M3 Policy Objectives against Route Outcomes

	M3 Policy Objectives	Route Outcomes								
		RO1	RO2	RO3	RO4	RO5	RO6	RO7	RO8	RO9
		Journey Time Reliability – Thames Valley and North Surrey	Journey Time Reliability – South Hampshire	Non-Motorised User Facilities	Accident Clusters	Impact of Accidents and Incidents	Regeneration in South Hampshire	Road User Information	M3 Junction 1	M3 Junction 2
SAFETY										
S1	Improving the safety of motorised users	Positive	Positive		Positive	Positive		Positive	Positive	Positive
S2	Improving the safety of non-motorised users		Positive	Positive	Positive	Positive		Positive		Positive
S3	Reducing the severity and occurrence of road accidents (Killed or Seriously Injured - KSI)	Positive	Positive	Positive	Positive	Positive		Positive		Positive
S4	Improved M3 road user safety through design or alteration	Positive	Positive	Positive	Positive	Positive		Positive		Positive
S5	Using enforcement and education to maintain road user safety	Positive	Positive		Positive	Positive		Positive		Positive
ENVIRONMENT										
EN1	Reducing noise pollution, helping to maintain Air Quality Management Areas in South West London, Surrey and Hampshire	Positive	Positive	Positive					Positive	
EN2	Supporting the protection of the Hampshire Downs, the London Metropolitan Green Belt and other environmentally classified conservation sites			Positive						

	M3 Policy Objectives	Route Outcomes								
		RO1	RO2	RO3	RO4	RO5	RO6	RO7	RO8	RO9
EN3	Supporting the protection of other landscapes and townscapes, including heritage parks and structures			Positive			Positive			
EN4	Protecting local bio-diversity and eco-systems			Positive					Positive	
ECONOMY										
EC1	Reducing congestion and improving journey time reliability between London and south Hampshire	Positive	Positive		Positive	Positive	Positive	Positive	Positive	Positive
EC2	Supporting sustainable economic regeneration in the Solent towns	Positive	Positive		Positive	Positive	Positive	Positive		
EC3	Encouraging sustainable employment development, especially in urban centres	Positive	Positive				Positive			Positive
EC4	Encouraging sustainable mixed-use and other development	Positive	Positive				Positive			Positive
EC5	Achieving Best Value in construction and maintenance of M3 improvement schemes	Positive	Positive			Positive	Positive	Positive	Positive	Positive
ACCESSIBILITY										
A1	Reducing community severance caused by the M3		Positive	Positive			Positive	Positive	Positive	Positive
A2	Supporting the provision of and greater choice of public transport between communities along the M3	Positive	Positive				Positive	Positive	Positive	Positive
A3	Promoting facilities and access for non-vehicle users (Pedestrians, horse riders, cyclists and mobility impaired)		Positive	Positive					Positive	

	M3 Policy Objectives	Route Outcomes								
		RO1	RO2	RO3	RO4	RO5	RO6	RO7	RO8	RO9
INTEGRATION										
IN1	Encouraging sustainable transport alternatives on the M3 for people (Modal Shift)	Positive	Positive	Positive			Positive	Positive	Positive	Positive
IN2	Encouraging sustainable transport alternatives for goods and freight (Modal Shift)						Positive			Positive
IN3	Encouraging sustainable transport interchanges						Positive			
IN4	Integrating the future role of the M3 with the land use and development control of south west London, Surrey and Hampshire	Positive	Positive	Positive			Positive	Positive	Positive	

	M3 Policy Objectives	Route Outcomes									
		RO10	RO11	RO12	RO13	RO14	RO15	RO16	RO17	RO18	RO19
		M3 Junction 3	Noise Mitigation	Environmental Protection	Air Quality	Projectiles Being Thrown	M3 Junction 6	M3 Junctions 7 to 8	M3 Junction 9	Twyford Cutting	M3 to M27 Link Roads
SAFETY											
S1	Improving the safety of motorised users	Positive		Positive		Positive	Positive	Positive	Positive	Positive	Positive
S2	Improving the safety of non-motorised users	Positive		Positive					Positive		
S3	Reducing the severity and occurrence of road accidents (Killed or Seriously Injured - KSI)	Positive				Positive	Positive	Positive	Positive	Positive	Positive
S4	Improved M3 road user safety through design or alteration	Positive		Positive		Positive	Positive	Positive	Positive	Positive	Positive
S5	Using enforcement and education to maintain road user safety	Positive				Positive			Positive		
ENVIRONMENT											
EN1	Reducing noise pollution, helping to maintain Air Quality Management Areas in South West London, Surrey and Hampshire	Positive	Positive	Positive	Positive					Positive	
EN2	Supporting the protection of the Hampshire Downs, the London Metropolitan Green Belt and other environmentally classified conservation sites		Positive	Positive	Positive					Positive	

	M3 Policy Objectives	Route Outcomes									
		RO10	RO11	RO12	RO13	RO14	RO15	RO16	RO17	RO18	RO19
		EN3	Supporting the protection of other landscapes and townscapes, including heritage parks and structures		Positive	Positive	Positive				
EN4	Protecting local bio-diversity and eco-systems	Positive	Positive	Positive	Positive				Positive	Positive	
ECONOMY											
EC1	Reducing congestion and improving journey time reliability between London and south Hampshire	Positive			Positive	Positive	Positive	Positive	Positive	Positive	Positive
EC2	Supporting sustainable economic regeneration in the Solent towns		Positive		Positive					Positive	Positive
EC3	Encouraging sustainable employment development, especially in urban centres						Positive				Positive
EC4	Encouraging sustainable mixed-use and other development		Positive				Positive				Positive
EC5	Achieving Best Value in construction and maintenance of M3 improvement schemes	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive
ACCESSIBILITY											
A1	Reducing community severance caused by the M3	Positive			Positive				Positive	Positive	Positive
A2	Supporting the provision of and greater choice of public transport between communities along the M3	Positive			Positive						Positive

	M3 Policy Objectives	Route Outcomes									
		RO10	RO11	RO12	RO13	RO14	RO15	RO16	RO17	RO18	RO19
		A3	Promoting facilities and access for non-vehicle users (Pedestrians, horse riders, cyclists and mobility impaired)	Positive		Positive	Positive	Positive			Positive
INTEGRATION											
IN1	Encouraging sustainable transport alternatives on the M3 for people (Modal Shift)	Positive			Positive		Positive		Positive	Positive	Positive
IN2	Encouraging sustainable transport alternatives for goods and freight (Modal Shift)				Positive		Positive				
IN3	Encouraging sustainable transport interchanges				Positive		Positive				
IN4	Integrating the future role of the M3 with the land use and development control of south west London, Surrey and Hampshire	Positive		Positive	Positive	Positive	Positive		Positive	Positive	Positive