Llywodraeth Cymru
Welsh Government

Welsh Government

M4 Corridor Around Newport

The Plan

Consultation Participation Report Appendices









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A1 Full Factual Consultation Report (Dialogue by Design)

M4 Corridor around Newport draft Plan

Consultation summary report

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This report contains a summary of the representations made by key stakeholders and members of the public during the consultation on the Welsh Governmentôs M4 Corridor around Newport draft Plan.

The views reflected in this report are those of the respondents who took part in the consultation and do not reflect the views of the Welsh Government, Arup or Dialogue by Design.

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Chapter 1 Introduction

1.1 Purpose of this report

This report is produced by Dialogue by Design in order to support the Welsh Government in their decision making as to whether to adopt their draft Plan, which outlines their preferred strategy to solving transport related problems affecting the M4 Corridor around Newport in South Wales.

Arup, on behalf of the Welsh Government, commissioned Dialogue by Design to manage and report on an open public consultation on its draft Plan, held between September and December 2013.

Dialogue by Design are a specialist independent consultation practice with experience in undertaking a range of major consultation processes, including for large transport infrastructure projects.

Dialogue by Design assisted Arup to advise the Welsh Government on the design of the consultation questions and developed and hosted a consultation website that invited interested parties to submit their consultation responses online. Alongside these online responses, Dialogue by Design gathered and digitised responses submitted by post, or by email. All responses have been analysed, and the findings are summarised in this report.

This document provides a summary report of the M4 draft Plan consultation responses. A full Participation Report has also been prepared by Arup, which presents a complete overview of the engagement and consultation process associated with the M4 Corridor around Newport.

1.2 Background

The draft Plan provides the Welsh Governmentôs preferred strategy to address transport related problems on the M4 around Newport. The Welsh Government published its preferred strategy in its M4 Corridor around Newport draft Plan on 23 September 2013, of which the main element is a new three lane motorway to the south of Newport. Should the Welsh Government adopt its draft Plan, an M4 Corridor around Newport Plan would be adopted and published.

The draft Plan has been developed taking into account the extensive work and public consultation undertaken as part of the M4 Corridor Enhancement Measures (CEM) Programme, as well as earlier studies. The M4 CEM Programme was set up in 2010 to explore and resolve issues of capacity, safety and resilience along the M4 Corridor around Newport, in South East Wales. For more information on the development of the draft Plan, please see www.m4newport.com.

Using the feedback received from the draft Plan consultation, the Welsh Government will decide whether to adopt the draft Plan, with or without amendment.

1.3 How the consultation process was managed

The Welsh Government undertook a public consultation, open to all, from 23 September 2013. This was scheduled to run until 16 December 2013, but was extended for a few key stakeholders by a defined period to accommodate their late submissions (following formal requests to the Welsh Government).

The Welsh Governmentôs consultation document, number WG19741, provided an overview of the draft Plan, its reasonable alternatives and a Do Minimum Scenario. In addition to the draft Plan consultation document, a number of environmental, health and equality based assessments of the draft Plan have been undertaken in order to address the Strategic Environmental Assessment (SEA) Regulations, Habitats Regulations, the Equality Act (2010) and the Welsh Transport Planning and Appraisal Guidance (WelTAG). The assessments of the draft Plan formed part of the M4 Corridor around Newport draft Plan consultation. A consultation response form asked respondents a series of questions about the Welsh Governmentôs preferred strategy, its reasonable alternatives, the Do Minimum Scenario, and about each of the associated assessments. A final open question allowed respondents to make any further comments that they considered relevant to the consultation. In addition, the online and paper response form collected data about the travel habits of respondents.

Consultation documents and response forms were made available to the public at public events, Newport libraries, other Document Deposit Centres, at the M4 Newport website (www.m4newport.com), and to registered users through the consultation website. A number of individuals and groups also requested further information to help inform their response to the consultation. Consultation materials were also distributed if requested. Any persons or organisations were able to request an electronic or paper copy of the consultation document and response form by telephone, email or writing to a designated Consultation Manager, whose details were provided on all relevant documents and publicity materials. Any requested copies were immediately dispatched by Arup to participants either by courier, Royal Mail, or email.

To encourage participation from as many people as possible, representations were accepted through a variety of channels. These included:

- Response forms that were made available at the public exhibitions (with freepost envelopes provided);
- Online response forms;
- Letters submitted via freepost address;
- Dedicated email address (m4newport@arup.com); and
- Letters submitted to Assembly Members, the Welsh Government, or Welsh Ministers.

A comprehensive promotion and publicity campaign was undertaken to make people aware of the opportunity to engage with and comment on the draft Plan. The Minister for Economy, Science and Transport advised all AMs and MPs in the South Wales area of the public consultation. All Local Authorities and Clerks of Community Councils in the Newport area were also notified. The Welsh Government arranged for adverts to be placed in the Capital Times, Cardiff and South Wales Advertiser, Marshfield Mail, Newport Voice Magazine and the Big Issue Cymru. In addition, posters were displayed at some Motorway services along the M4 and at Document Deposit Points across Newport. The Welsh Government also arranged for 110,000 leaflets to be distributed to properties in the Newport area. A radio advertising campaign was also aired for the duration of the consultation period on Real Radio in both English and Welsh languages. A dedicated project website, an information hotline and email address, 2 stakeholder workshops, and 10 public exhibitions were held in locations across Newport. Full details of publicity and events are available within the M4 Corridor around Newport Participation Report.

Chapter 2 Analysis and reporting methodology

This section sets how the representations received from the public were analysed, to ensure every relevant point, issue and concern was identified and captured to enable the findings to be reported.

2.1 Data processing

All paper and electronic responses were either received directly by Dialogue by Design or securely delivered to Dialogue by Design via Arup or the Welsh Government. They were then transferred to a secure electronic analysis system managed by Dialogue by Design. Submissions were received in a number of formats: online response forms (via the website), paper response forms, letters, and emails. There were also variations to these formats such as completed response forms with letters, reports, or annotated leaflets attached. Chapter 3 provides an overview of the number and type of responses received.

A number of Welsh language responses were received by Dialogue by Design. At the end of the consultation, these were transferred to Arup for translation and return. Dialogue by Design then entered these translated responses to their analysis database, where they were analysed alongside all other consultation responses.

Where responses followed the consultation structure, they were typed into the analysis database verbatim against the specific consultation question. An additional field was used to capture responses that did not follow the consultation structure.

On completion of digitisation, a number of checks were undertaken to minimise the number of óduplicateôsubmissions. Where responses were exactly the same, and from the same respondent, only one copy was included in the analysis. Where it was detected that an individual or organisation submitted more than one response, without these being duplicates, the responses were linked to a single respondent ID in the database.

While the verification process will have identified and removed exact duplicate submissions sent by the same respondent in different formats, it is possible that a limited number of duplicate responses with variations to submissions or registration details may have been included. This is very typical for consultations of this scale and nature.

The verification process has identified and removed exact duplicate submissions sent by the same respondent in different formats, but there is a limited risk that the process has not identified all minor variations to submissions or registration details, which would be considered as separate responses. It is, however, possible that a very limited number of responses may have been considered more than once.

2.2 Development of an analytical framework

In order to analyse the responses, and the variety of views expressed, an analytical (coding) framework was created. The purpose of the framework was to enable Dialogue by Design to organise responses by themes and issues, so that key messages as well as specific points of detail could be captured and reported.

The process of developing the framework for this consultation involved a team of Dialogue by Design senior analysts reviewing an early set of responses for each consultation question, and formulating an initial framework of codes. Throughout the process, Dialogue by Design discussed the coding framework with Arup, who provided feedback on the iterative

development of the coding framework. This ensured that the coding framework was suitable, taking into account technical and project specific issues.

A three-tier approach was taken to coding, starting with high-level themes, splitting into sub-themes and then specific codes. Table 2.1 provides a full list of the top-level themes used and Table 2.2 provides an extract from the coding framework showing the use of themes, sub-themes and codes. The full coding framework is available in Appendix 3.

Each code is intended to represent a specific issue, opinion or argument raised in responses. The data analysis system allows the analysts to populate a basic coding framework at the start (top-down), whilst providing scope for further development of the framework using suggestions from the analysts engaging with the response data (bottom-up). We use descriptive codes since this allows analysts to suggest refinements and additional issues, and aids quality control and external verification.

In total 16 themes were identified, which were sometimes further split into sub-themes. The use of a three-tier coding framework (themes, sub-themes and codes) assisted the efficient analysis of the representations and supported in-depth interrogation of the findings and data reporting.

Table 2.1 List of themes from the coding framework

Theme
Alternative/additional approaches (ALT)
Assessments (AS)
Complementary Measures (CM)
Consultation and Information (CI)
Do minimum scenario (O-DM)
Locations (L)
Options general (O-GEN)
Preferences (PF)
Preferred Option (Black Route) (O-BR)
Reasonable alternative (Purple Route) (O-PR)
Reasonable alternative (Red Route) (O-RR)
References (R)
Support/Opposition (SO)

Table 2.2 Example of the structure of the coding framework

Theme	Sub-theme	Code
Preferred Option (Black Route)	Goal	Emissions - concern
		Emissions ï will achieve
		Journey times - concern
		Journey times ï will achieve
	Problem	Capacity ï will encourage more traffic/cars - concern
		Capacity ï will improve/benefit
		Congestion ï will improve/benefit

2.3 Implementation of the analysis framework

The coding framework was developed centrally by experienced analysts. Other members of the analysis team were then familiarised with the detail of the coding framework, so they could start applying codes to individual responses to each of the consultation questions. Analysts discussed coding with each other on a regular, informal basis, as well as at formal meetings, where decisions were taken on the coding of particular types of response. This approach ensured that the team was able to maintain a coherent and consistent approach to the application of the coding framework across responses.

The application of a code to part of a response was completed by highlighting the relevant text and recording the selection. A single submission (comment) could receive multiple codes.

Where similar issues were raised, or organised submissions were coded, a process was followed to ensure that these were coded consistently (see Section 3.2 for further information about organised submissions). The analysis database aids this process by automatically applying the same coding to responses that are identical (on a question-by-question basis).

2.4 Quality assurance

As the analysis and coding exercises are carried out manually, albeit by experienced analysts, limited risk of human error is present and the ambiguous nature of some representations means that they can be open to interpretation. To address this issue, a number of quality assurance procedures were adopted. These included:

- Frequent discussion between Dialogue by Design and Arup regarding emerging themes, to ensure that the approach to specific issues was accurate and consistent;
- Cross-checking of the analystsôwork by senior colleagues;
- A secure connection to the analysis database through which the Welsh Government and Arup project teams could view the progress of analysis in real time and identify any concerns at an early stage in the analysis process; and
- External quality assurance undertaken by Arup using a review web tool and secure raw data files. This additional scrutiny allowed for Dialogue by Design to consider Arup comments, test suggested approaches to coding with Arup, and ensured that local knowledge and technical input could benefit the accurate coding of responses.

2.5 About this report

This report summarises the findings from the independent analysis of responses to the consultation, largely following the structure of the consultation questionnaire and underpinned by the coding framework described above.

The report gives a factual overview of the views of those who responded to the consultation. The authors have not verified the accuracy of statements by respondents, nor have they drawn inferences or conclusions from response data.

By its nature, the summary report cannot fully reflect all points made by all respondents. Having said that, most themes and sub-themes used in the analysis of the data are specifically covered in the narrative of Chapters 4 and 5 (with the exception of the ôLocationô and ôReferenceôthemes), and Appendix 3 provides the full analysis results in a tabular format.

This report informs and sits alongside the Participation Report produced by Arup on behalf of the Welsh Government.

2.6 Structure of the report

Chapter 4 deals with representations received from respondents designated as key stakeholders by the Welsh Government, and Chapter 5 deals with representations received from members of the public and organisations not identified as key stakeholders for analytical purposes.

Chapters 4 and 5 have an identical structure. They provide summaries of responses relevant to each of the consultation questions in turn. Additionally, there are a number of further sections which cover: comments on the present transport network in and around Newport; respondentsôgeneral comments; comments on complementary measures; comments on alternative or additional approaches to the draft Plan and its reasonable alternatives; and comments on the consultation process.

2.7 Numbers in the report

Numbers are used in this report to provide the reader with an indication of the balance of views expressed by respondents. It is important to note that this consultation was an open and qualitative process, rather than an exercise to establish dominant views across a representative cross-section of the public. Therefore, no inferences about a populationôs views can be reliably drawn from these numbers and they are not statistically representative of wider views held in Wales or any part of the population. This report intends to accurately reflect the issues raised, rather than attributing any weight to the number of respondents raising them. The consultation is not a vote, rather the purpose of the consultation is to ensure sufficient opportunity for individuals and organisations to provide their comments on the Welsh Governmentôs draft Plan, which will assist the Welsh Government to decide whether or not to adopt it, with or without amendments.

Throughout Chapters 4 and 5 there are approximate indications of how many respondents express certain views. The focus of the narrative is to provide an understanding of respondentsôopinions about the options and assessments presented in the draft Plan Consultation Document and associated assessments. It is possible that an issue mentioned by only a small number of respondents is covered in the narrative, particularly when such an issue adds a consideration that is different from other views.

Throughout the report, respondents' views are summarised using quantifiers such as 'many', 'some' and 'a few', to avoid a disproportionate emphasis on numbers and to ensure the narrative remains readable. As is generally accepted for qualitative analysis reports on data of this scale and nature, there is no rigorous metric for use of quantifiers in the report. Reporters have exercised their editorial judgement over what quantifiers to employ, generally choosing an expression relative to the direct context, rather than an objective measure across the report.

In relation to respondentsôsupport or opposition to the proposals it is important to note that only where a respondent explicitly states support or opposition to the draft Plan preferred strategy, its reasonable alternatives or the Do Minimum Scenario, has their comment been coded as such. Analysts have been careful not to record implicit or ambivalent statements as support or opposition. Where respondents stated a preference for a route option or the Do Minimum Scenario, these statements have been coded under the ôPreferencesôtheme. The key findings about respondentsôpreferences are listed immediately after the sections on

support and opposition, so that readers can consider this information in conjunction. It is useful to be aware that respondents often express a preference for a particular scheme without expressing support, and vice versa.

A material proportion of the responses to this consultation are organised submissions (see Chapter 3 for further detail), while some individual responses may have also been influenced by campaigns undertaken by interest groups. The analysis does not distinguish between individual and organised responses which means that issues addressed in organised responses correspond with large numbers in the report. Organised responses are as valid as individual responses, and therefore counted in the same manner.

Individual responses drawing on information published by interest groups also influence numbers reported in Chapter 5, but it is not possible to specify the extent of this, as these responses do not tend to explicitly acknowledge affiliation with any interest group or campaign. Readers should keep this in mind when they consider numbers reported in Chapter 5.

Given the factual nature of this report and its emphasis on the range of views expressed in respondentsôcomments, no efforts have been undertaken to specify which views (or indeed numbers) in Chapter 5 of the report may have been influenced by initiatives of interest groups. One reason for this is the reportôs purpose to reflect what respondents said regardless of the type of response they submitted. Another reason is that the authors are committed to reflect comments without further interpretation, refraining from making assumptions about what informed respondentsôviews. The latter is particularly pertinent where responses could not be identified as being part of an organised response and where no explicit mention is made of any affiliations with interest groups.

2.8 Quotations and references

Throughout the report, quotations are included to illustrate or clarify the description of respondentsôcomments. Quotations are illustrative only and do not imply that the quoted response carries particular weight.

Where quotations are taken from the responses of key stakeholders they have been identified in the attribution line beneath the quotation. All other quotations may come from private individuals, public office holders, or organisations that have not been designated key stakeholders.

All quotations are included verbatim, and spelling, grammar and punctuation have not been corrected to prevent the risk of unintentional changes to the meaning of the response.

2.9 Appendices

Appendices include a list of stakeholders that responded to the consultation (Appendix 1), a summary of demographic data gathered about respondents (Appendix 2), and a matrix listing all codes in the analysis framework and the number of times they were used in the analysis of responses to each of the consultation questions (Appendix 3).

Chapter 3 Participation

3.1 Participation in numbers

A total of 1,864 responses were analysed. Of these, 48 were identified as ancillary submissions from respondents who sent more than one response. The total number of unique respondents participating in the consultation was 1,816.

A total of 10 respondents submitted responses in Welsh (the process for dealing with these is described in Chapter 2).

The volume of responses that focus on particular issues associated with the consultation is likely to have been increased by initiatives from interest groups that encouraged their supporters to submit a response, and in some instances provided suggestions for what and how to respond. The consultation received some 675 responses that were identical or largely identical: these were categorised as part of an ôorganised responseôï please see section 3.2 below for more detail on organised responses.

A number of other submissions include references to the views of interest groups, or extracts from interest groupsô statements. While it is not feasible to identify the exact number of submissions that have been influenced by interest groups, initial analysis suggests that more than 200 submissions (in addition to the approximately 675 organised submissions) use phrases resembling those used in interest group publications related to the consultation.

Table 3.1 below shows the number of responses received in the various response types.

Table 3.1 Responses by type

Response type	Count
Online response	739
Response form	196
Email/Letter	929
Total	**1,864**

Table 3.2 shows the number of responses from key stakeholders and members of the public and other organisations who responded.

Table 3.2 Responses by respondent type

Response type	Count
Members of the public and organisations not identified as key stakeholders	1,779
Key stakeholders	85

Respondents could choose to respond to all consultation questions or to some. Also, a number of responses were submitted that did not refer to the consultation questions. Table

3.3 shows the number of responses each question received, as well as the number of responses not referring to the consultation questions.

Table 3.3 - Responses by question

Question	Count
Question 1. Please provide any comments regarding the **draft Plan (Black Route and its complementary measures)** here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?	909
Question 2. Please provide any comments regarding the **Red Route and its complementary measures** (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?	707
Question 3. Please provide any comments regarding the **Purple Route and its complementary measures** (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?	687
Question 4. Please provide any comments regarding the **'do minimum scenario'** here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?	568
Question 5. Please provide any comments regarding the **Strategic Environmental Assessment (SEA)** of the draft Plan here.	374
Question 6. Please provide any comments regarding the **Habitats Regulations Assessment (HRA)** of the draft Plan here.	317
Question 7. Please provide any comments regarding the **Health Impact Assessment** of the draft Plan here.	316
Question 8. Please provide any comments regarding the **Equality Impact Assessment** of the draft Plan here.	266
Question 9. Please provide any additional comments here.	530
Responses not referring to the consultation questions	1,009

3.2 Organised responses

It is common for major public consultations to attract attention from interest groups and in some instances groups initiate or encourage individuals to submit a standard or semi-standard response to the consultation. Such submissions are referred to as organised responses in this report.

A submission was identified as part of an organised response when 20 or more identical responses were received.

For this consultation, 677 responses were received from individuals who used a template developed by the Woodland Trust. Of these, 478 were identified as identical, while 199 displayed some variation on the template response, and so were analysed slightly differently.

The Woodland Trust was not the only interest group to see supporters echoing views that they published during the draft Plan Consultation. Other groups whose public statements, including templates and guides for responses, have been referred to or quoted from in (individual) respondentsô submissions include:

- The Campaign Against the Levels Motorway (CALM);
- The Royal Society for the Protection of Birds (RSPB);
- Friends of the Earth (FoE); and
- Wildlife Trusts Wales

Furthermore there are several responses that refer to an alternative to the draft Plan suggested by the Institute of Welsh Affairs (IWA) and the Chartered Institute of Logistics and Transport (CILT) ôThe Blue Routeô paper, authored by Professor Stuart Cole. The suggested alternative is commonly referred to as ôthe Blue Routeô, and is a suggestion that received considerable media attention during the consultation. In some responses this suggested alternative is described as an option to upgrade the Newport A48 Southern Distributor Road and A4810 Steelworks Access Road, or similar.

While it is apparent that the opinions of these interest groups, and possibly others, have influenced responses, this is not often explicitly acknowledged by respondents, making it difficult to specify precisely which responses, or how many, originate from interest groupsô initiatives (other than the Woodland Trust template).

As no instances of 20 or more identical submissions were identified beyond the Woodland Trust template response discussed above, no further submissions have been categorised by Dialogue by Design as part of an organised response, as is the policy for consultations of this nature. Analysis does however suggest that at least 200 further submissions contain statements that resemble those publicly expressed by interest groups. While these have not been specified as organised submissions, they have a similar impact on the analysis findings and the numbers contained in Chapter 5 of this report (see Chapter 2 for clarifications about the use of numbers in the report).

