

M3 Junction 9 Improvement Scheme
Issue Specific Hearing 3: Policy and Need; Climate Change and GHGs
Tuesday 8 August 2023

Deadline 4

Hampshire County Council written summary of oral representations

2. Policy and Need

(ii) Local Plan and other Policies

- **Whether the Proposed Development would be in conflict with any Local Plan or Local Transport Plan (LTP) policies having regard to the references to an upgraded J9 within the Local Plan and LTP.**

The County Council confirmed that it considered the scheme to be consistent with both the current Local Transport Plan (LTP3) which was adopted in 2011, and the emerging Draft Local Transport Plan (LTP4).

Chapter 1: The Transport Vision of Part A (Long-Term Strategy 2011-2031) of LTP3 acknowledges that the private car is expected to be the dominant form of transport over the 20-year period of the strategy element of the Plan, and therefore the priorities reflect this expectation. At the time that the Plan was written, traffic congestion was forecast to increase substantially, beyond the official peak capacity of busy road corridors such as the M3. The County Council therefore states that it would 'continue a lobbying and influencing role with the Highways Agency [now National Highways], to explore ways of managing congestion on the strategic road network.'

Chapter 6: Transport Strategy for Central Hampshire and the New Forest of Part A of LTP 3 states that:

'The junction of the A34(T) and M3 at Winnall (Winchester), which acts as a gateway to the South Hampshire sub-region, presents particular difficulties. As well as capacity problems at this key intersection, there are also significant difficulties for local traffic wishing to join the strategic network at this point, particularly from nearby employment areas. Further increases in traffic may necessitate changes to the layout of the junction to offer increased capacity to reduce congestion at this location'

Consequently, LTP3 identifies the need to explore options to address congestion at Junction 9 of the M3 as a potential option that could be considered for delivery in support of the highway network.

The scheme is also in accordance with the following transport policies within LTP3:

- *Policy B: Work with the Highways Agency, Network Road, ports and airports to ensure reliable access to and from South Hampshire's three international gateways for people and freight;*

- *Policy C: To optimise the capacity of the highway network and improve journey time reliability for all modes;*
- *Policy E: To deliver improvements in air quality; and*
- *Policy H: To promote active travel modes and develop supporting infrastructure.*

The benefits of the scheme in relation to improving air quality and promoting active travel through the delivery of new and improved pedestrian and cycle routes are covered in more detail within the County Council's Local Impact Report.

The emerging Draft Local Transport Plan 4 (April 2022), has been subject to public consultation but has not yet been adopted, as the County Council is awaiting guidance from the Department for Transport.

The supporting text for *Policy C2: Efficient and sustainable movement of goods* of the Draft LTP4 states that *'Our transport network is vital for the movement of goods as well as people. Good and reliable road and rail transport links are critical for the Hampshire economy, in terms of enabling business supply chains to operate efficiently and getting goods to customers quickly and on time.'* Consequently, Policy C2 sets out that the County Council will:

- b) support measures that improve journey time reliability on strategic lorry and rail freight routes, including those which improve access to international ports and airports (see Section 7.8, Strategic Infrastructure, Policy SI1); and*
- e) encourage freight to use the strategic road network (SRN) and major road network (MRN), where this is the most appropriate route.*

Policy SI1: Work with partners to deliver targeted improvements to Hampshire's strategic rail, road and digital infrastructure states that the County Council will:

- c) support targeted improvements to the wider strategic road network (SRN) and major road network (MRN) where there is a clear safety, economic, health or wider social case.*

The implementation of the policy will be supported by *'working closely with National Highways and Network Rail/Great British Railways to inform their delivery plans with robust evidence-led transport assessments to secure improvements to the strategic road network (SRN) and the rail network that runs through the county.'*

The strategic transport infrastructure priorities for Hampshire, as identified in the policy, currently include improvements to Junction 9 of M3 as an International Gateway.

The scheme is also in accordance with draft policies:

- *C5: Support local living and reduce demands on transport – specifically e) which states that we will 'support investment in walking, cycling...to make local trips easier and reduce the need for private car ownership'; and*
- *C8: Managing the harmful health effects of poor air quality and noise disturbance due to transport.*

The benefits of the scheme in relation to improving air quality and promoting active travel through the delivery of new and improved pedestrian and cycle routes are covered in more detail within the County Council's Local Impact Report.