

## M3 Junction 9 Improvement Project

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### Questions arising out of Hearings 2-3

Mr. Gagg of WinACC made several references to the Examination being presented with selected black-box outputs and how difficult it is to assess their significance or accuracy. Mr. Gagg referred to this as 'tell, not show'. We agree that it is very difficult to understand some of the output numbers, especially the GHG calculations without seeing more of the data. The GHG numbers are especially opaque. There is nothing in the Climate document that clearly explains how the numbers are arrived at.

There were also inconsistent statements about journey times and induced traffic. We have already requested some data output from the VDEM modelling. One of the questions was answered at Hearing 3:

**Question WinFoE7 (to NH):** Does the VDEM modelling include modal choice?

The answer was yes, but it begs another question:

**Question WinFoE10 (to NH):** What modal shift results from the scheme according to the VDEM model?:

- From public transport to private motoring?
- From rail freight to road freight?

We know that output data from modelling is dense and often inscrutable, but we have had some experience of looking at such data and would like to have some visibility of the outputs for this scheme.

**Question WinFoE11 (to NH):** Could we please be sent the following files:

- The COBA output file?
- The link-node diagrams for the COBA analysis?
- The GHG modelling output file?
- The air quality modelling output files?

Another question that arose in Hearing 3 was how monetarised GHG emissions are dealt with in the cost-benefit analysis.

**Question WinFoE12 (to NH):** Are GHG emission costs discounted back to base year in the normal manner of discounting costs? If so, what is the rationale for doing so, since emission is cumulative and all emissions count equally to the future?

Thank you

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