In all likelihood many more individual responses may have been influenced by information or opinions available in the public domain during the consultation. However, this does not necessarily mean that an individual wishes to be considered part of a ôcampaignô but rather they may agree with opinions shared by interest groups. This is common for public consultations and does not affect the validity of responses; similarly, organised submissions are no less valid than individual submissions. As the consultation is not a vote, this report contains frequent reminders advocating caution when considering numbers.

The Arup Participation Report considers organised responses and identifies examples of templates and media articles that were published during the draft Plan consultation.

Chapter 4 Analysis of representations from key stakeholders

This chapter summarises responses received from key stakeholders in response to the M4 Corridor around Newport draft Plan consultation. A list of key stakeholders, grouped in categories of their type, is provided in Appendix 1. In summary, key stakeholders are considered to include statutory consultees, and those with a particular stake or significant interest in transport issues relevant to the economy, environment and society in South Wales and beyond.

No additional weight is afforded to responses from key stakeholders, compared to responses from other individuals and organisations. The purpose of identifying key stakeholders is to assist the Welsh Government in recognising the views of key stakeholders, who often represent the views of their members or constituents, in a separate context to views expressed by individuals and other organisations.

4.1 Analysis of representations from key stakeholders

4.1.1 General comments

The present transport network in, and around, Newport

This section provides a summary of stakeholdersô views on the present transport network in, and around, Newport. For more details on the present situation, see Chapter 1 of the consultation document, pages 7-8.

A number of stakeholders comment on the current state of the transport network in South East Wales. Most criticise the existing infrastructure and highlight problems associated with it. In contrast, some stakeholders support aspects of the present transport network, suggesting there are no problems with the existing infrastructure.

Some stakeholders comment that measures to alleviate congestion are already in place, including variable speed limits and the implementation of a managed motorway. Gwent Wildlife Trust suggests that the combined impact of such measures will be significant, while variable speed limits have already improved traffic flow. The Institution of Civil Engineers (ICE) Wales on the other hand believes that a managed motorway scheme will not offer a long-term solution. Several stakeholders suggest that the measures have only been in place for a short period and more time is needed to assess their effectiveness. Similarly, South East Wales Transport Alliance (SEWTA) argues that the proposals do not take account of the benefits of committed investment programmes for public transport.

> ñThe road lacks continuous hard shoulders, has closely spaced junctions with sub-standard slip road visibility and narrows to a restricted two lane section through the Brynglas Tunnels.ò
>
> Confederation of British Industry (CBI) 101177

Some stakeholders also raise concerns about the number of junctions on this part of the M4, suggesting there are too many junctions in close proximity.

A number of stakeholders express concerns about problems arising due to the inadequacies of infrastructure previously mentioned. They refer to the problems outlined by the Welsh Government such as capacity, safety and resilience. Of particular concern to certain

stakeholders is congestion. While a small number of stakeholders suggest congestion is not an issue, most stakeholders believe congestion is a problem and believe that something needs to be done.

> ñWTW does recognise that congestion on the M4 is an issue and that additional capacity is required.ò
>
> Wildlife Trusts Wales

Most comments regarding congestion on the M4 around Newport are general and simply acknowledge congestion as an issue. Some stakeholders make detailed comments about congestion, including reflections on its causes. Several suggest that usually congestion is not due to long-distance traffic, as a large proportion of trips on this section of the M4 are by local vehicles. A few stakeholders, including Jessica Morden MP, emphasise concerns about congestion around the Brynglas Tunnels during peak times.

> ñWe are aware that there is severe traffic congestion on M4 in the Newport area, especially affecting the stretches of road approaching the Brynglas tunnel, and at peak travel-to-work times.ò
>
> Church Action for Sustaining the Environment

These stakeholders suggest the M4ôs narrowing from three lanes to two approaching the Brynglas Tunnels and the close proximity of many junctions are contributing to the problem of congestion. Several stakeholders emphasise that congestion is limited to peak times and that at other times during the day the existing M4 is adequate.

Some stakeholders comment that measures to alleviate congestion are already in place, including variable speed limits and the implementation of a managed motorway. Gwent Wildlife Trust suggests these measures have already improved traffic flow while The Institution of Civil Engineers (ICE) Wales believes they are not a long-term solution. Several stakeholders suggest that the measures have only been in place for a short period and more time is needed to assess their effectiveness. South East Wales Transport Alliance (SEWTA) argues an assessment of these measures should have been included in the consultation.

A number of stakeholders think the current road network has insufficient capacity and say that additional capacity may help reduce congestion and other problems. Several stakeholders express concern about the safety of the current road network, suggesting incidents often occur around the Brynglas Tunnels.

> ñMore congested road conditions create a greater risk of incidents and collisions. The most common collision zone has been identified as between junction 25 and 28 on the approach to Bryn Glass [sic] tunnels.ò
>
> Association of Chief Police Officers (ACPO) Cymru

Various stakeholders think the resilience of the local road network is inadequate, arguing incidents often cause congestion, with some specifying that this is compounded by a lack of alternatives to the M4.

A number of stakeholders believe local businesses and the economy are negatively impacted by congestion on the M4 around Newport, saying congestion and unreliable journey times can increase costs for businesses and hinder development in the region.

> ñSWWITCH believes that the current capacity of the M4 around Newport is detrimental to economic regeneration and inward investment in [S]outh West Wales.ò
>
> South West Wales Integrated Transport Consortium (SWWITCH)

Among other concerns about the current situation, stakeholders mention noise and air pollution associated with road traffic. They suggest air quality within the Newport area is an issue. The Institution of Civil Engineers (ICE) Wales refers to the Welsh Governmentôs obligation to improve air quality.

> ñAir quality is a huge issue along the M4 and a key reason for trying to mitigate for all the traffic congestion in the area.ò
>
> Public Health Wales

Some stakeholders suggest that congestion has health implications for residents, both from air quality and from stress.

Comments on the draft Plan and reasonable alternatives

Many stakeholders provide general comments in response to the consultation that do not address a specific aspect of the Welsh Governmentôs proposals. These comments are summarised in this section. Detailed comments on specific aspects of each proposal are contained in subsequent sections.

Stakeholdersôviews on the need for the proposals set out by the Welsh Government are split with some accepting and others opposing it. Several stakeholders discuss the traffic growth projections provided: a few (mostly transport organisations) agree with these, while various others (including environmental groups) say they are inaccurate.

> ñICE Wales Cymru considers that there is a proven need for the provision of a new motorway to alleviate the problems and resolve the issues.ò
>
> The Institution of Civil Engineers (ICE) Wales Cymru

Some stakeholders add further caveats to the traffic growth projections, citing increasing motoring costs and falling wages, suggesting that it is unlikely there would be any significant traffic increase in the future and that this undermines the need case .

Others question how the proposals fit with the Welsh Governmentôs commitments to sustainable development.

Stakeholders outline a variety of economic, social and environmental impacts, both positive and negative, that they believe will result from the proposals in general. These comments reflect issues raised for each of the proposed options individually. Detailed comments on specific aspects of each proposal are summarised in sections 4.1.2 - 4.1.5.

> ñThe over-reliance on highway measures will not address social exclusion related to those who do not have access to a private car.ò
>
> South East Wales Transport Alliance (SEWTA)

Several stakeholders discuss the timescales for delivering the proposals, with some saying that the construction should be completed as soon as possible.

Others discuss design principles including the routing around the docks area, junctions and whether toll should be raised on any new road. Some raise concerns about the potential impacts of the construction phase.

A number of stakeholders comment on the cost of the proposals and the funding mechanisms in place. These comments reflect the issues raised for each of the proposed options individually. Detailed comments on specific aspects of each proposal are summarised in sections 4.1.2 - 4.1.5.

> ñWhilst there is a real prospect of the Welsh Government gaining new borrowing powers, it is as yet unclear whether any new borrowing facility could extend to the provision of funding for both these major projects. In our view, it would be unacceptable and potentially disastrous for the City Region if the scale and quality of the Metro project had to be reduced in order to make the M4 scheme affordable.ò
>
> Cardiff Council

4.1.2 The Black Route

This section provides a summary of stakeholder responses to Question 1 in the consultation response form. It also summarises stakeholdersôcomments on the Black Route in response to other questions, and responses that did not follow the consultation response form.

Question 1 asks: *'Please provide any comments regarding the **draft Plan** (**Black Route and its complementary measures)** here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?'* For more details on the Black Route and its complementary measures, see Chapter 5 of the consultation document, pages 22-23.

Black Route option: problems and goals

Chapter 3 of the consultation document sets out the problems and goals for the M4 Corridor around Newport. Some stakeholders who discuss the goals refer to them generally, and the South Wales Branch of the Chartered Institution of Highways and Transportation thinks that the Black Route option would be successful in achieving these goals.

> ñCIHT welcomes the investment in the M4 corridor around Newport and concurs the draft [P]lan represents the best transportation solution when taking into account the problems, aims and goals set out in the Consultation Documentò
>
> Chartered Institution of Highways and Transportation, South Wales Branch

Similarly, the South Wales Trunk Road Agency says the Black Route option would achieve many of the goals. Other key stakeholders, including Goldcliff Community Council and a number of environmental organisations, argue that the Black Route option would not achieve many of the goals.

Some stakeholders discuss specific goals. A few transport organisations think that the Black Route option would meet the goal associated with an improved travel experience. The Road Haulage Association, for example note that reduced congestion at peak times would address driversôfrustration. The Association of Chief Police Officers (ACPO) Cymru believes the Black Route option would achieve the goals associated with improved transport connections.

Public Health Wales, Sustrans Cymru and Wildlife Trusts Wales each question whether the Black Route option could achieve the goal associated with sustainable choices and a modal shift away from cars, arguing that a new motorway would promote car use instead.

Several transport organisations, including the SEWTA, and environmental organisations such as Friends of the Earth, as well as the Welsh Liberal Democrats, believe that the Black

Route option would be unsuccessful in regard to achieving the goal associated with reduced emissions.

> ñThe WelTAG assessments for Greenhouse Gas Emissions for the Black and Purple routes indicate a positive benefit. Given the forecast increase in trips (figure 2) it would appear this assumption is based on a per-vehicle reduction, rather than a total output basis. An overall increase in greenhouse gas emissions would be expected with such a volume of traffic growth.ò
>
> The South East Wales Transport Alliance (SEWTA)

As with the goals, some stakeholders who comment on the problems refer to them collectively. A few transport organisations express the opinion that the Black Route option would address the problems as a whole.

A number of stakeholders, including Tata Steel and the Association of Chief Police Officers (ACPO) Cymru, as well as a few transport organisations, are optimistic that the Black Route option would address problems associated with capacity, resilience and/or safety, generally arguing that increased capacity or reduced congestion would also benefit resilience and/or safety.

> ñAs set out in this consultation response, we consider that the Black or Purple Routes (a 3-lane motorway) represent the critical and most effective ways of increasing highway capacity and improving the resilience and safety of the M4 in the future.ò
>
> Tata Steel UK Ltd

It is contested by several environmental and transport organisations, as well as by Public Health Wales, that the Black Route option would resolve problems associated with capacity. These stakeholders are generally concerned that the Black Route option would encourage greater car use, undermining the intended capacity effects. Other stakeholders, including Cardiff Council and the Wales Green Party, argue that problems associated with congestion would remain or increase elsewhere if the Black Route option is built. A few other stakeholders, including the Wildlife Trusts Wales, question whether the Black Route option would resolve problems associated with safety.

> ñOnce changes are made, crash risk should decrease as traffic becomes more homogenous, but there is a risk that the severity of these crashes will increase.ò
>
> Public Health Wales

The RAC Foundation and the Institution of Civil Engineers (ICE) Wales think that one of the Black Route optionôs advantages would be that it would address problems associated with emissions or air quality. Other stakeholders contest this. Newport Friends of the Earth, for example, argue that public transport measures would be more effective in this regard. The Community Councils of Goldcliff and Marshfield, as well as CTC Cymru (the national cycling charity), do not think the Black Route option would resolve problems associated with noise pollution.

Need case for the Black Route option

A few stakeholders, mostly environmental organisations, challenge the need for the Black Route option stating that the Welsh Government has not adequately demonstrated the requirement for the proposal or made the case that the Black Route option is the best solution to the supposed problems.

A number of stakeholders, including the Campaign for Better Transport, Chartered Institute of Logistics and Transport, and Sustrans Cymru are sceptical of the traffic growth projections used to demonstrate the need for the Black Route option. They question the projected sharp rise in demand, highlighting the levelling pattern for the past decade. They add that changing trends in car ownership mean that levelling off is likely to continue even with economic recovery.

> ñWe also believe that the traffic forecasts used to underpin this investment are flawed, suggesting a significant increase in traffic when current trends suggest this is extremely unlikely.ò
>
> Chartered Institute of Logistics and Transport

Some stakeholders, mostly environmental and transport organisations, suggest that the Black Route option does not fit with the Welsh Governmentôs policies in relation to improving sustainability and reducing greenhouse gas emissions.

Economic impacts of the Black Route option

Stakeholders who discuss the impacts of the Black Route option on the economy generally focus on the impact on Newport and think that this route option would not benefit the local economy. Such comments come from a wide range of stakeholders, including local authorities, transport organisations, environmental organisations and private sector organisations. Stakeholders suggest that there is a danger that the Black Route option could act as a bypass to the city centre, and that it would hamper the city in maximising the economic potential of the scheme. Several stakeholders, including Newport City Council, argue that the city faces economic challenges and that regeneration efforts are ongoing.

Some stakeholders register particular concern about the impact of the Black Route optionôs River Usk crossing, which they say would affect operation of docks and ports. There are concerns about the operational restrictions that might result, and the effect this could have on the viability of the respective docks such as Lysaghts Wharf, Bird Port, North Dock, the Port of Newport, and the businesses that use them.

> ñIf the road is at a height that does not allow us to bring vessels into the North Dock then we will risk losing business and/or increasing costs[,] both factors which might materially affect our future.ò
>
> W E Dowds (Shipping) Ltd

Associated British Ports South Wales believe that the Black Route option would greatly reduce use of the Port of Newport, with trade moving to other ports such as Bristol and Liverpool.

Torfaen County Borough Council believes that proximity to the motorway network is key to their areaôs economic prosperity. They are concerned that the proposed re-classification of the existing M4 could negatively affect economic regeneration in Torfaen.

Some stakeholders believe a new motorway is important for the economic prosperity of South Wales.

> ñAs for a re-routed M4 on the Black Route, we believe that a faster, trouble free, road journey is essential for the economy of Wales [é] We urge you to move ahead as quickly as possible before Wales becomes a backwater.ò
>
> Severn Tunnel Action Group (STAG)

A few stakeholders are concerned that the Black Route option could affect use of the Gwent Levels area as a recreational, tourist and educational area, and that it could disrupt footpaths and cycleways in the Gwent Levels.

Environment impacts of the Black Route option

A number of stakeholders, largely from environmental and political organisations, state that they are concerned about the general impacts of the Black Route option on the environment. In contrast, a few stakeholders, including local authorities and transport organisations, believe that the Black Route option would reduce emissions to some extent, or more effectively that other route options.

Stakeholdersôconcerns regarding environmental impacts often focus on the Gwent Levels, specifically on impact on protected or designated areas and on wildlife and habitats. For many stakeholders these potential impacts form the cornerstone for their opposition to the Black Route option. The Green Party describe the route as an environmental disaster due to these impacts.

> ñClaims for any environmental benefit from this route are tendentious in the extreme, but one certain outcome if this road is built is permanent and irreparable harm to the Gwent Levels and its biodiversity.ò
>
> Chepstow Friends of the Earth

Buglife (The Invertebrate Conservation Trust) believe that the Black Route option would fragment the Gwent Levels. Gwent Wildlife Trust believes that this would isolate and reduce wildlife populations. South Wales Mammal Group notes the importance of the Gwent Levels for nationally and internationally important species. The National Trust refers to the appraisal in the consultation documentation and states that this identifies that there would be a large adverse impact on biodiversity.

The Wildlife Trusts Wales says over 100 hectares of land would be lost to the Gwent Levels and suggest that the remaining areas would be at greater risk of damage from pollution. The Campaign for the Protection of Rural Wales is concerned that the construction of the Black Route would open up the Gwent Levels to pressure for additional development alongside the road.

Some stakeholders argue that multiple Sites of Special Scientific Interest (SSSIs), nature reserves and a Special Area of Conservation(SAC) on the River Usk would be crossed or passed in close proximity by the Black Route option. The Institution of Civil Engineers (ICE) Wales suggests that with thoughtful planning it might be possible to make a positive contribution to the quality of the protected or designated areas.

> ñWhilst the Black route traverses SSSI designated land, suitable and proportionate measures are proposed as part of the overall package. ICE Wales Cymru considers that it may be possible for the project to include further environmental measures that could even enhance the SSSI areas, i.e. instead of a detrimental effect, the project could have net positive benefits by enlarging the area of the SSSI.ò
>
> The Institution of Civil Engineers (ICE) Wales

Some stakeholders emphasise the ecological value of the reens and watercourses of the Gwent Levels. Several are concerned that the Black Route would act as a barrier, limiting and changing the flow of water across the Gwent Levels, with subsequent impacts on

habitats. Some express concern that a road alongside the reens could expose them to pollution, particularly when accidents involving spillages occur. The RSPB suggests that the Black Route would have a higher impact on the environment than other route options.

A few stakeholders express concern that the Black Route option would affect the capacity of the Gwent Levels to serve as a flood plain or natural flood defence. They suggest that areas categorised as high flood risk hazard should be avoided.

Several stakeholders express concern about the Black Route option negatively affecting the landscape of Newport, South Wales and the Gwent Levels. Cadw says this route option would require one scheduled monument to be moved and a Grade II building to be demolished.

Several stakeholders discuss environmental mitigation. A few, largely transport organisations, express confidence that mitigation is possible, or that the proposed measures are suitable and sufficient. Some suggest specific mitigation ideas.

Social impacts of the Black Route option

Various stakeholders, particularly local authorities and other public sector and community services, comment on the Black Route optionôs potential impacts on local communities. Some are concerned that it might act as a barrier severing communities from each other and from services and amenities. Examples are the potential separation of communities on the Gwent Levels from the city and the separation of Castleton and Marshfield from Coedkernew. Goldcliff Community Council highlights that the Welsh Government has chosen not to include any goals relating to minimising impacts on local communities. Stakeholders also register concern that residents close to the proposed Black Route would suffer considerable disruption and disturbance.

A few stakeholders argue that in comparison to other options, the Black Route option would be less destructive and reduce the proximity of traffic to residential areas.

CTC Cymru highlights the importance of the Gwent Levels as a route for cyclists undertaking local and long-distance travel and express concern about the potential increase in air pollution and noise as a result of the Black Route option.

Stakeholders express concern that the benefits accruing from the Black Route option, such as improved journey times, only apply to car owners, and that there are no benefits to economically deprived groups.

Marshfield Community Council accepts the assessment of health impacts and welcomes the anticipated benefits.

> ñ[T]he Draft Plan has no adverse health impacts and several areas of improvements and welcomes these gains to the local environment.ò
>
> Marshfield Community Council

Design and construction of the Black Route option

The RAC Foundation argues that the Black Route is straighter and more direct than the Purple and Red Routes which they believe makes it the safest of the proposed routes.

A few stakeholders specify concerns about the design of the Black Route option. They believe the design should ensure the road is located away from high flood risk areas, that it avoids visual and noise impacts on communities and landscape, and that it prevents any

impediment of the docks. Newport City Council stresses the importance of carefully designing the approach and access to Newport, maximising its visual appeal.

Several stakeholders comment specifically about junctions. A few advocate limiting junctions between the Black Route and the local road network to prevent its use by local traffic. Orb Electrical Steels notes that the current proposals do not appear to feature a junction east of the river. They welcome this as they think it would help remove a large quantity of heavy goods traffic from the A48, and benefit their own transport manoeuvres. Newport City Council says there should be at least three junctions (east, west and central) to ensure Newport benefits economically from the new road.

> ñCurrently there are no junctions identified on the [B]lack [R]oute, but it appears likely that at least one, if not two, junctions would become part of the final scheme. This, again, is likely to encourage local journeys by car, rather than by other means.ò
>
> Sustrans Cymru

A few stakeholders raise concerns about disruption associated with the construction of the Black Route, specifying its potential impact on the port and the Gwent Levels.

Cost of the Black Route option

Various stakeholders comment on the cost of the Black Route option. Some, including the Welsh Liberal Democrats, think the Black Route option would not provide value for money. The Chartered Institute of Logistics and Transport believes that it is not an appropriate investment for the Welsh Government and that the funds could be more effectively used elsewhere. The RAC Foundation thinks that, of the two proposed motorway-standard options, the Black Route option is more advantageous at a similar cost.

A few stakeholders express concern that this project might dominate the Welsh Government transport budget spend to the detriment of other important schemes.

> ñThe Welsh Government has suggested that this would be funded by new borrowing powers granted by the UK Government. We have concerns that the Welsh Government would be disproportionately and excessively using their borrowing powers to fund a single project in a single region, rather than a range of projects across Wales to improve infrastructure.ò
>
> Welsh Liberal Democrats

4.1.3 The Red Route

This section provides a summary of stakeholder responses to Question 2 in the consultation response form. It also summarises comments from stakeholders on the Red Route option in response to other questions, and responses that did not follow the consultation response form. Stakeholder comments that relate to complementary measures are addressed in section 5.2.7.

Question 2 asks: *'Please provide any comment regarding the **Red Route and its complementary measures** (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?'* For more details on the Red Route and its complementary measures, see Chapter 5 of the consultation document, pages 23-24.

Red Route option: problems and goals

Chapter 3 of the consultation document sets out the problems and goals for the M4 Corridor around Newport. Several stakeholders refer generally to these goals within their response. The South Wales Branch of the Chartered Institution of Highways and Transportation suggests the Red Route option would achieve the goals, while Chepstow Friends of the Earth and Torfaen Friends of the Earth think the goals would not be achieved, or that the Red Route option is not a long-term solution.

The Association of Chief Police Officers (ACPO) Cymru thinks the goal associated with a modal shift away from cars may be achieved by the Red Route option. In contrast, the Wildlife Trusts Wales suggest that the Red Route may achieve the opposite.

> ñCould encourage other modes of transport such as walking and cycling.ò
>
> Association of Chief Police Officers (ACPO) Cymru

A few environmental groups, including Gwent Wildlife Trust express concerns that the route would be detrimental to the goal associated with reducing emissions.

As with the goals, some stakeholders who comment on the problems refer to them collectively. Marshfield Community Council and the RAC Foundation believe the Red Route option would not resolve the problems. The South Wales Branch of the Chartered Institution of Highways and Transportation thinks the Red Route option would be successful in addressing the problems.

Several stakeholders comment on the potential for the Red Route option to solve specific problems. In terms of problems associated with capacity, the South Wales Trunk Road Agency thinks that the route would be successful in addressing these. Newport City Council and Tata Steel UK suggest that while the Red Route option would not sufficiently address problems associated with the capacity of the M4.

> ñWhilst this route would provide additional capacity and resilience for the existing M4 it is unlikely to provide a viable alternative for the majority of through traffic.ò
>
> South Wales Trunk Road Agency

Gwent Wildlife Trust argues that there is no evidence that the route offers the most sustainable or economical way to resolve problems associated with capacity. They also suggest that an increased road capacity is likely to encourage additional car use which would occupy the new capacity.

The Association of Chief Police Officers (ACPO) Cymru believes the Red Route option would be partially effective in solving problems associated with congestion, saying that a new road would help reduce congestion but that the design of the Red Route would not fully realise this.

Discussing problems associated with safety, the Association of Chief Police Officers (ACPO) Cymru believes the two-lane sections of the Red Route may increase the occurrence of accidents, also suggesting that reduced congestion and the resulting better traffic flow would help resolve problems associated with safety. The RAC Foundation thinks that the other Route options (but not the Do Minimum Scenario) would better address problems associated with safety than the Red Route option. A few stakeholders, including the South Wales Trunk Road Agency, think that that the Red Route option would resolve problems associated with resilience. Gwent Wildlife Trust expresses concerns that problems associated with air quality

would not be resolved by the Red Route option. CTC Cymru and The Woodland Trust have similar concerns about problems associated with noise pollution.

Need case for the Red Route option

One stakeholder, the Gwent Wildlife Trust, does not believe that the Welsh Government has provided sufficient evidence to justify the Red Route option on cost, sustainability or economic grounds. Chepstow Friends of the Earth and CTC Cymru challenge the accuracy of the projected future traffic growth, saying the stabilisation of traffic volume for more than a decade and an anticipated increase in the cost of motoring make the projections unlikely. Additionally, some stakeholders argue that the projections do not accurately reflect future implications of public transport improvements and the increasing popularity of cycling and walking.

A few environmental stakeholders suggest that the Red Route option contradicts the Welsh Governmentôs policies and commitments to sustainability and the environment.

South Wales Trunk Road Agency maintains that motorists would continue to use the existing M4, as they believe that the Red Route is unlikely to provide a viable alternative for the majority of through traffic.

Economic impacts of the Red Route option

Some stakeholders, including transport and environmental organisations, believe the Red Route option would not benefit the local economy. For example, Marshfield Community Council states that the Red Route option would not be a sufficient improvement to benefit existing businesses, or attract new businesses to the area. Chepstow Friends of the Earth says that the Red Route would bypass Newport, bringing no economic benefit to the city but instead aiding the fortunes of Cardiff, Bristol and the Midlands.

> ñ[W]ould not sufficiently assist existing businesses or enhance the attractiveness of [S]outh Wales to new businesses.ò
>
> Marshfield Community Council

Stakeholders mention impacts the Red Route option could have on several specific sites, industries and businesses. These include operational impacts on the docks resulting from the Red Routeôs crossing of the Usk, and impacts on the Dockôs Way Landfill site. For example, W E Dowds (Shipping) Ltd says that the Red Route would pass very closely to the site of a local business and raises concerns about how this might impact on that organisationôs business activities.

> ñMay I hereby lay down my rejection in full to the ôRed Routeôas it would mean having to fully relocate my business and operationsò
>
> Island Steel (UK)

Gwent Wildlife Trust believes that insufficient assessment of the impact of the Red Route option on the agricultural use of the Gwent Levels has taken place.

Environment impacts of the Red Route option

A variety of stakeholders express concern about the environmental impacts of the Red Route option, with several referring directly to the assessments by the Welsh Government. In contrast, Newport City Council suggests that environmental impacts would be minimal and

the RAC Foundation suggests that the Red Route optionôs smaller scale means that it would have less of an environmental impact than either the Black or Purple Route options.

Many environmental as well as civil society and transport organisations stakeholders emphasise concerns about the Red Route optionôs impact on the Gwent Levels and its designated and protected areas, wildlife and habitats. Some stakeholders are concerned about the potential loss of a proportion of area of the Gwent Levels as well as the perceived fragmenting effect that the route would have. They believe that this would create a barrier and isolate parts of the Gwent Levels, and their species, from the wider area.

> ñThe proposal would destroy 5 miles of the SSSI under the footprint of the development. In addition, the remaining parts of the SSSI will be fragmented causing serious problems for animal and plant populations cut off and isolated by the motorway, reducing the gene pool and subsequently leading to dramatic population decline. There would be a considerable increase in background levels of pollution as well as the risk of larger pollution incidents, and mobile animal species such as the otter and water vole, already the UK's most threatened mammal, will be unable to make use of large areas due to the barrier the road will create.ò
>
> Gwent Wildlife Trust

The South Wales Trunk Road Agency suggests that the Red Route option would have a slightly lesser impact on landscape than other route options, adding that this would only be until the tree planting schemes around either motorway option were established. Natural Resources Wales (South Operations Directorate) believes that all route options would have a similar impact on the landscape and query the variations in the Welsh Governmentôs assessments.

Several stakeholders think the Red Route option would affect rivers and watercourses. One concern stakeholders raise about the Red Route is the fragmentation of the water systems of the Gwent Levels, and a related comment emphasises the importance of the Gwent Levels in supplying water and preserving its quality, which stakeholders say should be highlighted in impact assessments.

Stakeholders also register concern about the Red Route optionôs potential impact on the River Usk and the Usk Special Area of Conservation (SAC). Some stakeholders express concern that this route option might increase the risk of flooding on the Gwent Levels, questioning whether this impact has been sufficiently assessed.

A few stakeholders express concern about the Red Route optionôs impacts on cultural heritage in general, and one specifically mentions the scheduled monument of Castell Glas Castle Mound.

The Woodland Trust states opposition to the potential loss of areas of ancient woodland associated with the Red Route option.

Social impacts of the Red Route option

Several stakeholders raise concerns about the proximity of the Red Route option to residential areas of Newport. Some stakeholders mention Duffryn in particular, often expressing concerns about the disturbance this community might experience and the Red Route optionôs impacts on its schools and the health of their pupils. For example, the Association of Chief Police Officers (ACPO) Cymru is concerned that the Duffryn community could be affected by incidents involving hazardous loads due to its proximity to the Red Route.

> ñ[T]he Route will have a more direct effect on the population of Newport by bringing the road closer to residential areas, particularly in Dyffryn [sic]. This option is indicated as following a route close to the local schools which will have a number of environmental and public health impacts.ò
>
> Newport City Council

Gwent Wildlife Trust believes that the impacts on the Gwent Levelôs role as an area of recreation, education, health and wellbeing have not been adequately assessed.

Design and construction of the Red Route option

A few stakeholders are concerned about the potential ecological impacts associated with construction of the Red Route option, in particular on the Gwent Levels and on ancient woodland at Tredegar Park.

> ñPutting a motorway across multiple SSSIs with the inherent damage due to construction, plus issues with run-off and upsetting the ecological and hydrological balance of these important habitats should not be permitted when there are other alternative routes.ò
>
> Wildlife & Countryside Services

The Chartered Institute of Logistics and Transport believes that the new road should be of motorway grade. The South West Wales Integrated Transport Consortium considers that while the Red Route passes close to land designated for commercial development, no additional junctions should be provided to access these sites, as this could hamper the effectiveness of the road as a strategic transport connection.

Stakeholders support a phased approach to construction if this helps Welsh Government manage their transport budget. While recognising the potential funding benefits of a phased delivery, Newport City Council is concerned that such an approach risks prolonging disruption and reducing business confidence.

Cost of the Red Route option

SEWTA suggests that despite its two-lane design, the cost of the Red Route option would be similar to the three-lane Black and Purple Route options, stating this makes the Red Route option less cost effective. Meanwhile, the RAC Foundation believes that the Red Route would be considerably cheaper than other options, while still sufficiently improving the road network. Newport City Council suggests that the potential for a phased construction might make the Red Route option easier to fund.

4.1.4 The Purple Route

This section provides a summary of stakeholder responses to Question 3 in the consultation response form. It also summarises comments from stakeholders on the Purple Route option in response to other questions, and responses that did not follow the consultation response form. Stakeholder comments that relate to complementary measures are addressed in section 5.2.7.

Question 3 asks: *'Please provide any comment regarding the **Purple Route and its complementary measures** (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4*

Corridor around Newport?' For more details on the Purple Route and its complementary measures, see Chapter 5 of the consultation document, pages 24-25.

Purple Route option: problems and goals

Chapter 3 of the consultation document sets out the problems and goals for the M4 Corridor around Newport. In relation to these goals, Chepstow Friends of the Earth refers to them collectively, suggesting the Purple Route option would not achieve the goals.

Some stakeholders refer to specific goals, with a few environmental stakeholders saying that the Purple Route would not achieve goals associated with emissions. Wildlife Trusts Wales and CTC Cymru believe that the route option would not meet goals associated with sustainability and modal shift to other forms of transport, such as walking and cycling.

> ñThe route in the consultation would do little to encourage modal shift from cars, and might well encourage the reverse.ò
>
> Wildlife Trusts Wales

In contrast, the Association of Chief Police Officers (ACPO) Cymru believes that the route could achieve goals associated with sustainability and a modal shift to other modes of transport.

Discussing the problems set out in the consultation document, a small number of stakeholders, including Newport City Council, suggest the Purple Route would address problems associated with capacity. The Association of Chief Police Officers (ACPO) Cymru believes that the Purple Route option would resolve the problems associated with congestion and Tata Steel UK thinks that it would resolve problems associated with resilience. A few stakeholders, including South Wales Fire and Rescue Service, and The RAC Foundation suggest that the Purple Route would resolve problems associated with safety.

> ñAs set out in this consultation response, we consider that the Black or Purple Routes (a 3-lane motorway) represent the critical and most effective ways of increasing highway capacity and improving the resilience and safety of the M4 in the future.ò
>
> Tata Steel UK Ltd

The RAC Foundation states that the Purple Route option would address problems associated with capacity, but would also contribute to a net increase in traffic. Cardiff Council suggests that although the Purple Route option may solve problems associated with congestion around Newport, it could result in congestion further along the road to Cardiff. Some stakeholders believe the Purple Route option would not address problems, specifically - problems associated with air quality (CTC Cymru) and problems associated with noise pollution (the Association of Chief Police Officers (ACPO) Cymru).

Need case for the Purple Route option

A few stakeholders suggest the Welsh Government has not adequately demonstrated the need for a new motorway. CTC Cymru disputes the traffic growth projections put forward in the consultation document, suggesting they are misleading and fails to take into account developments such as electrification of the rail network and the proposed Cardiff Capital Region Metro.

Chepstow Friends of the Earth believes Newport would not benefit from the Purple Route option, saying this undermines the need case. Several stakeholders, including transport organisations, environmental organisations and local authorities, think the case for the Purple

Route option is weakened by its incompatibility with current environmental thinking and by contradicting the Welsh Governmentôs commitments.

> ñThe forecasts of traffic growth that are being used to rationalise this outdated proposal are simplistic and misleading. They take no account of the electrification of the rail network; Welsh Government and SEWTA plans for a South Wales Metro system; the decline since 2006 of levels of car use.ò
>
> CTC Cymru

Economic impacts of the Purple Route option

A number of stakeholders consider the economic impacts of the Purple Route option, with comments about the general economy as well as specific aspects. Some stakeholders think the Purple Route option would not benefit the local economy, while Newport City Council believes it could benefit the local economy and aid regeneration, depending on the approach to junctions that is determined. Stakeholders specify that the Purple Route option may have negative impacts on future developments, tourism and the landfill site. Their comments highlight that the Purple Route would cut into land allocated for development and that tourism may be affected due to the Purple Routeôs impacts on the Gwent Levels.

Several stakeholders mention the Purple Route optionôs impact on the Newport Docks. While stakeholders generally acknowledge there may be some impact on the docks, some suggest this would be smaller than the impact of other route options.

> ñThe Purple [R]oute will have a lesser impact on port operations at the Port of Newport than the Black Route.ò
>
> South East Wales Transport Alliance (SEWTA)

Some stakeholders, such as Tata Steel UK Ltd and Island Steel (UK), make detailed comments about the implications the Purple Route option could have on the docks and their operations. Among others, they specify concerns about the location of junctions, the height of a new bridge and the influence on daily operations, with Island Steel (UK) claiming this would result in the requirement to relocate their business.

Environment impacts of the Purple Route option

A number of stakeholders, predominantly environmental stakeholders consider the Purple Route optionôs impact on the environment. Several of these make reference to the Gwent Levels, suggesting the Purple Route option would have detrimental impact on the area. Stakeholders also commonly express concerns about designated areas, such as SSSIs, when they mention the Gwent Levels.

> ñPutting a motorway across multiple SSSIs with the inherent damage due to construction, plus issues with run-off and upsetting the ecological and hydrological balance of these important habitats should not be permitted when there are other alternative routes.ò
>
> Wildlife and Countryside Services

Newport Liberal Democrats believes the Purple Route option would have a lesser impact on the St Brideôs SSSI than other route options.

Several stakeholders express concern about the Purple Route optionôs negative impact on biodiversity and wildlife in the Gwent Levels, citing habitat destruction and increased pollution. Some stakeholders highlight the presence of important species such as water voles in the area and express concern the Purple Route option may be detrimental to the survival of these species.

Some stakeholders comment on the wetlands and reens found within the Gwent Levels, highlighting the unique importance of these ecosystems. These respondents express concern that the Purple Route option would have a detrimental effect on these fragile ecosystems through severance and increased pollution.

The Association of Chief Police Officers (ACPO) Cymru expresses concern that the Purple Route runs through a flood plain, suggesting that flooding may amplify pollution and run-off. Stakeholders also raise concerns about increased noise pollution and impacts on the Docks Way Landfill Site and Castell Glas Castle Mound associated with the Purple Route option.

Social impacts of the Purple Route option

Several stakeholders consider the social impacts of the Purple Route option, often raising concern about its potential impact on the local community, with some stakeholders mentioning the Purple Routeôs proximity to homes in Duffryn as well as Duffryn High School. Some stakeholders think the Purple Route option would negatively impact residentsôquality of life, as well as their health.

> ñ[H]owever the Route will have a more direct effect on the population of Newport by bring [sic] the road closer to residential areas.ò
>
> Newport City Council

In contrast, Newport Liberal Democrats suggests the Purple Route option offers the most significant health benefits of the proposed route options, due to the reduction in air pollution they believe it would offer. Some stakeholders suggest the Purple Route option may adversely affect recreation and amenity, with CTC Cymru highlighting the importance of the Gwent Levels as a local cycling destination.

Design and construction of the Purple Route option

Stakeholders make a small number of comments regarding the design and construction of the Purple Route option. Stakeholders express some concern about junctions, with one comment suggesting the proposals lack detail.

> ñJunction arrangements for the [P]urple [R]oute are not shown so it is not possible to take an informed view on the balance of traffic types that would use it.ò
>
> RAC Foundation

Tata Steel UK suggests a junction should be located east of the River Usk, while the South West Wales Integrated Transport Consortium is concerned junctions may detract from the strategic nature of the Purple Route option. A few stakeholders worry about construction of the Purple Route causing disruption to people and the environment.

Cost of the Purple Route option

Sustrans Cymru considers the cost of the Purple Route option, saying that the cost of the Purple Route option would be different to that of the Black Route option due to the different crossings over the River Usk.

4.1.5 The Do Minimum Scenario

This section provides a summary of the stakeholder responses to Question 4 in the consultation response form. It also summarises stakeholdersôcomments on the Do Minimum Scenario in response to other questions, and responses that did not follow the consultation response form.

Question 4 asks: *'Please provide any comment regarding the **'do minimum scenario'** here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?'* For more details on the Do Minimum Scenario, see Chapter 5 of the consultation document, page 25.

Do Minimum Scenario: problems and goals

Chapter 3 of the consultation document sets out the problems and goals for the M4 Corridor around Newport.

Two stakeholders refer to the goals in their comments on the Do Minimum Scenario, with South Wales Fire and Rescue Service suggesting the Do Minimum Scenario would not achieve any of the goals. Friends of the Earth Cymru thinks the Do Minimum Scenario would make it less difficult to achieve goals relating to the reduction of greenhouse gas emissions than any of the other options.

Commenting on the problems, some stakeholders refer to them generally. Torfaen Friends of the Earth and South West Wales Integrated Transport Consortium suggest the Do Minimum Scenario would not resolve the problems in the long term, with Newport City Council stating that the problems would not be resolved at all.

> ñThe "do minimum scenario" does nothing to address the identified problems.ò
>
> Newport City Council

Where specific problems are mentioned, stakeholders do not think that the Do Minimum Scenario would address problems associated with capacity, resilience or safety. The Automobile Association and the Association of Chief Police Officers (ACPO) Cymru suggest the Do Minimum Scenario would increase congestion, with the Association of Chief Police Officers (ACPO) Cymru adding this may directly result in more accidents. The RAC Foundation suggests the Do Minimum Scenario would be the worst option for resolving problems related to safety.

Economic impacts of the Do Minimum Scenario

Some stakeholders consider the economic impacts of the Do Minimum Scenario, commonly asserting that the Do Minimum Scenario would be detrimental to the local or Welsh economy.

> ñDoing nothing could risk damaging the local and broader Welsh economy.ò
>
> Automobile Association (AA)

Some stakeholders consider the Do Minimum Scenario to have worse economic impacts than all three of the proposed route options. The Association of Chief Police Officers (ACPO) Cymru suggests the local tourist industry may suffer as a result of the Do Minimum Scenario.

Environment impacts of the Do Minimum Scenario

Only Cadw refers to the environmental impacts of the Do Minimum Scenario. They argue it would have limited or no impact on the historic environment resource.

Social impacts of the Do Minimum Scenario

Discussing the social impacts of the Do Minimum Scenario, Newport Liberal Democrats notes that a greater negative impact on equality occurs under the Do Minimum Scenario compared to the proposed route options. However, this is disputed by Friends of the Earth Cymru, who also express concern about the scoring of the physical fitness criterion for the Do Minimum Scenario.

Construction and cost of the Do Minimum Scenario

The National Trust highlights the limitation of construction impacts if the Do Minimum Scenario was favoured.

> ñThe "[D]o [M]inimum" scenario avoids the large and moderate adverse impacts that arise for all of the options based on new road construction.ò
>
> Ymddiriedolaeth Genedlaethol / National Trust

Goldcliff Community Council opposes the Do Minimum Scenario, but highlights the significant difference in cost between this option and the route options, saying intermediate options might be considered.

4.1.6 Complementary Measures

In their responses to the consultation, some stakeholders discuss the complementary measures included in each of the route options, as referenced in the first three consultation questions. All route options include the following complementary measures:

- M48 ï B4245 Link
- Provide cycle friendly infrastructure
- Provide walking friendly infrastructure

The Black and Purple Routes also include the complementary measure of reclassifying the existing M4 between Magor and Castleton as a trunk road. For more details on the complementary measures, see Chapter 5 of the consultation document, pages 23-25.

General comments on the complementary measures

A few stakeholders express support for the complementary measures in general because they believe they would improve accessibility, including to public transport facilities.

> ñThe complementary measures are helpful to the city of Newport. They maintain access to the city from both the existing M4 (as a re-designated road) and from the Southern Distributor Road, A 48.ò
>
> Newport Liberal Democrats

One stakeholder, Marshfield Community Council, maintains that the complementary measures should be given equal importance to ensure that wider negative effects of the new road are minimised.

Newport City Council remarks that because no details, timings or costs of the proposed improvements to Junction 28, Bassaleg Roundabout and Pont Ebbw Roundabout are confirmed, the Council cannot determine whether any benefits would result. Natural Resources Wales (Governance Directorate) requests clarification regarding why the interchange and junction measures as proposed for the Black Route are not also included within the complementary measures for the Red Route.

Reclassify existing M4

Newport Liberal Democrats welcomes the reclassification of the existing M4 from Magor to Castleton. However, Torfaen County Borough Council expresses reservations that reclassifying the M4 would result in the perception that Torfaen is further from the motorway network and this, ultimately, could hinder economic growth in the county. The Council therefore prefers the existing M4 maintain its classification. The Freight Transport Association emphasises the strategic importance of the existing M4 and argues to maintain this if a new motorway would be built.

> ñThe Freight Transport Association believes that if a new motorway standard road is built to replace the existing M4 around Newport then the M4 should remain a strategic part of the Welsh road infrastructure. The two routes would provide alternatives in times when the network is under stress.ò
>
> Freight Transportation Association

South Wales Fire & Rescue Service notes that appropriate investment in Brynglas Tunnels is needed to align them with comparable current road tunnel safety standards.

B4245/M48 link

A small number of stakeholders mention support for a connection between the M48 and B4245. In particular, Network Rail proposes a park-and-ride facility at Severn Tunnel Junction as a potential complementary measure. This is supported by Magor Action Group on Rail and Act Travelwise. Act Travelwise also suggests that either this facility include a freight consolidation centre or greater use of the Wentloog rail freight terminal is promoted. Meanwhile, Newport Liberal Democrats observes that the introduction of a link from the M48 to Severn Tunnel Junction would greatly help the integration of road and public transport. Jessica Morden MP indicates that many of her constituents would be supportive of the link road.

> ñPark and ride facility at Severn Tunnel Junction is essential. This could include a freight consolidation centre; alternatively promote greater use of Wentloog Rail Freight Terminal.ò
>
> Act Travelwise

Cycle/walking-friendly infrastructure

A few stakeholders express support for providing new or improving existing infrastructure that promotes cycling and walking as an alternative to the car. One of these stakeholders, Monmouthshire County Council, states that the final proposals should retain and enhance such infrastructureôs convenience and amenity for users.

ñSWWITCH is very supportive of the opportunity to provide strategic walking and cycling infrastructure as part of this project and [it] would be an excellent signal of intent in support of the Active Travel Bill on the part of the Welsh Government.ò

South West Wales Integrated Transport Consortium

4.1.7 Alternative, or additional approaches to the 'draft Plan and reasonable alternatives'

Some stakeholders discuss other approaches to improving traffic movement and transportation around Newport. These approaches include options such as alternative routes; traffic management; improvements to existing roads and infrastructure. Stakeholders also discuss measures that complement the proposals, such as those related to public transport, walking and cycling.

Alternative routes and route alignments

A few stakeholders discuss preferences for an alternative route. Some stakeholders suggest generally that they would like to see a different or less intrusive route. Goldcliff Community Council specifically recommends a relief road for traffic in one direction to the north of the existing M4 should be considered, which they suggest would allow traffic moving in the other direction to use the existing lanes through both of the Brynglas Tunnels.

The Wildlife Trusts Wales recommend choosing alternative routes that are cheaper, more sustainable and do not have detrimental impacts on the environment. Goldcliff Community Council states that options that improve the flow of traffic on the M4 and within Newport should be considered further. A few stakeholders also suggest that the Welsh Government should look more holistically and consider an integrated approach to traffic and transport issues.

A few stakeholders, including Magor with Undy Community Council and Gwent Wildlife Trust suggest that the existing major roads around the southern perimeter of Newport, namely the A4810 (Steelworks Access Road) and the A48 (Southern Distributor Road), would be a more viable and cost-effective alternative than the proposed routes, especially if these existing roads are upgraded.

ñSimilarly, early signs suggests [sic] that the benefits of the Steelworks Access Road - are being enjoyed by a growing number of people with lower journey times for some journeys, which when made on the M4 would have been horrendously long.ò

Monmouthshire County Council

Many stakeholders, including transport organisations, private sector, business and regeneration organisations, environmental organisations, and political organisations and individuals, support what they often refer to as the Blue Route, which is a specific set of upgrades to the A4810 and A48 proposed in a report by Professor Stuart Cole for the Institute of Welsh Affairs (IWA) and Chartered Institute of Logistics and Transport. Stakeholders who favour this alternative maintain that it would deliver additional road capacity, be more sustainable and environmentally friendly, cost less, and be built more quickly than the proposed route options.

However, one stakeholder ï Newport City Council ï offers a concern about the proposal known as the Blue Route, believing it would not improve capacity and resilience.

ñWhilst [the Blue Route] would appear to be beneficial in terms of its effect on the levels we believe that this option will not provide the additional capacity and resilience needed to accommodate general peak hour traffic flow between junctions 24 and 28 of the M4 Motorway.ò

Newport City Council

Several stakeholders, including environmental organisations, transport organisations and political organisations and individuals, support widening or upgrading the A48 Southern Distributor Road and cite its reduced cost as compared to building a new road. Some of these stakeholders express surprise that this option is not included in the consultation. In contrast, Newport City Council opposes this proposal, noting that it would result in closure of a significant number of existing junctions. They also believe this suggestion would cut off communities located to the south and would not provide needed resilience during an incident on the M4.

ñThe upgrading of the Southern Distributor will also necessitate the closure of a significant number of existing junctions on the road which will result in severance of communities located to the south which would not acceptable. This option is also not anticipated to provide the resilience required during any incident on the M4 and would have little benefit over the current highway network.ò

Newport City Council

Modifying the existing M4 and other road improvements

Several stakeholders discuss improvements to the existing M4. Suggestions include widening and upgrading the existing motorway, and improving junctions. Others recommend measures to reduce car use on the existing M4, such as by closing junctions around Newport to restrain local access and therefore improving traffic flow by decreasing local trips on the M4.

Some stakeholders, including local authorities, town and community councils, transport organisations and environmental organisations, refer to improvements on the existing roads. A few stakeholders suggest that existing roads be improved, either in conjunction with or in place of constructing a new road. Specific improvements these stakeholders mention include updating signage on existing roadways; and improving safety and speed limits at Coldra.

Some stakeholders, including environmental organisations, local authorities, transport organisations and political organisations and individuals, argue that resources should be spent on sustainable options rather than on building a motorway. Some mention that the Welsh Government has pledged to put sustainable development at the core of its policies.

Traffic management

Several stakeholders, including environmental organisations, transport organisations and local authorities, discuss traffic management, maintaining that it is imperative for improving traffic flow. Friends of the Earth Cymru specifically mentions improving traffic management near the Brynglas Tunnels during peak periods as a way to reduce traffic congestion.

A few stakeholders such as Chepstow Friends of the Earth, Sustrans Cymru, Campaign Against the Levels Motorway (CALM) and Monmouthshire County Council, discuss speed limits on the M4. Some of these responses support a fixed speed limit, adding that this

increases reliability of journey times, enhances safety and improves air quality, while others prefer a variable speed limit.

> ñA speed limit of 40mph (enforced with cameras) for several miles either side of the tunnel would actually allow for a greater volume of traffic to flow more safely.ò
>
> Chepstow Friends of the Earth

Severn Bridge toll

SEWTA mentions that proposals for the M4 need to be closely coordinated with decisions regarding the tolling strategy for the Severn River Crossings, as a reduction or removal of the tolls is predicted to result in an increase in traffic using the M4.

Public transport improvements

Many stakeholders, including environmental organisations, transport organisations, local authorities, town and community councils and civil society organisations, suggest that there is a need for an array of transport options that contribute to an integrated transportation system. They frequently mention public transport and, in particular, support improvements to public transportation. Jessica Morden MP states that there is strong public demand for improved public transport. Several stakeholders cite the consultation document, noting that 40 percent of traffic on the M4 comes from trips of 20 miles or fewer and that these journeys could be made on public transport.

> ñReducing congestion can only be attained by a modal shift away from cars to public transport, cycling and walking.ò
>
> Newport Friends of the Earth

A small number of stakeholders, including Newport City Council, observe that the area has experienced an increase in residents who do not own a car and therefore improved public transport services are needed for social equality.

In contrast, the Confederation of British Industry questions the extent of the benefits of public transportation, stating that increasing use of public transport would not decrease traffic flow on the M4.

> ñStudies have shown that major investment in new or improved public transport services, whilst providing benefits in terms of general accessibility/ modal shift, would have only minimal impact with respect to reducing traffic on the M4. Generally, investment in public transport measures is more likely to be aimed at achieving wider benefits than relieving motorway traffic.ò
>
> Confederation of British Industry (CBI)

The RAC Foundation expresses scepticism about the public transport complementary measures. In particular, they maintain that the solutions to congestion and capacity issues on the M4 would be short-term if only these proposals are adopted, as these proposals would not have the capacity and quality of service needed to support the long term health of the South Wales economy.

> ñAs currently reported, the public transport plans mainly comprise strengthening of the existing network, with its strong north/south links reflecting the geography of the Welsh valleys, and a few new east/west linkages to the north and west of Newport.

> Whilst the proposals appear well conceived, they will mainly enhance local accessibility; have minimal effect of [sic] goods traffic and only a small impact on the longer distance personal travel in the M4 corridor. As such it is reasonable to assume that the anticipated traffic demand in the corridor will be little affected by the proposed public transport improvements.ò
>
> RAC Foundation

Cardiff Capital Region Metro

A number of stakeholders, including local authorities, transport organisations, private sector organisations, and political organisations, express support for a South Wales, or South East Wales Metro project (more recently referred to as the Cardiff Capital Region Metro in Welsh Government publications) and indicate that the project offers an alternative to reduce congestion on the M4 and other roadways. A few stakeholders mention that the draft Plan does not include public transport measures because the Welsh Government has commissioned a separate study and report on proposals to develop a metro system for South Wales. Many of these stakeholders express frustration that Cardiff Capital Region Metro is not considered in the draft Plan's proposals.

However, some of these stakeholders question whether the two proposals should be considered in tandem.

> ñWe also consider that transport measures, aimed at reducing traffic use of the M4 in South East Wales, should be looked at in a wider context than simply a South East Wales Metro system, with consideration broadened to include initiatives to transfer road freight to rail, buses, existing rail and car share schemes.ò
>
> Natural Resources Wales

Cardiff Council sees the development of the Cardiff Capital Region Metro project as crucial to the future economic growth and competitiveness of the Cardiff City Region and notes that it would be potentially disastrous for the region if the scale and quality of the Metro project were reduced in order to make the M4 scheme affordable.

Rail improvements

Some stakeholders, including environmental organisations, transport organisations and political organisations, mention rail improvements, including providing new rail stations and electrification of rail lines.

> ñFurther, we believe that you cannot consider the M4 in isolation from other transport choices. Investment in the Metro concept, plus the impact of electrification on both local and long-distance journeys, will have an impact on transport flows around Newport.ò
>
> Chartered Institute of Logistics and Transport

However, the RAC Foundation observes that a disproportionate amount of investment goes to railways compared to roads, particularly given that rail accounts for a small amount of passenger and freight traffic in Britain. The CBI argues that investment in rail would have a minimal impact on reducing congestion on the M4.

Network Rail, The Welsh Liberal Democrats and Natural Resources Wales (Strategic Assessment Team) refer to freight vehicles and their impact on roadway congestion and safety. These stakeholders suggest that encouraging more rail freight could improve this.

Non-road alternatives

A few stakeholders prefer the use of non-road alternatives to solve traffic issues on the M4 and other roads.

Similarly, several stakeholders, including transport organisations and environmental organisations, mention that a reduction in car use and car-dependency is needed to reduce congestion and improve the environment and public health, yet building a new roadway would only serve to encourage more traffic.

4.1.8 The Strategic Environmental Assessment

This section provides a summary of the stakeholder responses to Question 5 in the consultation response form. It also summarises comments from responses that provide views on the Strategic Environmental Assessment in response to other questions, and responses that did not follow the consultation response formõs question structure.

Question 5 asks: *'Please provide any comments regarding the **Strategic Environmental Assessment (SEA)** of the draft Plan here.'* For more details on the Strategic Environmental Assessment, see Chapter 6 of the consultation document, page 26, or the draft Plan SEA Environmental Report and its non-technical summary report.

General comments about the Strategic Environmental Assessment

Stakeholders make a range of general and specific comments regarding the Strategic Environmental Assessment. Natural Resources Wales provides many detailed comments, expressing agreement with the appraisal of biodiversity impacts being largely negative for all three road building options.

Many stakeholders, particularly environmental organisations, argue that the Strategic Environmental Assessment is insufficient, with many highlighting areas of the assessment they find contentious. Some environmental organisations and transport organisations suggest the Strategic Environmental Assessment is inaccurate, inadequate or flawed.

> ñ[W]e do not feel that the SEA is an accurate measure of the impacts that the roads involved in the draft plan [would have] on the environment.ò
>
> Welsh Liberal Democrats

Some stakeholders discuss the aims, objectives and purpose of the Strategic Environmental Assessment. The Campaign for the Protection of Rural Wales argues that the Strategic Environmental Assessment is not in line with the Welsh Governmentõs policies and commitments regarding environmental protection and sustainable development. Natural Resources Wales (Strategic Assessment Team) refers to the Welsh Governmentõs commitment to taking into account statutory stakeholder responses, received during the scoping stage of SEA, in the preparation of the document, but notes some organisations, including the RSPB, have not been included.

Wildlife Trusts Wales and Natural Resources Wales (Strategic Assessment Team) challenge the Strategic Environmental Assessment for not including alternatives to a proposed motorway. For example, Wildlife Trusts Wales suggests the lack of alternatives in the assessment is contrary to the requirements set out in the regulations for Strategic

Environmental Assessments. Some stakeholders present alternatives such as the Blue Route, Cardiff Capital Region Metro and other public transport projects.

Information, content and conclusions of the Strategic Environmental Assessment

The RSPB and Gwent Wildlife Trust express concern about differences between the current Strategic Environmental Assessment and a previous environmental assessment in November 2012, highlighting that the scoring for some environmental impacts has been downgraded, although no evidence of new data or research to justify this is provided.

> ñThe statement in Section 5.1 (Biodiversity, Flora & Fauna) that ôthe net benefit for biodiversity (of any of the three schemes, presumably) is considered to be positive in the long-termôdoes not inspire confidence that this is a proper assessment of environmental effects.ò
>
> Campaign for the Protection of Rural Wales

A number of comments are made about the assumptions and conclusions put forward by the Strategic Environmental Assessment. While Natural Resources Wales (Strategic Assessment Team) agrees with aspects of the assessment they, along with other stakeholders, challenge other aspects.

A common concern among stakeholders is that environmental impacts have been underestimated or undervalued in the Strategic Environmental Assessment. Some stakeholders offer detail and give specific examples as to why they believe the scoring is flawed. For example, while Natural Resources Wales (Strategic Assessment Team) support the Strategic Environmental Assessmentôs finding that the Gwent Levels Landscape of Outstanding Historic Interest in Wales would be negatively impacted by all three proposed routes, other comments suggest the impact on this area and protected or designated sites within it has been underestimated.

> ñWe agree with the appraisal of biodiversity impacts as being large adverse (that is, the most significant adverse) for all three new road options.ò
>
> Natural Resources Wales (South Operations Directorate)

Some stakeholders, including statutory environmental bodies and environmental organisations, challenge the Strategic Environmental Assessmentôs consideration of impacts on wildlife. Some comment on the mitigation of these impacts, suggesting that mitigation may not be possible or effective. A number of comments express concerns that the value of wildlife has been underestimated by the Strategic Environmental Assessment, challenging the scoring of these criteria.

Natural Resources Wales (Strategic Assessment Team) contributed a high proportion of the detailed comments provided about the assessment. They express concerns about noise and vibrations, suggesting the impact of these factors on biodiversity should be considered within the Strategic Environmental Assessment. They also advise that the assessment should consider a number of other criteria in greater detail, including air quality, pollutants, climate change and flood risk. They also seek more details on the construction and design of the proposals. Natural Resources Wales (Strategic Assessment Team) note that the proposed Black Route may incorporate junctions, but that the possible impacts of these are not assessed in the Strategic Environmental Assessment. Additionally they question why the environmental effects of potential remedial work to infrastructure such as housing have not

been included. As a result Natural Resources Wales (Strategic Assessment Team) states they are unable to agree to the assessmentôs score for material assets.

A number of stakeholders discuss the mitigation of possible environmental impacts contained within the Strategic Environmental Assessment. Some stakeholders, including South Wales Trunk Road Agency , are broadly supportive of measures to mitigate environmental impacts, while the RSPB suggests it may not be effective or may not be possible. Natural Resources Wales (Strategic Assessment Team) suggests that due to the lack of specific detail in the proposals, it is inaccurate to state with certainty that all impacts could be mitigated.

4.1.9 The Habitats Regulations Assessment

This section provides a summary of the stakeholder responses to Question 6 in the consultation response form. It also summarises comments from responses that provide views on the Habitats Regulations Assessment in response to other questions, and responses that did not follow the consultation response formôs question structure.

Question 6 asks: *'Please provide any comments regarding the **Habitats Regulations Assessment (HRA)** of the draft Plan here.'* For more details on the Habitats Regulations Assessment, see Chapter 6 of the consultation document, page 26, or the draft Plan Consideration of the draft Plan with Regard to the Habitats Report.

General comments on the Habitats Regulations Assessment

Some stakeholders, including Public Health Wales and Natural Resources Wales (Strategic Assessment Team), support some aspects of the Habitats Regulations Assessment, while others challenge or criticise this assessment. A number of stakeholders make detailed comments on the Habitats Regulations Assessment and advise on what they believe needs to be included in the assessment.

> ñNot adequate to establish the real impact of the proposal.ò
>
> Goldcliff Community Council

A number of stakeholders offer no comments on the Habitats Regulations Assessment with some suggesting they lack the appropriate expertise. As with the Strategic Environmental Assessment, Natural Resources Wales (Strategic Assessment Team) contributes a high proportion of the detailed comments provided about the assessment. They suggest that the Welsh Government consults Natural England, due to their knowledge of the subject. They also seek further involvement in the consultation, stating they are the appropriate nature conservation body for the area.

Information, contents and conclusions of the Habitats Regulations Assessment

Many stakeholders challenge the Habitats Regulations Assessment in some way, often regarding the scoring of particular criteria. Most stakeholders raise concerns about the lack of detail or value placed on environmental criteria. In contrast, Newport Liberal Democrats suggests some negative environmental impacts are acceptable and inevitable.

> ñWe have to be realistic in accepting that there are already 2 million people and associated settlements. We must strike a balance between economic and environmental considerations.ò
>
> Newport Liberal Democrats

Stakeholders suggest specific areas they believe need to be included in the Habitats Regulations Assessment or considered in greater detail. Natural Resources Wales (Strategic Assessment Team) highlights several, including the impact on designated sites such as the River Usk SAC, Newport Wetlands National Nature Reserve and the Severn Estuary Ramsar site. A number of other stakeholders also highlight the importance of these designated sites and the legal requirement to assess any potential impacts. Natural Resources Wales (Strategic Assessment Team) suggests that it would be incorrect to determine that there would not be adverse impacts on a number of species prior to the proposals being finalised.

Similarly, some other stakeholders raise concerns about the assessment of biodiversity and wildlife within the Habitats Regulations Assessment. These stakeholders, including Newport City Council and Natural Resources Wales (Strategic Assessment Team), highlight the need for greater assessment of protected and designated areas and several species as well as pointing out some species that have been omitted, such as the European Eel and a number of bird species. Some stakeholders also express concerns that the cumulative impacts of the proposals have not been adequately addressed in the Habitats Regulations Assessment.

Natural Resources Wales (Strategic Assessment Team) also highlights the Welsh Governmentôs intention to investigate a junction strategy if and when the Black Route is adopted. Some other stakeholders express concern that the implications of this junction strategy are not investigated in the Habitats Regulation Assessment, and that this compromises the ability of the Habitats Regulation Assessment to achieve its purpose.

A number of stakeholders, including transport organisations, political organisations and statutory environmental bodies, explore the mitigation of impacts raised by the Habitats Regulations Assessment. Most stakeholders accept the need for appropriate mitigation with some suggesting the Welsh Government should work with the relevant agencies or organisations to reduce impacts on habitats. Others suggest mitigation measures for specific species or issues such as carefully managing construction work and retaining breeding habitat.

> ñWe agree that it could be possible to avoid adverse effects on the otter feature of the River Usk SAC through ways of working during the construction phase and the retention of suitable breeding/resting habitat where appropriate.ò
>
> Natural Resources Wales (Strategic Assessment Team)

4.1.10 The Health Impact Assessment

This section provides a summary of the stakeholder responses to Question 7 in the consultation response form. It also summarises comments from responses that provide views on the Health Impact Assessment in response to other questions, and responses that did not follow the consultation response formôs question structure.

Question 7 asks: *'Please provide any comments regarding the **Health Impact Assessment (HIA)** of the draft Plan here.'* For more details on the Health Impact Assessment, see Chapter 6 of the consultation document, page 26, or the draft Plan Health Impact Assessment Report.

General comments on the Health Impact Assessment

A small number of stakeholders give comments on the Health Impact Assessment. Most do not offer an overall indication of support of opposition, commenting on aspects of it instead. Some stakeholders are particularly concerned about a lack of detail within the Health Impacts Assessment and suggest more information and data should be included.

ñThis is a qualitative assessment but the quantitative environmental health data should also be included, along with cross reference to the data and evidence contained in the other assessment reports.ò

Public Health Wales

Several stakeholders seek clarification on particular issues. For example, Public Health Wales ask for further information on which communities would be affected by severance and degradation in air quality. As well as suggesting the assessment should include more detail about environmental health data, crash risk and severity, Public Health Wales also seeks more defined timescales and direct engagement with affected residents.

Public Health Wales and NHS Wales Health Impact Assessment Support Unit say they welcome that the assessment would be updated with comments from the stakeholder workshop and the consultation. These stakeholders also believe the assessment is currently very general, recommending a further Health Impacts Assessment is carried out at scheme level under the WelTAG requirements. A number of stakeholders express concerns that alternatives to a new road have not been taken into account in the assessment. These stakeholders suggest benefits to health can be better accessed through alternatives such as increased use of public transport.

A few stakeholders comment on the complementary measure of providing more walking and cycling infrastructure in relation to the Health Impact Assessment. The public health benefits of walking and cycling are highlighted by some stakeholders, with the Campaign for Better Transport suggesting more detail of these complementary measures is needed in the Health Impact Assessment.

ñWithout further understanding of the permeability of both the proposed new road and the downgraded existing M4, it is difficult to make an assessment of the consequential improvements to public health from increased walking and cycling.ò

Sustrans Cymru

Information, content and conclusions of the Health Impacts Assessment

Some stakeholders, including transport organisations, public sector and community organisations and town and community councils, raise concerns about aspects of the Health Impacts Assessment, often disagreeing with its conclusions due to the scoring of certain criteria. Stakeholders express particular concern about the assessmentôs claim that air quality would improve and the health benefits resulting from this. Several stakeholders, including Sustrans Cymru, suggest the assessment fails to consider the increase in car use stimulated by a new road and the subsequent increase in pollutants, which they believe would reduce or eliminate any improvements to air quality.

Sustrans Cymru expresses concern that even though the Health Impact Assessment acknowledges there would be changes in levels of air quality and noise pollution, the health benefits are scored positively. Newport City Council expresses concerns that there is a lack of detail regarding possible junctions along the route, suggesting the location of junctions can play a crucial role in local air quality. They suggest further assessment is required in regards to this issue and if needed, mitigation measures should be included.

Newport City Council expresses concern over the possible impacts construction could have on local air quality.

ñConsideration within any subsequent air quality assessment of the production of wide scale airborne particulate matter resulting from earth moving operations, stockpiles and vehicle movements on construction sites.ò

Newport City Council

Newport City Council also makes comments on contaminated land within the construction area. They highlight the danger of re-using material recovered from contaminated sites and suggest a thorough human health and environmental risk assessment of this material before its re-use.

4.1.11 The Equality Impact Assessment

This section provides a summary of the stakeholder responses to Question 8 in the consultation response form. It also summarises comments from responses that provide views on the Equality Impact Assessment in response to other questions, and responses that did not follow the consultation response formôs question structure.

Question 8 asks: *'Please provide any comments regarding the **Equality Impact Assessment** of the draft Plan here.'* For more details on the Equality Impact Assessment, see Chapter 6 of the consultation document, page 26, or the draft Plan Equality Impact Assessment Report.

Comments on the Equality Impact Assessment

A number of stakeholders comment on the Equality Impact Assessment, in varying levels of detail. Most of these comments, including comments from transport organisations, environmental organisations, private sector, business and regeneration organisations and town and community councils, are critical of the assessment, with some suggesting it is weak, incorrect or inadequate.

Some stakeholders criticise the Equality Impact Assessment for not including alternatives to a new road in its assessment. They highlight the importance of alternatives such as public transport improvements and the Cardiff Capital Region Metro and suggest the lack of alternatives is a limitation of the assessment.

ñThe fact that the potential impact of the Metro is excluded from the social inclusion, equality, diversity and human rights consultation assessments severely weakens their validity.ò

Federation of Small Businesses Wales

Information, content and conclusions of the Equality Impact Assessment

Several stakeholders are critical of the scoring, justifications and evidence used in the Equality Impact Assessment. Sustrans Cymru disputes the impact of possible improved journey times while CTC Cymru suggests the assessment makes unsubstantiated claims about possible economic opportunities.

Many stakeholders express concerns regarding the impacts road development could have on equality within the local community, suggesting individuals without access to a car would not benefit from the proposals.

ñMost people in the lowest income quintile do not own cars/vans. It is therefore difficult to reconcile the assertion that the needs of poorer people will be met.ò

Friends of the Earth Cymru

CTC Cymru makes a number of detailed comments regarding the Equality Impact Assessment, criticising several statements. They argue that the Assessment is incorrect in suggesting that lack of access to a car is the main factor in the social exclusion of low income households, giving examples of European cities which have low car usage.

Some stakeholders, including CTC Cymru, Age Cymru and Friends of the Earth Cymru, raise concerns about the changes in car usage the proposals may have, with several stakeholders suggesting it would make Newport and its residents more dependent on cars. Some express concern that this would be detrimental to equality within the local community, as they believe a more car orientated city would result in the social exclusion of those without cars. Some stakeholders also believe the assessment of traffic levels in the Equality Impact Assessment is insufficient. Age Cymru suggests the assessment does not fully consider the possible impact on traffic levels in Newport city centre as well as the safety of pedestrians.

Age Cymru makes reference to mitigating possible impacts on equality. They suggest that, if replacement community facilities are constructed as part of a compensation package, they should be located in the same area as previous facilities to ensure they are fully accessible by local people.

4.1.12 The consultation process

Support and opposition to the consultation process

Some ten stakeholders offer explicit support for the consultation process and approximately 25 stakeholders criticise it generally. Stakeholdersôspecific comments on the consultation process are outlined below.

Consultation scope and documentation

A number of stakeholders are concerned about the range of options available for consideration in the consultation. A couple of stakeholders, including transport organisations, are particularly concerned about the consideration of sustainable options. Many would have liked other approaches to deal with the problems to have been considered. Suggested alternatives include public transport measures such as rail services, the Cardiff Capital Region Metro specifically, and park and ride schemes. Stakeholders comment that public transport measures were included in the previous M4 CEM consultation but have not been included in this consultation phase. Some stakeholders refer to other potential routes for a new road including north of Newport, upgrading the A4810 to a motorway or adapting it, and the A48 in accordance with the ôBlue Routeôstrategy proposed in a report for the Institute of Welsh Affairs (IWA) and Chartered Institute of Logistics and Transport. Consideration of the ôBlue Routeôis advocated by stakeholders including Campaign Against the Levels Motorway (CALM), Federation of Small Businesses Wales and Friends of the Earth Cymru.

Stakeholders suggest that it would have been preferable to consider the proposals for the M4 alongside those for the Cardiff Capital Region Metro in order to encourage a more integrated transport strategy. Monmouthshire County Council thinks that the consultation lacks consideration of measures that could produce quick improvements to the road network, also commenting that it does not propose measures to benefit non-car owners.

A few stakeholders comment that all proposals put up for consultation are road based solutions, and that the consultation documentation makes explicit reference to the Black Route option as the preferred option, suggesting that this could give the impression that a decision has already been reached.

Some stakeholders discuss the evidence presented to support the proposals, and the way in which this has been assessed and presented. They suggest that some data and conclusions are out-of-date, partial or misrepresented. Stakeholders also challenge the perceived lack of a ódo nothingô scenario against which each of the proposed options could be assessed.

> ñThe presentation of impacts makes it very difficult to relate one type of impact to another. For example in the case of the preferred option Transport Economic Efficiency is scored just one grade above improving air quality. In practice these impacts are more likely to differ by an order of magnitude. Again this makes coming to a balanced [sic] problematic.ò
>
> RAC Foundation

Some stakeholders suggest that certain statements in the document are unsubstantiated or under-substantiated, such as the claimed economic benefits. Similarly, stakeholders suggest that there is not enough evidence to support that claims made about future traffic levels, emissions and the impact on demand of improved public transport.

A number of stakeholders think that the information provided is sometimes unclear or unhelpful, or insufficiently or overly detailed.

Consultation questions and events

Monmouthshire Local Access Forum states their satisfaction with the consultation events, saying they found the information provided to be useful. In contrast, Magor with Undy Community Council says that the information at events did not provide the level of detail about route alignment and junction location that they wished to see. Additionally, they think that more information could have been provided on how the proposals fit with other transport measures and how the options were chosen.

> ñThe information provided and help given at the drop in sessions is much appreciated.ò
>
> Monmouthshire Local Access Forum

Monmouthshire County Council is concerned that the wording of consultation questions was unclear, and another stakeholder suggests that the omission of full details about costs might cause the questions to be seen as óleadingô Act Travelwise specifically challenges the question about the Do Minimum Scenario, suggesting that a question about the óBlue Routeô should have been included instead. The RSPB argues that some of the questions give the impression that the consultation is skewed towards the interests of M4 users.

> ñThe impression that transport-related problems are the only ones is it is [sic] permitted to discuss is exacerbated by Question B which asks about respondents' travel habits, creating the strong impression that the views of those who use the existing M4 will carry greater weight that those who have a legitimate interest in the environmental quality of the Gwent Levels.ò
>
> RSPB

A few stakeholders suggest that the consultation process either created, or did not do enough to remove barriers to participation. Specific examples include the complexity of questions and the supporting information, and a perception that consultation events were a one-way flow of information, from the Welsh Government to the public, only allowing participants to be given information, not to actively register their opinions to the formal consultation process. Gwent Wildlife Trust states that they found the character limits on the consultation website text fields too restrictive.

Information

Stakeholders would like to know more about the impacts of the proposals on a range of issues such as the environment, society and health and the economy. There are also requests for further information about specific aspects of the proposals including costs and funding, project timeframe, design and specification of the route and junctions, and the complementary measures and mitigation proposals.

Chapter 5 Analysis of representations from members of the public and other organisations

This chapter summarises responses received from members of the public in response to the M4 Corridor around Newport draft Plan consultation. Section 5.1 summarises data respondents provided about their travel habits and Section 5.2 summarises responses received in response to the consultation questions, as well as responses that did not follow the structure provided by the consultation form.

5.1 Travel habits

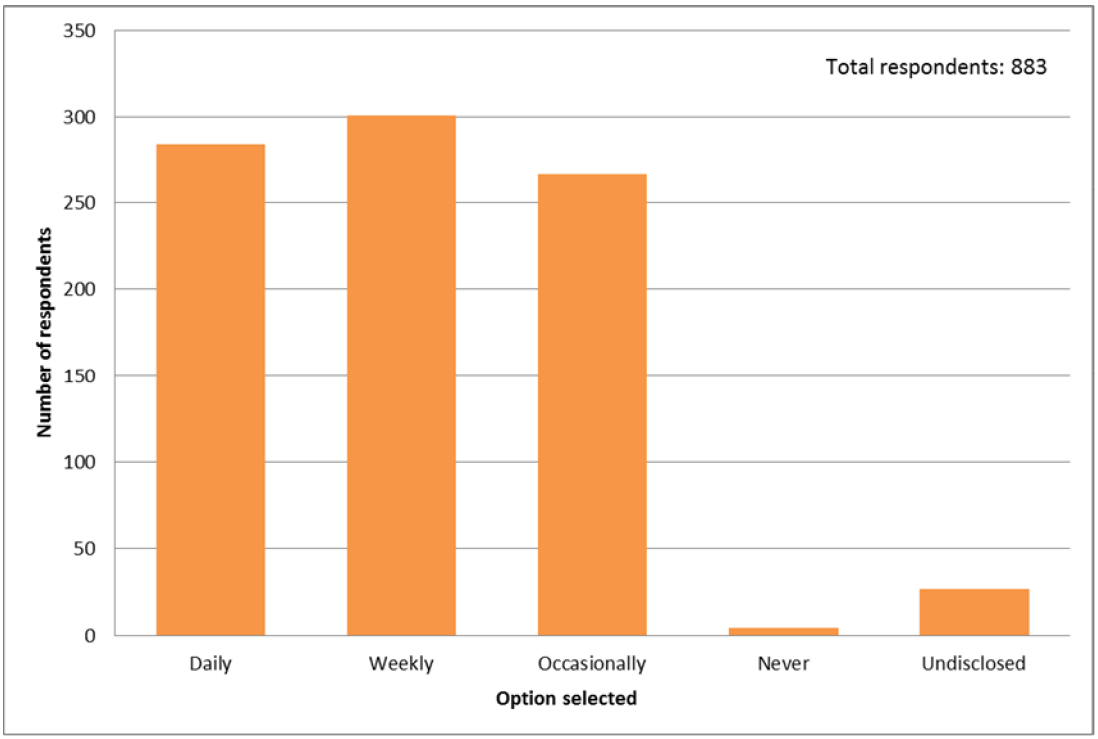
Respondents who submitted responses using the consultation questionnaire or the consultation website were asked to provide further information about themselves, including two questions about their travel habits. These responses are summarised below; other demographic data gathered is presented in Appendix 2.

A number of respondents registered on the consultation website but did not submit a response to the consultation questions. Any demographic and travel habit data they provided in that initial registration process has been disregarded.

The graphs below only include respondents who completed a response form or sent their response on the consultation website. All other respondents, who did not provide responses about their travel habits, are excluded from these totals.

Respondents were first asked how often they used the M4 motorway around Newport, and could only select one response.

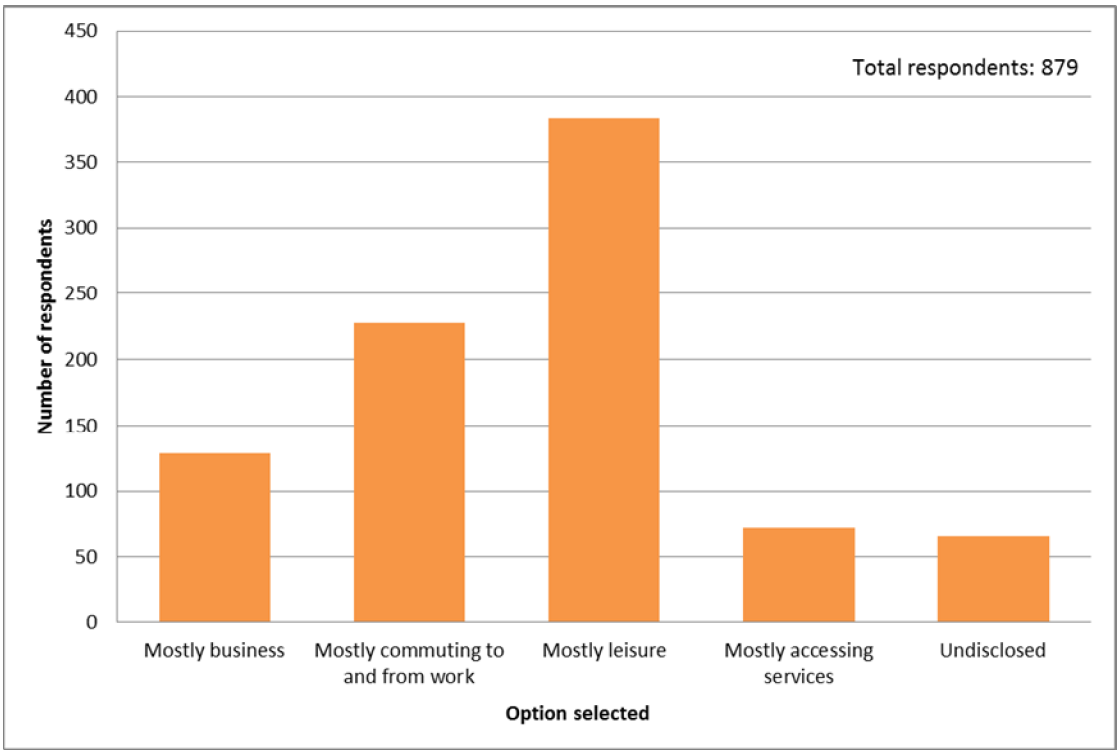
Figure 5.1 Which of the following best describes how often you use the M4 motorway around Newport?



Of those respondents who selected an option, four respondents indicated they never use the M4 motorway around Newport. Of the respondents who indicated they do use the M4, 284 respondents indicate they use the motorway daily; 301 respondents indicate they use it weekly; and approximately 267 respondents indicate they use it occasionally. 27 respondents did not disclose how often they used the M4.

Respondents were also asked for what purposes they generally used the M4 motorway around Newport for these journeys, and could only select one response. However, on response forms, some respondents provided further information, which is summarised separately below.

Figure 5.2 Generally, how would you best describe the purpose of these journeys?



Of those respondents who selected an option, 129 respondents indicated that the purpose of these journeys was mostly business, while 228 respondents indicated commuting to and from work. 384 respondents indicated that the purpose of these journeys was mostly leisure and 72 respondents indicated mostly accessing services. 66 respondents did not disclose a journey purpose.

Five respondents who submitted consultation forms provided further information. These figures are not included in the graph above but the further information was considered as additional comments as part of their response to the consultation. Two respondents selected both mostly leisure and mostly accessing services. One respondent selected mostly commuting and mostly accessing services, and another respondent selected mostly business and mostly leisure.

5.2 Analysis of representations

Please note: reported numbers in this section may have been influenced by responses submitted as a result of interest groups' initiatives. Please see section 3.2 for more detail.

5.2.1 General comments

The present transport network in, and around, Newport

This section provides a summary of comments on the present transport network in and around Newport. While there was no consultation question inviting views on the existing network, many responses include comments reflecting on it, which are summarised here for completeness. For more details on the present situation, see Chapter 1 of the consultation document, pages 7-8.

Congestion on and capacity of the present transport network

About 170 respondents make comments regarding the congestion on roads in and surrounding Newport.

> ñI have lost count of the number of wasted business and leisure hours on the M4 and witness (almost) daily incidents due to the density of the traffic during the morning and evening rush hours.ò

Some respondents mention specific areas, roads or sections that they regard as particularly congested. These include the road between Coldra roundabout and the Brynglas Tunnels, the A4232, roads between Newport and Caerleon, and the current M4 corridor between Junctions 24 and 29. A number of respondents specifically mention the Brynglas Tunnels as a focus for congestion when stressing the need for congestion alleviation. Some respondents, in contrast, suggest that the proposals would not alleviate congestion in the Brynglas Tunnels.

> ñSolutions to the congestion experienced on the M4 around Newport, particularly around the Brynglas tunnels, can therefore only be considered as part of a wider strategy which seeks to address the root causes of this congestion, and offers sustainable, responsible solutions.ò

In addition to traffic volume, some respondents identify specific causes of current congestion. A few respondents suggest that congestion is caused by local traffic, while others suggest driver behaviour as a key cause of congestion, sometimes suggesting that poor traffic regulation enforcement leads to this delay-inducing behaviour. Others believe, more generically, that poor traffic management is to blame.

> ñDelays are preventably [sic] caused by stupidity of one sort or another, by individuals who know they are breaking the rules, but there are no incentives (or penalties) to create the desireable [sic] alternative to motorway madness.ò

Some respondents believe that congestion is minimal or overstated. They say, for example, that traffic flows freely around Newport and throughout southeast Wales; or argue that they do not often encounter congestion, despite using the M4 regularly. Others suggest that congestion is comparably worse in other parts of the UK. One respondent says that traffic volume has not increased in recent years.

Other respondents highlight that congestion is only an issue during peak hours, and that outside this time the traffic on the existing M4 is generally acceptable. Some suggest this as a reason to oppose the proposals, while others suggest that peak hours are the most important time to alleviate congestion.

> ñI rarely get stuck in traffic, in and around Newport on the M4 despite using it daily for work.ò

A few respondents mention the capacity of the existing road network, often in relation to perceived congestion. Some of these respondents state that they recognise the need for additional capacity, while one respondent suggests that the need for more capacity is minimal. Another respondent suggests that the new bypass through Llanwern Steelworks provides sufficient relief in the event of congestion on or closure of the current M4. One respondent suggests that more motorists need to be made aware of this órelief roadô

> ñThe knock-on effect of M4 congestion is that feeder roads such as the A467 become virtually impassable for large periods of the dayé At peak use times when congestion on the M4 occurs, drivers attempt to use local roads resulting in those routes becoming congested as well. Effectively, there is no real alternative to the current M4 if it becomes congested.ò

A few respondents discuss speed limits in relation to the present transport network. There are comments suggesting that reduced speeds have a negative effect on congestion and capacity as well as comments arguing the opposite, saying that changing the speed limit has had a positive impact on traffic flow and capacity.

Infrastructure of the present transport network

About 145 respondents discuss infrastructure issues relating to the existing transport network. Approximately 20 respondents suggest that the existing infrastructure of the M4 is adequate, often expressing a belief that the harm caused by building a new road would outweigh the benefits. In contrast, about 15 respondents say that the existing infrastructure is inadequate, with some arguing that this has been the case for a considerable time. One respondent mentions Junction 33 as a specific location where the infrastructure is thought to be inadequate.

Several respondents specify perceived inadequacies in the current infrastructure in the Newport area. One argues that roads have too many potholes. Other issues include a perceived lack of signage, the perceived unfairness of the tolling system for Severn crossings, and suggestions that there are too many junctions or too many traffic lights.

> ñ[There are] too many traffic lights at junctions and very poorly thought out road systems which cause traffic build up.ò

A few respondents express concerns about public transport, saying public transport in the area is inadequate, with some suggesting that the paucity of public transport options forces them to commute by car. One respondent argues that the train system is expensive and does not make adequate provision for disabled travellers. Another suggests it is in need of investment to allow for maintenance and upgrading.

A few respondents mention walking and cycling infrastructure, suggesting that better provisions are needed, with one respondent arguing that numbers of cyclists have risen.

One respondent suggests that the budget for the proposals should be used to carry out repairs to the current M4. Another respondent suggests that more time is needed to judge

whether existing measures have been successful in solving problems associated with the M4 around Newport.

Safety and the present transport network

A few respondents think that the current road network is not safe enough and suggest that the proposals would help reduce the prevalence of accidents on the M4. One respondent specifies the stretch between Junctions 26 and 27 of the M4 as a particular concern.

Others argue that improving safety is of less importance, as they believe there is insufficient evidence that the M4 is particularly unsafe.

Pollution and the present transport network

A few respondents discuss air quality in Newport. One respondent writes that four of Newportôs seven air quality management areas are associated with the existing M4 and others emphasise the relation between air quality and public health, occasionally referring to the respondentôs own situation. A small number of respondents explicitly link the level of air pollution to the congestion of the M4.

> ñThere are environmental arguments for the new road. Out of Newport's 7 Air Quality Management areas four are associated with the existing M4.ò

Other respondents discuss noise pollution associated with the existing M4, with one respondent stating that noise levels exceed 55 decibels in areas adjacent to the M4.

Economic aspects of the present transport network

About 20 respondents comment on economic aspects of the transport network in Newport and the wider region. A few respondents believe that accidents and consequent traffic jams are damaging the Welsh economy, with one of these respondents singling out the existing state of M4 as a factor in this. Some respondents suggest that the existing transport network is detrimental to tourism in the region.

Environmental aspects of the present transport network

A few respondents discuss the impact of the existing transport network on wildlife habitats and woodlands, stressing that these areas are also under threat from various industrial and commercial developments.

Another respondent argues that the visual impact of the current road network is negative and extensive and that vehicles impair the visual quality of historical streets and areas of interest.

Comments on the draft Plan and reasonable alternatives

Many respondents provide general comments in response to the consultation that do not address a specific aspect of the Welsh Governmentôs proposals. These comments are summarised in this section. Detailed comments on specific aspects of the proposals are summarised in sections 5.2.2 - 5.2.5.

Need case for the draft Plan and reasonable alternatives

Some 150 respondents make comments about the overall need case put forward by the Welsh Government for a new road or motorway around Newport. Approximately 40 of these respondents state that they accept or agree with the need case outlined; about 110 respondents say they disagree. In discussing the need case, many respondents mention the traffic growth projections provided by the Welsh Government.

ñSomething really does need to be done or the existing M4 route problems will get ever worse. If you're going to do something then do a proper job and create a whole new motorway rather than a dual carriageway as a half-way measure.ò

A few respondents express doubt that the proposed route options are long-term or sustainable solutions to the problems of the M4. Approximately 70 respondents question how these proposals fit with the Welsh Governmentôs positions on sustainable development and the environment.

Respondents outline a variety of economic, social and environmental impacts, both positive and negative, that they believe would result from the proposals in general. These comments reflect issues raised for each of the proposed options individually. Detailed comments on specific aspects of each proposal are summarised in sections 5.2.2 - 5.2.5.

ñI live in Undy, which, if the plans are adopted will (with Magor) become encased in a motorway and railway sandwich. What a loss it will be to residents and visitors. The destruction of the historic vicarage is beyond upsetting and I feel Magor / Undy will be transformed from a once attractive and desirable place to live and raise families to a location that will become blighted by civil engineering works - noisy, polluted and a forgotten town.ò

About 20 respondents discuss the positive and negative impacts of the construction of a new road. Respondents also provide comments and suggestions on the design of various aspects of the proposals, most notably the number and placement of junctions. Approximately 50 respondents emphasise that the project should be completed as soon as possible.

ñEastern end of proposed scheme makes no sense at all. There is little or nothing to be gained by the people of Magor and Undy from this scheme but it will impact them hardest.ò

Where respondents comment on the cost of the proposals and the funding arrangements in place to finance any scheme, they commonly express concern, saying the cost is too high.

These comments reflect issues raised for each of the proposed options individually.

Detailed comments on specific aspects of each proposal are summarised in sections

5.2.2 - 5.2.5.Support and opposition for the overall proposals

As outlined more fully in the methodology (Chapter 2), responses have only been coded with support and opposition codes if their support or opposition is explicitly stated in their response. About 990 respondents express opposition to the proposals as a whole, while about 80 respondents express support for the proposals as a whole.

5.2.2 The Black Route

This section provides a summary of the responses to Question 1 in the consultation response form. It also summarises comments on the Black Route made in response to other questions, and in responses that did not follow the consultation response form. Comments about complementary measures are summarised in section 5.2.6.

Question 1 asks: *'Please provide any comments regarding the **draft Plan** (**Black Route and its complementary measures)** here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?'* For more details on the Black Route and its complementary measures, see Chapter 5 of the consultation document, pages 22-23.

Support and opposition for the Black Route option

Please remember: reported numbers may have been influenced by responses submitted as a result of interest groups' initiatives. Please see section 3.2 for more detail.

Of the roughly 400 respondents who express support or opposition to the Black Route option, approximately 240 respondents express opposition. In contrast, about 145 respondents express support for the Black Route, while approximately ten respondents express qualified support for the Black Route.

Some respondents express a preference for the Black Route relative to other options outlined in the consultation document:

- Approximately 170 respondents suggest that the Black Route is the best option;
- Approximately 45 respondents prefer the Black Route to the Red Route;
- Approximately 70 respondents prefer the Black Route to the Purple Route;
- Approximately ten respondents prefer the Black Route to the Do Minimum Scenario;
- Approximately five respondents suggest that the Black Route is the worst option.

Respondentsôpreferences for other options over the Black Route are discussed in sections in this report relating to those particular options. Comments made about the Black Route are summarised below, including direct references to relevant comments made by respondents.

Black Route option: problems and goals

Chapter 3 of the consultation document sets out the problems and goals for the M4 Corridor around Newport. Approximately 50 respondents discuss the goals generally, with about 40 suggesting that the Black Route option would achieve, or largely achieve the goals. About 15 respondents state that it would not achieve the goals, or would not be a long-term solution.

Some respondents discuss specific goals. Some 40 respondents mention goals associated with improved journey times, or an improved travel experience and most of these respondents believe the Black Route option would achieve these goals.

> ñMy opinion is that a 3 lane motorway, as straight as possible is required to decrease journey times, ease the current congestion problems and support the economic growth of Wales into the future.ò

A small number of respondents take the opposite view and say that the Black Route option would not or insufficiently achieve goals associated with improved journey times.

Most respondents commenting on the goals associated with regional transport connections, particularly access to and connections across South Wales, are optimistic about the Black Route optionôs potential to achieve these.

A few respondents think that the Black Route option would achieve goals associated with sustainable choices and/or emissions. Approximately 25 respondents argue that the Black Route option would not achieve these goals, with some suggesting that it would do the opposite of what the goals imply.

About 80 respondents who comment on the problems refer to them collectively. About 45 of these respondents believe that the Black Route option would address the problems as a

whole. About ten respondents argue that the problems would be partially addressed. Approximately 25 respondents do not think the problems would be resolved.

About 290 respondents discuss specific problems. Problems associated with capacity and congestion are mentioned most frequently, with many respondents arguing that the Black Route option would be successful in addressing problems associated with congestion.

> ñBy building another motorway around Newport this would ease congestion and take the pressure off this streach [sic] of motorway leading to fewer incidents and accidentsò

In contrast, several respondents think that problems associated with congestion would persist if the Black Route option is adopted. Similarly, respondents argue that a new road attracts additional traffic which would undermine a resolution to problems associated with capacity.

> ñI also believe that more road space will not reduce congestion but encourage more road use at a time when investment should be focused on developing more sustainable forms of transport and infrastructure.ò

Most respondents believe that the Black Route option would be successful in addressing problems associated with safety and resilience. Respondents are sceptical about the Black Route optionôs potential to solve problems associated with noise pollution. Some respondents think problems associated with air quality would be addressed by the Black Route option, either for particular locations or as a result of reduced congestion. Others are sceptical about this and say the Black Route option would aggravate problems associated with air pollution, either locally or in relation to overall emissions.

Need case for the Black Route option

Some 60 comments discuss the need case for the Black Route option. Many of these are critical, challenging the need case and in particular the projections of traffic growth outlined in the consultation documentation. Some respondents suggest that the projections are based on out-of-date information and that they do not factor in improvements and increased capacity of other transport projects, such as the electrification of the South Wales Mainline railway.

> ñThe traffic modelling which has been carried out in relation to the new road has been based on out of date data and assumptions we believe are incorrect. The Welsh Governmentôs own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.ò

Several respondents express concern that the proposals are in contradiction of the Welsh Governmentôs policies on sustainability. One respondent questions how the option fits with growing concern about the potential impacts of climate change and the need to reduce car use.

In contrast, some respondents recognise the need for a new motorway, often relating this to their support for the Black Route.

Economic impacts of the Black Route option

About 155 respondents make comments about the impact of the Black Route option on the economies of the Newport area and Wales. About 70 respondents believe there would be

beneficial economic impacts, while about 50 think the impacts would be negative. Those who believe the option would provide economic benefits refer to the need for successful economies to have a high quality, reliable transport network and suggest that the existing M4 acts as a constraint on economic growth and job creation in Wales. Other respondents remark that the option would encourage inward investment and regeneration of Newport and enable better movement of goods.

> ñ[I]t will address the immediate problem as well as providing a long term strategic solution not only for the development of Newport but also for the other local authorities along the M4 corridor.ò

Those who dispute the economic benefits tend to focus on the Newport economy, suggesting that the Black Route would simply act as a bypass to Newport making it easier for businesses and potential customers to travel to and from Cardiff rather than invest in or visit Newport. One respondent suggests that the Black Route would negatively affect their business.

Some respondents discuss tourism, with several believing that this industry would benefit from the Black Route option as it would improve access to Wales for visitors. Others do not believe that the Black Route would support tourism, saying it would affect the Gwent Levels, hampering the areaôs attractiveness to tourists.

Some respondents express concern about the economic impacts on the Port of Newport and its docks. Respondents think the Black Routeôs river crossing would limit or prevent shipping activities in the port, which some say would have a knock-on effect on other businesses in the docks area.

> ñThe Black [R]oute would cause particular severance problems with Newport Docks. The ability of boats to come into the port would be seriously affected, and business would be lost.ò

One respondent suggests any impact might be mitigated by turning the North Dock into a marina.

A couple of respondents suggest that because of its alignment, further to the south than other route options, the Black Route option would have the least impact on the landfill site and on potential future developments around Newport.

Several respondents are concerned about potential devaluation of properties along the Black Route, in locations such as Castleton, Magor and Undy.

Environment impacts of the Black Route option

Some 850 comments are made regarding the potential environmental impacts of the Black Route option.

About 150 of these comments refer to the environment in general terms, mostly expressing concern about environmental damage associated with the Black Route. Comments also include suggestions that the route could have environmental benefits, that it would have a lesser impact than other options and that the environmental impacts would not be significant.

Many respondents express specific environmental concerns and highlight the possible negative impact on the Black Route option on the Gwent Levels, its protected or designated areas and their biodiversity, wildlife and habitat. Respondents emphasise the Gwent Levelsô historic, international and ecological importance. Many respondents are concerned about the potential destruction of two areas of ancient woodland.

ñThe Black Route would destroy irreplaceable ancient woodland about a mile north east of Marshfield at grid reference ST 272 840. We cannot afford to keep destroying irreplaceable ancient woodland. Moreover, the destruction of ancient woodland is clearly against section [sic] (paragraph 5.2.9) of the Welsh Government's own Planning Policy which states clearly that: ó'Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected from development that would result in significant damage.ò

A small number of respondents downplay the impacts on the Gwent Levels and their protected or designated areas and wildlife, biodiversity and habitat. While acknowledging that the Black Route option would impinge on the Gwent Levels, some respondents argue that the route would mostly affect its periphery, which they say is adjacent to existing brownfield land.

Some of these respondents are confident that wildlife could adapt to the presence of a motorway. Others suggest the impacts on wildlife are outweighed by the benefits of the Black Route option.

Some respondents are concerned about the impact of the Black Route on the landscape around Newport, particularly on the Gwent Levels. Respondents also raise concerns about the visual impact on locations such as Castleton and Magor and the impact of elevated sections of the route on the landscape.

ñMy concerns are that in order to climb the incline the motorway would have a significant impact on the landscape at Castleton, and be clearly visible and heard for many miles.ò

A number of respondents express concern about the impact on the Levelôs reens and waterways, arguing that they might be polluted by run-off from the Black Route, or by the fall-out of an accident. One respondent suggests that negative impacts on reens and waterways could be prevented by building a raised motorway. Several respondents worry that the Black Route would run through an area liable to flooding.

Both the reens and the wider Gwent Levels area are described by some respondents as important heritage assets that the Black Route would affect. Respondents also express concern about other aspects of cultural heritage they believe could be affected by the Black Route option including a vicarage at Magor, and the docks.

Several respondents raise concerns about the Black Routeôs impact on farming. Their concerns include the loss of farm land, run-off from the road potentially contaminating land, and the proposed motorway severing farmersôland, resulting in access issues.

One respondent expresses concern about light pollution.

Mitigation of environmental impacts is discussed by about 20 respondents. Of these, ten believe that the negative impacts can be mitigated, or that proposed mitigation is sufficient, while about five respondents claim mitigation measures would be insufficient. Some suggest specific mitigation measures, including noise barriers and screening.

Approximately 15 respondents address ancillary development ï ribbon development alongside the route ï which they think could be encouraged alongside the new road, resulting in additional pressure on the Gwent Levels. Some respondents comment that a covenant should be created to prevent this. Other respondents suggest that the Black Route may help curb the potential future spread of the city outwards towards the Gwent Levels by creating a clear southern boundary to the city.

> ñIn addition it will lead to unnecessary and unwarranted development along the corridor of the route, as has occurred at many points along the existing M4.ò

Social impacts of the Black Route option

Over 150 respondents comment on the potential social impacts of the Black Route option. Many of these discuss the potential proximity of the Black Route to residential areas. About 40 respondents are concerned that the option would affect communities such as Magor, Undy, St Brides and Duffryn. About another five respondents suggest that the Black Route would have a smaller impact on communities than the other proposed options, or that it adequately limits potential impacts.

> ñ[A]ll the routes at J23A come too close to where I live in this village, Magor. There is mention in the comprehensive ódraft lineôdocument that noise will affect the Duffryn area of Newport ï nothing is mentioned about noise levels at the west side of Magor village and thereabouts.ò

Some respondents discuss whether the Black Route would benefit the local community. About five respondents believe that the Black Route option would benefit residents of Newport by providing them with a better road infrastructure. A small number of respondents conversely argue that long-distance travellers rather than local residents would be the primary beneficiaries of the new motorway.

Some respondents comment on how the Black Route option might affect residentsôquality of life. This includes respondents raising concern about the Black Routeôs impact on the setting of Magor and Undy, and the amount of green space available to Newport residents. Some are specifically concerned that the Black Route would affect recreational use of open space in the Gwent Levels for current and future generations. A small number of respondents generally believe that Newport residentsôquality of life would improve if the Black Route is built. Several respondents believe that the Black Route option would produce the least amount of disruption to the local area.

While about five respondents express concerns about health impacts of the Black Route, (largely related to the loss of open space for recreation), about ten respondents believe that the route would deliver health benefits. Respondents think the Black Route would result in a reduction of pollution, particularly for the north of Newport, and that it could reduce stress for road users. A few respondents suggest that the Black Route is the option with the least negative health impacts.

> ñBlack is the best option keeping traffic emmissions [sic] away from Newport. Also alleviate stress.ò

Design and construction of the Black Route option

About 250 respondents comment on the construction and design of the Black Route option. Of these, about 85 think that it should be completed as soon as possible, that the scheduled date for delivery is too distant, or that a new motorway around Newport is long overdue. One respondent says the Black Route should be built in a single stage.

Approximately 30 respondents mention junctions, with comments addressing the location, design and number of junctions between the Black Route and existing local roads and motorways. One suggestion is for the Black Route to connect to the A48 to the west of Newport. Some respondents stress that junctions would help Newport to share in the

economic benefits of the scheme, while others think there should be no, or a limited number of, junctions to prevent heavy use of the road by local traffic.

> ñThe Black [R]oute should have possibly have [sic] no access to Newport, just make it a complete bypass. Anyone who wants to go into Newport can use the existing M4.ò

About 15 respondents think it is important a new road would be a three-lane motorway and state their satisfaction that the Black Route meets this specification. Some 25 respondents believe that the Black Route would be the shortest, quickest or most direct route around Newport. However, one respondent suggests that it would be the longest of the various proposed options.

Some respondents suggest modifications to the Black Route option, such as a direct motorway link to Cardiff Bay. A few respondents state that they would like the Black Route to be sited further away from Magor. Another suggests that the route be elevated where it crosses the Gwent Levels.

A small number of respondents suggest that tolls should be raised from users of the Black Route in order to reclaim the costs of construction. A few others suggest this would discourage drivers from using it.

Some 15 respondents raise concerns about the potential disruption to residents, businesses, the existing road network and the environment from the construction of the Black Route. Some respondents indicate that while they acknowledge the benefits of the Black Route, the disrupting impacts of construction bring them to oppose the route. Several respondents think that construction of the Black Route would be less disruptive than the construction of other options.

Cost of the Black Route option

About 120 comments are made regarding the cost associated with this option, with some 110 stating concern. Specific concerns include the belief that the cost is disproportionate to the severity of the problems it is aimed at tackling, that the cost is simply too high or that the cost is unjustified during a period of recession and public sector funding cuts.

> ñThe cost is prohibitive, WG will have to borrow billions which the Welsh people cannot afford.ò

Others suggest that the Black route would be the cheapest of the options proposed, or that the cost is justified by the reduction of congestion and the saving of lives.

> ñThe draft plan (Black Route and its complementary measures) would be the most preferred route and the cheapest option.ò

One comment refers to recent legal rulings on compensation procedures for other transport infrastructure projects and questions whether the potential cost of property compensation has been adequately factored into the estimates.

5.2.3 The Red Route

This section provides a summary of the responses to Question 2 in the consultation response form. It also summarises comments on the Red Route in response to other questions, and in responses that did not follow the consultation response form. Comments that relate to complementary measures are addressed in section 5.2.6.

Question 2 asks: *'Please provide any comment regarding the **Red Route and its complementary measures** (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?'* For more details on the Red Route and its complementary measures, see Chapter 5 of the consultation document, pages 23-24.

Support and opposition for the Red Route option

Please remember: reported numbers may have been influenced by responses submitted as a result of interest groups' initiatives. Please see section 3.2 for more detail.

As outlined more fully in the methodology (Chapter 2), responses have only been coded with support and opposition codes if their support or opposition is explicitly stated in their response.

Of the 293 respondents who express support or opposition, about 270 respondents express opposition to the Red Route. In contrast, about 20 respondents express support for the Red Route, while approximately five respondents express qualified support for the Red Route.

Some respondents also express a preference for the Red Route relative to other options outlined in the consultation document:

- Approximately five respondents suggest that the Red Route is the best option;
- Approximately ten respondents prefer the Red Route to the Black Route;
- Approximately 15 respondents prefer the Red Route to the Purple Route;
- Approximately five respondents prefer the Red Route to the Do Minimum Scenario;
- Approximately ten respondents suggest that the Red Route is the worst option.

Respondentsôpreferences for other options over the Red Route are discussed in sections in this report relating to those particular options. Comments made about the Red Route are summarised below, including direct references to relevant comments made by respondents.

Red Route option: problems and goals

Chapter 3 of the consultation document sets out the problems and goals for the M4 Corridor around Newport.

Discussing the Red Route, approximately 35 respondents comment on the goals generally, and many say the route would not help meet these. One respondent believes that the option would achieve the goals in general. About five respondents think that the Red Route option would partially achieve the goals, or provide only a short-term benefit.

Approximately 55 comments discuss specific goals. One respondent believes goals associated with reduced journey times would be met by the Red Route option but several are not confident that this would be the case.

Similarly, a small number of respondents think that goals associated with a modal shift to sustainable choices would be achieved, while most respondents commenting on these goals think the Red Route option would not be successful in achieving them.

Discussing goals associated with regional transport connections, one respondent thinks that the Red Route option would enable their realisation, while many others believe it would not.

Several respondents think that the Red Route option would meet the goals associated with reducing emissions.

As with the goals, many of the respondents who comment on the problems refer to them collectively, with about five respondents stating that the Red Route option would resolve the problems and about 45 respondents asserting that the Red Route option would not resolve the problems. Of those who say the problems would be resolved, many state that the Red Route option would only be a short-term solution.

A small number of comments state that the Red Route option would solve problems associated with air quality and pollution; most respondents who discuss problems associated with air quality and pollution believe that the Red Route option would not resolve them.

Many comments relating to the problems associated with capacity and congestion state that the Red Route would not resolve these or would undermine capacity gains by encouraging additional traffic onto roads. A small number of respondents suggest that the Red Route option would help resolve problems associated with capacity and congestion, however, some argue that not all traffic would benefit or that benefits would be limited to the short-term.

There are small numbers of respondents both agreeing and contesting that the Red Route option would resolve problems associated with resilience and safety. One respondent describes the Red Route option as the least resilient of the proposed options.

There are some 20 comments regarding problems associated with noise pollution; all of which suggest that the Red Route option would not solve these.

Need case for the Red Route option

Commenting on the need for the Red Route, about 20 respondents challenge the predicted growth of traffic on the M4. Respondents variously suggest that the Welsh Governmentôs data is outdated, that evidence shows a stabilisation of demand in recent years and that there is no basis to predict a significant upwards trend in demand in the near future. Several respondents state a belief that changing social and political realities mean that car use would decline in the future. Others believe that the consultation documentôs projections of traffic demand do not factor in the effects on demand for roads of other infrastructure and public transport projects, such as the possible Cardiff Capital Region Metro.

> ñYour report assumes that traffic volumes will continue to increase whereas infact [sic] they have reached a plateau.ò

Some respondents argue that building a dual carriageway rather than a motorway is a compromise solution that would not have sufficient capacity to achieve the desired outcomes. Conversely, others believe that there is no need for an additional road. Some respondents suggest that the occasions when the M4 is congested are too infrequent to justify the expense and environmental impacts of the Red Route option. Others believe that it would duplicate existing dual carriageway routes.

> ñIf you're going to build a new road, then take the opportunity to build a motorway standard one that will substantially replace the existing M4 rather than just taking a bit of traffic away from it.ò

About five respondents state that the option would not benefit Newport, and one respondent states that the negative impacts of the route outweigh the benefits.

A few respondents question how the Red Route proposals fit with the Welsh Governmentôs sustainability policies.

Economic impacts of the Red Route option

About 60 respondents comment on the economic impacts of the Red Route option. While a few state that the option would benefit the local economy, most believe that the local and/or Welsh economies would be negatively impacted.

> ñThe Red route involves too much disruption to the central areas of Newport, and as the current council are trying to revitalise the town, its town centre, and itôs [sic] general image across the country, further major road works would severely disrupt those plans. Newport traders have endured enough turmoil.ò

Some respondents express concern that the option could result in a loss of value to properties close to the outlined route in communities such as Duffryn and at proposed new developments such as at Glan Llyn. Some respondents are concerned that the business usage of particular parts of the city, including the Dockôs Way Landfill site and the Newport docks area could be affected. Several respondents think the Red Route would have an impact on tourism. Some respondents express concern that it would deter visitors, and damage tourist assets including Usk and the Gwent Levels, both during construction and after. Respondents also express concern about the Red Routeôs impact on farming.

Environment impacts of the Red Route option

Some 450 respondents comment on the Red Routeôs impacts on the environment. Of these, approximately 80 respondents refer only to general environmental impacts. About 70 of these respondents say they are concerned about the potential impact, while about five state that the impact would be less significant compared to other options.

> ñIf there was to be a new road in place, I think this would be a better option, as this wouldn't have such a hard impact on the environment and communities!ò

The most prevalent specific environmental concern of respondents is the potential impact of the Red Route on the Gwent Levels and its designated status, with some responses highlighting its wildlife habitats, reens and waterways and/or its beautiful historic landscape. Several respondents express concern that if this road is built, adjacent areas of the Gwent Levels would come under pressure from proposals for additional development alongside the road.

> ñAs with the Black [R]oute, allowing this to happen has the potential to devalue the designation, and opens the gates for other "small losses" in the future. If a site has been designated then the value of this designation needs to be upheld.ò

A few respondents express concern that the Red Route might result in the loss of two areas of ancient woodland near Marshfield and near Duffryn. A small number of respondents think the Red Route would negatively affect the River Usk, which is noted to have an SAC and

SSSI designation. One respondent is concerned that the Red Route runs through a flood plain.

Some ten respondents make comments regarding the potential impact on cultural heritage, including the historic cityscape about the docks area, the setting of the transporter bridge and listed buildings.

A small number of respondents raise issues of visual, air and noise impacts on the community of Duffryn, and noise and light pollution on residential properties more generally.

Several respondents question whether due consideration has been given to contemporary environmental concerns, most notably global warming.

A small number of respondents do not think that the environmental impacts of the Red Route are of significant concern. These respondents suggest that the impact on biodiversity and wildlife would be minimal as only a small proportion of the Gwent Levels would be used, and because they believe that wildlife would successfully adapt to changes in their environment.

One respondent states support for environmental mitigation, while another expresses doubt that mitigation would be possible.

Social impacts of the Red Route option

About 100 comments are made in relation to the social impacts associated with the Red Route. Most of these express concern about impacts on the community. Of particular concern to some respondents is the proximity of the Red Route to Newport in general, or to specific parts such as Duffryn (including schools there) or the city centre, and the disruption to these areas it could cause. Some believe that this would reduce the quality of life of people in areas close to the route.

> ñThe negative impact on house prices and quality of life for residents surely outweigh the benefits of this proposed route.ò

In contrast, a few respondents believe that the Red Route would have a lower impact on communities than other options. One specific community that respondents think would be less impacted is Magor.

About five respondents believe the Red Routeôs impacts on the Gwent Levels, and around Tredegar House, would have a damaging impact on local peopleôs enjoyment of the area for recreation. A small number of respondents state that impacts on the Gwent Levels would also impinge on the enjoyment of future generations.

Design and construction of the Red Route option

Some 130 comments are made about the construction and design of the Red Route option. Many respondents state that a new road needs to be three lanes each way and of motorway grade.

A few respondents think that there should be no traffic lights or roundabouts incorporated into the design. Similarly, several respondents advocate excluding junctions from the entire route. Other respondents comment on the design or location of junctions to and from the existing motorway. A few state their opposition to raising tolls.

> ñAny proposed scheme must move long distance (travel of 20miles and above) commuter or freight [traffic] through the area without traffic lights or roundabouts interfering.ò

Some ten respondents comment on the route's alignment. Specific concerns include bends that respondents perceive as unnecessary; whether the road needs to be raised where it crosses flood plains; and impact on existing buildings and infrastructure. Some respondents express concerns about the engineering challenges of building over a landfill site, or that the Red Route would be longer and less direct than other proposed options.

Some respondents express concern about the Red Route's timescale for delivery and the proposal to complete the project in phases.

Cost of the Red Route option

About 70 respondents make comments concerning the cost of the Red Route option. Many are concerned that this option would prove less effective than the Black Route or Purple Route options but still be at a comparable cost.

5.2.4 The Purple Route

This section provides a summary of the responses to Question 3 in the consultation response form. It also summarises comments from responses that provide views on the Purple Route and its complementary measures in response to other questions, and responses that did not follow the consultation response form's question structure. Comments that relate to complementary measures are addressed in section 5.2.6.

Question 3 asks: *'Please provide any comment regarding the **Purple Route and its complementary measures** (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?'* For more details on the Purple Route and its complementary measures, see Chapter 5 of the consultation document, pages 24-25.

Support and opposition for the Purple Route option

Please remember: reported numbers may have been influenced by responses submitted as a result of interest groups' initiatives. Please see section 3.2 for more detail.

As outlined more fully in the methodology (Chapter 2), responses have only been coded with support and opposition codes if support or opposition is explicitly stated in the response.

Of the 276 respondents who express support or opposition, approximately 245 respondents express opposition to the Purple Route. In contrast, about 20 respondents express support for the Purple Route, while approximately ten respondents express qualified or caveated support for the Purple Route.

Some respondents also express a preference for the Purple Route relative to other options outlined in the consultation document:

- Approximately ten respondents suggest that the Purple Route is the best option;
- Approximately five respondents prefer the Purple Route to the Black Route;
- Approximately 40 respondents prefer the Purple Route to the Red Route;
- Approximately ten respondents prefer the Purple Route to the Do Minimum Scenario;
- Approximately five respondents suggest that the Purple Route is the worst option.

Respondentsôpreferences for other options over the Purple Route are discussed in sections in this report relating to those particular options. Comments made about the Purple Route are summarised below, including direct references to relevant comments made by respondents.

Problems and goals relating to the Purple Route option

Chapter 1 of the consultation document sets out the problems and goals for the M4 Corridor around Newport. Relatively few respondents explicitly relate their comments to how the Purple Route would address these problems and achieve these goals. In relation to the goals, most of these respondents refer to them generally, with similar numbers of comments stating that they would (or would largely) be met by the Purple Route option, and that they would not be met by the Purple Route option. Several respondents suggest that the Purple Route would have a short-term benefit, but not provide a long-term solution.

> ñGood, will make commuting easier.ò

Approximately 35 respondents discuss specific goals.

Several respondents believe that the Purple Route option would not achieve goals associated with improved transport connections.

One respondent suggests that the Purple Route option would achieve goals associated with a modal shift to more sustainable transport options, while other respondents who refer to goals associated with sustainability in general or specifically a modal shift state that they would not be achieved.

Only a small number of respondents comment on goals associated with improved journey times, with a few believing that the Purple route would achieve these goals and a few believing it would not.

Those respondents who discuss goals associated with reducing emissions state that they do not think that these would be achieved by the Purple Route option.

One respondent says that the Purple Route option would not achieve goals associated with an improved travel experience.

Similar to comments on the goals, about 45 respondents who comment on the problems discuss them collectively. Most of these respondents express the belief that the Purple Route option would not address the problems as a whole.

Respondents are generally sceptical that the Purple Route option would solve problems associated with air quality, noise pollution and safety.

Most respondents who discuss the Purple Route optionôs potential to solve problems associated with capacity and congestion think that it would not. A few respondents do believe that it would solve such problems. Among the respondents who are sceptical, several emphasise that the Purple Route option would not suffice in the long term, and some argue that the additional capacity would encourage an increase in car use.

> ñA complete new motorway is not required ï it will create extra capacity that will just be filled by more people travelling on the network.ò

Need case for the Purple Route option

About 30 respondents challenge the rationale for the Purple Route. Many respondents challenge both the estimate of the current level of congestion and the projected growth in traffic.

One respondent, while not on balance supportive of the Purple Route, acknowledges the need for additional east-west capacity around Newport. Some respondents state that the potential benefits of the Purple Route do not outweigh the various negative impacts that they believe this route option would cause.

> ñI think that the purple route is totally unnecessary and will do immense harm to the environment of Newport. The alleged problems on the existing M4 have been exaggerated and, insofar as they exist, can be addressed by other measure[s].ò

About ten comments argue that the Purple Route contradicts the Welsh Governmentôs policy objectives on sustainability, reducing road traffic and protecting the environment.

Economic impacts of the Purple Route option

Approximately 25 comments refer to the potential economic impacts that they believe could result from the Purple Route option.

About five respondents believe that there would not be any positive economic return. Some respondents argue that the wider Welsh economy would benefit from the Purple Route. Some of these respondents suggest that Newport and its economy would either see no benefit, or would be negatively impacted. A few respondents suggest that the option would provide easier and quicker travel past Newport, therefore making it more viable for businesses to locate elsewhere in Wales or improve efficiency for those already in operation. Some respondents believe that the benefits of passing trade would be reduced if the proposals do not include junctions into the city from the proposed new M4.

> ñWith no additional junctions for Newport local acceess [sic] for business investment does not exist but instead is pushed further [w]est; this is not good for the local economy.ò

Respondents often express concerns about the potential curtailment of land use around the docks area of Newport if the Purple Route is implemented. Some respondents are concerned that the Purple Route would negatively affect the operational capacity of the docks themselves. Some respondents refer more broadly to the area around Newportôs docks, including the potential impact on redevelopment of the dock areas for commercial or residential purposes. Similarly, a few respondents raise concerns about the potential impact on a landfill site. In particular, they express concern about the need to relocate this facility, and the potential issues involved in removing legacy waste to make way for the motorway.

A few respondents suggest that the encroachment of the route on the Gwent Levels would result in a knock-on negative impact on the tourist industry of the area.

A small number of respondents are concerned that the routeôs proximity to housing means that there would be a negative impact on residentsôproperty values in these areas.

One respondent suggests that the Purple Route would require their business to relocate, resulting in considerable disruption and cost. This respondent states that as they believe they would be affected, they would be seeking compensation to cover these costs.

A number of responses are concerned that the route could have an impact on proposed and potential future employment, housing and transport developments in the Newport area.

> ñIt offers reduced benefits (when compared with the Black Route) and would interfere with existing and proposed developments.ò

Environment impacts of the Purple Route option

Approximately 245 respondents discuss the environment impacts of the Purple Route option. Most of these are concerned about the potential negative impacts of the route. In contrast, a few suggest that the Purple Route would minimise environmental impacts in comparison with the other proposed options.

Of particular concern to some respondents is the potential impact of the route on the Gwent Levels, with respondents often specifying the multiple Sites of Special Scientific Interest (SSSIs) situated within the area.

> ñThere are [f]ive Sites of Special Scientific Interest across the Gwent Levels because of the globally important invertebrates, plant species, otters, water voles and breeding birds that can be found there.ò

Respondents raise specific concerns about the impacts on the Gwent Levels, which include potential damage to biodiversity, wildlife and habitat, ancient woodland, and wetlands and reens. Some respondents describe the damage the route would cause to the Gwent Levels as irreparable. A few respondents suggest that the impact on the Gwent Levels would be less with the Purple Route rather than the Black Route due to, for example, the more northerly routing around Duffryn and through the Dockôs Way Landfill Site. Another respondent is confident that wildlife would adapt.

> ñ[E]ncroachment onto the SSSIôs is minimal and the wildlife will adapt as they [sic] have in the past.ò

Several respondents note that the Gwent Levels are a floodplain and suggest that the Purple Route could exacerbate the problem of flooding. Several raise concerns about the need to cross the River Usk, parts of which are designated as Special Areas of Conservation (SACs). Conversely, one respondent suggests flooding would not be exacerbated as the route would go over the river. Similarly, one respondent suggests that the Purple Route would avoid the wetlands.

Some respondents express concerns about the impact of the Purple Route on the countryside and landscape, including the visual impact. Specific locations mentioned include the Gwent Levels and Duffryn.

A number of respondents raise concerns about pollution. Some respondents discuss emissions levels and air pollution, with some suggesting that a new road would increase overall pollution levels. A few respondents suggest that the Purple Route would introduce or significantly increase pollution in areas previously less affected. However, another respondent suggests that pollution in areas around the existing M4 would be reduced by the Purple Route.

Some respondents also frequently express concern regarding the impact of run-off from the motorway seeping into the Gwent Levelsôwater systems. A number of respondents raise other concerns, such as noise pollution, particularly referencing the effect on residents in areas such as Duffryn, and the effect on the Gwent Levels. Some respondents also mention light pollution as a potential negative impact that could be caused by the Purple Route.

Several respondents are concerned that, by building the Purple Route, the area of the Gwent Levels situated alongside the route would become devalued and vulnerable to future infrastructural and commercial development.

Others also suggest that building the Purple Route would be at odds with growing concern about environmental issues such as global warming.

Social impacts of the Purple Route option

About 100 respondents discuss the social impacts of the Purple Route. The most significant social issue raised by respondents is the potential impact on the local community, in particular the proposed routeôs proximity to homes in the communities of Duffryn, Magor and Undy. Additionally, many are concerned about the disruption the route might cause and the impact it could have on the people of Newport and on peoplesôquality of life. A number of comments state that the route would have a detrimental effect on recreation facilities and local amenities.

> ñAs this route has a greater adverse affect [sic] on residents and businesses, in my opinion this will not be acceptable, and therefore this route will not produce the necessary overall results required.ò

Respondents often specifically mention the Gwent Levels and the various activities that this area is used for. Another concern is the potential proximity to, and impact on schools, in particular Duffryn High School. Some respondents suggest that the motorway could affect pupilsôsafety and expose them to higher levels of air pollution. A couple of respondents suggest that the option would create an unwelcome legacy for future generations. Another believes that the Purple Route would not provide any benefit to the poorest members of society.

Several comments raise concerns about the potential impacts of the Purple Route on peopleôs health. This includes general health and wellbeing, mental health and childrenôs health.

Design and construction of the Purple Route option

Approximately 40 respondents discuss the design and construction of the Purple Route. Some respondents suggest a number of requirements they believe need to be included in the design of the Purple Route. A significant number of these comments express the view that the Purple Route is satisfactory due to its inclusion of a three lane motorway.

> ñThe [P]urple [R]oute is acceptable as it provides a 3 lane motorway around the south of [N]ewport helping to relief pressuresò

Several respondents explore the design and location of junctions on the proposed route. One respondent suggests including a junction with the A48 at the Dockôs Way Landfill site. Others believe that the Purple Routeôs alignment would make junctions cheaper to build and would improve traffic flow. Another respondent states that junctions should be included to allow access for residents of Newport. A small number of respondents state that the number of junctions should be limited, or eliminated altogether from the route to either limit use by local traffic or reduce the chances of ribbon development alongside the Purple Route.

Some respondents highlight the greater number and tightness of curves in the Purple Route, in comparison to the Black Route. Some respondents suggest that this could slow down traffic and increase the risk of accidents. A number of respondents compare it unfavourably

to the Black Route, suggesting that it would be longer, slower and less direct. Some respondents think that it would be beneficial to adjust the alignment of the route, taking it further south and away from residential communities. One respondent states that the objectives of the project would not be met if the route is tolled.

Many respondents also express concern about the potential disruption during construction of the Purple Route, specifically to businesses, docks traffic and residents, particularly where the Purple Route is situated close to communities such as Duffryn. Many respondents also discuss the impact construction and construction vehicles might have on the existing road network during this period.

Some respondents state that a new motorway is long overdue and press for construction of the route to begin as soon as possible. There is a warning against building it in phases due to the delay in final completion this would entail.

Cost of the Purple Route option

About 50 comments express concern at the cost of the Purple Route. Some respondents suggest that the Purple Route would be more expensive to build than the Black Route yet would deliver similar benefits. Other respondents argue that the hoped for benefits could be achieved by other means for significantly lower cost and that it would not be cost-effective. Some state that the significant cost of the option would affect funding for other areas of government spending, particularly public services, which they regard as more important. Several respondents suggest that the route might be cheaper to build than the Black Route due to its alignment avoiding the docks.

5.2.5 The Do Minimum Scenario

This section provides a summary of the responses to Question 4 in the consultation response form. It also summarises comments from responses that provide views on the Do Minimum Scenario in response to other questions, and responses that did not follow the consultation response formôs question structure.

Question 4 asks: *'Please provide any comment regarding the **'do minimum scenario'** here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?'* For more details on the Do Minimum Scenario, see Chapter 5 of the consultation document, page 25.

Support and opposition for the Do Minimum Scenario

Please remember: reported numbers may have been influenced by responses submitted as a result of interest groups' initiatives. Please see section 3.2 for more detail.

As outlined more fully in the methodology chapter (Chapter 2), responses have only been coded with support and opposition codes if their support or opposition is explicitly stated in their response.

Of the 195 respondents who express support or opposition, approximately 155 respondents express opposition to the Do Minimum Scenario. In contrast, about 35 respondents express support for the Do Minimum Scenario, while approximately five respondents express qualified or caveated support for the Do Minimum Scenario.

Some respondents also express a preference for the Do Minimum Scenario relative to other options outlined in the consultation document:

- Approximately 45 respondents suggest that the Do Minimum Scenario is the best option;
- Approximately five respondents prefer the Do Minimum Scenario to the Black Route;
- Approximately ten respondents prefer the Do Minimum Scenario to the Red Route;
- Approximately five respondents prefer the Do Minimum Scenario to the Purple Route;
- Approximately five respondents suggest that the Do Minimum Scenario is the worst option.

Respondentsôpreferences for other options over the Do Minimum Scenario are discussed in sections in this report relating to those particular options. Comments made about the Do Minimum Scenario are summarised below, including direct references to relevant comments made by respondents.

Problems and goals relating to the Do Minimum Scenario

Chapter 3 of the consultation document sets out the problems and goals for the M4 Corridor around Newport.

About 30 respondents discuss the goals generally, with about 25 respondents stating that they would not be achieved by the Do Minimum Scenario. About five respondents believe that the Do Minimum Scenario would achieve the goals. A couple of respondents suggest that the Do Minimum Scenario would have a short-term benefit, but not provide a long-term solution.

> ñThis will not provide an acceptable solution and is therefore not a realistic alternative.ò

About five respondents discuss specific goals. These respondents suggest variously that the Do Minimum Scenario would not meet the goals associated with improved travel experience, journey times or transport connections. One respondent suggests that the goals associated with a shift to sustainable choices would be achieved by the Do Minimum Scenario.

Similarly to the goals, about 65 respondents discuss the problems collectively, and about 60 believe that they would not be resolved by the Do Minimum Scenario. About five respondents suggest that the scenario might worsen the problems. A similar number of respondents believe that the Do Minimum Scenario would solve the problems, or partially solve them. About 15 comments state that any benefit would only be short-term.

Respondents generally do not think the Do Minimum Scenario would achieve goals associated with improving air quality and pollution, capacity, resilience or safety.

Respondentsôviews are split on whether the Do Minimum Scenario would address problems associated with congestion. Many believe that the Do Minimum Scenario would either worsen or not improve congestion. In contrast, some respondents argue that problems associated with congestion would be addressed.

Need case for the Do Minimum Scenario

Approximately five respondents discuss the scenarioôs need case. One respondent believes that the Do Minimum Scenario is insufficient and that it would necessitate further investment at a later time. A small number of respondents state that there is no need for a motorway,

and that the best solution would be an upgrading of existing roads, including, but not necessarily limited to, the proposals set out in the Do Minimum Scenario.

A small number of respondents challenge the specific programme of committed work included in the Do Minimum Scenario. One believes that the A4810 and A48 have failed to attract traffic from the M4. Another states that they oppose the Newport City Council aspects of the committed schemes (link through Newport Eastern Expansion Areas between Steelworks Access Road and A48 SDR (Cot Hill junction, signalised with full movements).

Several comments state support for the programme of committed work. One respondent states that it is welcome even if they are not sure that it would be particularly effective. Another respondent states that these committed schemes and other recently completed schemes should be given a chance to play a role in improving the road network before new schemes are considered. Some respondents welcome the proposed redesign of the Junction 28 roundabout (included in the Do Minimum Scenario), believing it would improve safety and reduce delays.

One respondent challenges the Do Minimum Scenario arguing that this proposal ignores other transport strategies under development and is probably in contravention of the Welsh Governmentôs own sustainability policies.

Economic impacts of the Do Minimum Scenario

About 50 respondents discuss the economic impacts of the Do Minimum Scenario. A couple of respondents state that the Do Minimum Scenario would improve both the local and wider economy, primarily because it could have the highest improvement to cost ratio. In contrast, many respondents comment critically on the economic impacts of the Do Minimum Scenario. Some respondents suggest that the Do Minimum Scenario would not deliver any benefits for either the local or the wider Welsh economies. Some argue that the Do Minimum Scenario would actually worsen the economic situation. This is often due to some respondentsô believing that the scenario would not tackle issues such as congestion and would therefore discourage future investment in the area and lead to the loss of existing business.

> ñThe impact on the Welsh economy as well as business, commuters and local people will be catastrphic [sic], this project MUST go ahead.ò

Similarly, a few respondents state that the Do Minimum Scenario would adversely affect the development of the tourism industry.

Environment impacts of the Do Minimum Scenario

About 40 respondents discuss the environmental impacts and benefits of the Do Minimum Scenario. Many respondents believe that this scenario would have the least impact on the environment, and in particular, on biodiversity, wildlife and habitat and the landscape of the Gwent Levels and its associated SSSIs. One respondent highlights that avoiding construction on the Gwent Levels would enable work to improve the environmental quality and biodiversity of the area to continue.

> ñEnhancement of the existing highway is the obvious, standard, reasonable and effective way forward... the best option for Newport, the people of Newport and the wildlife in this nationally important reserve.ò

This option is welcomed by one respondent concerned about the potential demolition of a listed building which they believe would be required with the other options.

Another respondent suggests that the Do Minimum Scenario should include the planting of vegetation to improve air quality.

> ñM4 ñdo-minimumòupgrades should include establishment of tree buffers for pollutant interception for the most-affected people in the corridor.ò

Social impacts of the Do Minimum Scenario

About five respondents state that they consider the Do Minimum Scenario to have the least impact on local communities. In particular, some respondents suggest that it would prevent additional disruption on communities such as Undy and Magor while also reducing impacts on those already living alongside the existing M4. A small number of respondents believe that the Do Minimum Scenario would still lead to negative impacts on communities and their quality of life.

About five respondents express concern about the impact of the Do Minimum Scenario on the health of local people. A couple of these respondents note that the Welsh Governmentôs assessment scored the Do Minimum Scenario as the only option with a negative impact in this regard. Alternatively, some respondents argue that the Do Minimum Scenario might free up funding that could then be invested in public transport, walking and cycling. These respondents sometimes suggest that the Do Minimum Scenario could therefore provide a health benefit to the community. A few respondents suggest that such an investment in public transport would improve social equality for the least well off residents of the city.

A couple of respondents discuss the Do Minimum Scenarioôs impacts for future generations. One respondent believes that pursuing the Do Minimum Scenario instead of other route options would have a highly detrimental long-term impact on the south Wales economy. Another respondent states the importance of protecting the natural environment for future generations.

Design and construction of the Do Minimum Scenario

Approximately five respondents discuss the construction and design of the Do Minimum Scenario. Some respondents comment that using the existing network rather than building a new three-lane motorway would be insufficient to meet demand. In relation to the Do Minimumôs proposals for junctions, some respondents express support for the upgrade of Junction 28 roundabout and a suggestion to add the M48 ï B4245 link to the proposed list of measures. Some respondents support improving signage on the M4 to encourage use of the A48. One respondent is concerned by the proposed completion date of 2035 for development proposals contained within the Do Minimum Scenario. This respondent considers this period too long and raises fears about the potential for schemes to be delayed or scrapped.

Cost of the Do Minimum Scenario

Approximately 30 comments discuss the cost of the Do Minimum Scenario. The vast majority regard the schemes lower comparative cost as a positive, particularly in light of the current economic climate.

Several respondents doubt the value for money of the Do Minimum Scenario. Some respondents suggest that the improvements would not sufficiently tackle the problems on the M4 and potentially require further improvement works at a later date at an overall greater combined cost.

5.2.6 Complementary Measures

In their responses to the consultation, some respondents discuss the complementary measures included in the Black, Red and Purple route options, as referenced in the first three consultation questions. All route options include the following complementary measures:

- M48 ï B4245 Link
- Provide cycle friendly infrastructure
- Provide walking friendly infrastructure

The Black and Purple Routes also include the complementary measure of reclassifying the existing M4 between Magor and Castleton as a trunk road. For more details on the complementary measures, see Chapter 5 of the consultation document, pages 23-25.

General comments on the complementary measures

About 15 respondents discuss the complementary measures in general, and many of these are supportive.

> ñThe complimentary measures will provide benefits, particualrly [sic] the M48 ï B4245 Link which would increase use of Severn Tunnel Junction and the M48.ò

One respondent supports the complementary measures, but suggests they do not go far enough.

Some respondents oppose the complementary measures, though only a few provide details regarding their opposition.

A few respondents argue that the complementary measures on their own would have a sufficiently positive impact on traffic in the region, so no further measures are required.

Reclassify existing M4

A handful of respondents express support for the complementary measure of reclassifying the M4 between Magor and Castleton, suggesting that this would have positive economic impacts.

> ñI like the idea of converting the current M4 to a trunk road and think that both roads will then help reduce the congestion around Newport.ò

Other respondents oppose reclassifying the road, often suggesting that doing so would lead to more congested roads and longer journey times. Most of these respondents suggest both the existing motorway and a new route are needed to adequately alleviate traffic problems.

> ñAll of the proposals will only work if the existing M4 remains (or renamed as per the M48) to allow access to all the current junctions on the motorway.ò

One respondent observes that modifications to the existing M4 would be needed before it could be reclassified, such as additional traffic signals and ground-level access. Another respondent suggests that reclassifying the M4 provides an opportunity to consider reopening the eastbound slip road at Caerleon Road, which would improve access for commuters and tourists.

M48/B4245 link

Many respondents support a new single carriageway link between the M48 and B4245, as laid out in the complementary measures. One respondent suggests that the link must work two ways to adequately address congestion issues, while another argues that a designated junction for Caldicot should be provided.

> ñI'm particularly enthusiastic regarding the new junction between the M48 and the B4245... This new junction would greatly improve life of Caldicot inhabitants commuting east and west.ò

One respondent cautions that the route should be designed to ensure it does not prevent future transport links between Severn Tunnel Junction and Magor and Undy. Another adds to this, believing that the link would need to relate to plans for a park and ride scheme at Severn Tunnel Junction. One respondent argues that the M48/B4245 link is a good idea but doubts that it would significantly affect traffic flow in Newport.

Providing cycle-friendly and walking-friendly infrastructure

A number of respondents support the complementary measure of promoting cycling, as an alternative to the car for journeys up to three miles, by providing or improving infrastructure. Cycling and walking infrastructure is also discussed in section 4.2.8 on alternatives and additional approaches. Several respondents argue that promoting cycling would reduce congestion and contribute to better health.

In contrast, several other respondents express disagreement with providing cycling infrastructure, suggesting that this would not result in a modal shift or would not reduce traffic congestion. One respondent opposes the complementary measures relating to cycling and walking because they would not benefit small villages and hamlets.

A few respondents also question the feasibility or likelihood of cycling and walking infrastructure being introduced.

5.2.7 Alternative, or additional approaches to the 'draft Plan and reasonable alternatives'

In their responses to the consultation, some respondents discuss ideas for improving transport around Newport that are not part of the proposals put forward for consultation. These include alternative routes; traffic management, demand management measures and other road improvements that could be used instead, or in addition to, the proposed routes; and alternative modes of transport, including public transport, walking and cycling.

Please note that the Arup Participation Report and Strategic Appraisal of Alternatives Report considers alternative or additional approaches, as put forward during the consultation.

Alternative routes and route alignments

About 120 respondents believe that the existing major roads around the southern perimeter of Newport, namely the A4810 (Steelworks Access Road) and the A48 (Southern Distributor Road), could form the basis of a viable alternative to the Black, Red and Purple Routes, particularly if the roads were widened or upgraded.

> ñCan you consider the option of enhancing this road slightly and others in the [N]ewport area and then advertising it as an alternative route if you are going to Cardiff. I think this is another option and it should be looked into.ò

Some respondents suggest that these two roads have the potential to provide the required additional capacity. A few respondents suggest that improvements to these roads have only recently been completed, and that more time and assessment is required in order to determine what impact these improvements make. Some respondents believe that the A48 particularly is underused, partly because of a lack of awareness of it by drivers. Some respondents argue that better signage is one way to get more traffic to divert onto the A48.

Similarly, a significant number of comments state their support for what is often described as the Blue Route. The Blue Route is the name of a specific set of upgrades to the A4810 and A48 proposed in the õThe Blue Routeôreport by Professor Stuart Cole for the Institute of Welsh Affairs (IWA) and Chartered Institute of Logistics and Transport. Some interest groups have publicly endorsed this alternative and it has received a significant amount of publicity (see section 3.2 for information on the Blue Route campaign). Respondents in favour of this alternative believe that it would deliver sufficient additional road capacity while being significantly cheaper and quicker to build than the proposed Route options. Some respondents also suggest it would be more sustainable and environmentally friendly.

A small number of respondents also suggest incorporating a new motorway into a barrage in the River Severn which would then act as a source of energy and as a means of flood defence.

Modifying the existing M4

About 150 respondents suggest ways in which the current M4 motorway could be improved. For some respondents, these changes are advocated as a way of avoiding the need to build a new route. Other respondents suggest changes as a way to make the current M4 motorway a more useful alternative or secondary route around Newport.

Some respondents advocate the widening and upgrading of the existing M4 to create a road with the required capacity, including the widening of the Brynglas tunnels. Many advocate this as a means to avoid impacting on the Gwent Levels. Some respondents suggest traffic flows could be improved on the existing M4 by closing several of the junctions in the city, in order to reduce its usage by local traffic.

> ñAs an alternative to the new route I would also support the widening, tunnelling and straightening of the current route although this would clearly cause immense disruption. I cannot understand why the option of widening the tunnels by demolition, cutting and covering is not assessed.ò

Other respondents consider the status of the existing M4 route if it was complemented by a new motorway or dual carriageway. A number of respondents challenge the proposal to reclassify the existing M4 route to a non-motorway classification (see section 4.2.7 for further information about the proposed complementary measures), stating that having two motorways around Newport would both increase capacity and provide resilience in situations where one of the motorways needed to be closed. Some respondents also remark that the new route could be incorporated into the M48, enabling the infrastructure to continue to serve a valuable role, while being distinct from the existing M4 itself. Another respondent is concerned that reclassifying the existing motorway might disadvantage residents to the north of Newport.

> ñAs for the proposal to downgrade the present M4 to a Major Road would be a retrograde step in as much [as] it would allow all manner of vehicles to use the stretch of road.ò

One respondent opposes having two motorways around Newport. This respondent states that if a new motorway is built then the existing one should be dismantled altogether rather than be downgraded.

Several respondents state that a reclassified M4 would be a useful link as a local-only route for traffic travelling within Newport and to or from the Valleys. Several respondents request that as part of this complementary measure, the currently closed Junction 25 be reopened to traffic in order to improve local traffic flows and journey times.

> ñReopening the caerleon [sic] motorway exit or creating a new one to connect into Heidenheim Drive would also have a significant impact on Newports [sic] traffic flowò

Traffic management solutions

About five respondents suggest banning lane changes as an alternative measure, believing this could address the safety issues on the M4. Others express more general support for better integrated traffic management as a method to better manage traffic flows, especially at peak periods. Specific suggestions include speed controls, better signage and greater provision to drivers of information and advice on current traffic conditions, variable speed limits, and traffic calming measures. Several respondents state that they would like to see greater enforcement of road regulations and speed limits, in particular an increased use of police patrols.

> ñA system for speed and volume management on the M4 should be included, extending the active control system much further east along the M4 to encourage use of the new relief road. I am influenced in route choice by the forecast times to the next junction that have been introduced on the M4 around Reading. Such advice would need to be given as the Severn is crossed.ò

A small number of respondents advocate the introduction of road pricing on the M4 as a way to manage peak time traffic levels.

Alternative capital investment schemes

A number of respondents express concern about the cost of the proposed options, often with reference to the global recession and government budget cuts. Approximately 60 respondents expressly state that they would prefer the capital investment to be allocated to other areas such as education, healthcare, community and social resources, jobs and economic regeneration.

> ñThere are thousands of better ways to spend this money in Wales ï jobs elderly disadvantaged [sic].ò

Public transport and other transport modes

Approximately 275 respondents comment on the role public transport might play in improving transport in South Wales, with many expressing support for greater public transport provision. Respondents are often critical of the level of public transport provision currently available into, around and past Newport, with some suggesting that at present public transport is not a viable alternative to car use. Many respondents state that improving the public transport network could be successful in solving problems on the M4, such as congestion.

> ñIt's about time that the scope for radically improved public transport was brought back onto the agenda as a signficant [sic] and viable alternative to the projected rise in car use.ò

The proposed Cardiff Capital Region Metro is one specific scheme that attracts significant support as a means of reducing demand for roads. Some note that the anticipated cost of the scheme would be similar to that of the proposals for the M4. This leads some respondents to suggest that this scheme should be funded with the money earmarked for the M4. Others believe that the draft Plan proposals will compliment these other schemes.

> ñWe have a once-in-a-lifetime golden opportunity to do something that will provide benefits extending well into the future; unlike many previous efforts this one does predict future increases and will fit in well with any local strategies to improve transport facilities (park-and-ride, metro, new railway stations) already under consideration.ò

Other respondents discuss more generally a desire to improve rail services in the region. It is suggested that this could reduce the need for additional road capacity. This includes regularity of service, cost and the construction of additional stations, for example at Magor, Caerleon and Llanwern. The recently re-opened Ebbw Vale line is referenced by respondents as an evidence of latent demand for rail services in the region. Respondents also encourage improving bus services as a means to reducing demand for roads, and integrating them with rail services. Some respondents also advocate efforts to transport more freight by rail rather than road.

Several respondents discuss improvements to air travel, and the role this might have as part of a wider package of infrastructure measures for Wales. Some respondents argue that an international airport is required to unlock Walesôfull economic potential. Some of these respondents believe that the plans for the M4 should factor in potential new airport provision at Newport or around Cardiff so that the two pieces of infrastructure could be properly integrated.

Demand management

Some respondents also discuss other strategies to reduce the number of vehicles using the M4. Respondentsôsuggestions include provision of park and ride schemes, and car share schemes with colleagues or friends. Several comments suggest increased use of flexible working would help to manage peak flows of traffic.

5.2.8 The Strategic Environmental Assessment

This section provides a summary of the responses to Question 5 in the consultation response form. It also summarises comments on the Strategic Environmental Assessment in response to other questions, and responses that did not follow the consultation response form.

Question 5 asks: *'Please provide any comments regarding the **Strategic Environmental Assessment (SEA)** of the draft Plan here.'* For more details on the Strategic Environmental Assessment, see Chapter 6 of the consultation document, page 26, or the draft Plan SEA Environmental Report, or its separate non-technical summary report.

General comments about the Strategic Environmental Assessment

Respondents discuss the Strategic Environmental Assessment both positively and negatively. About 30 respondents support the Strategic Environmental Assessment, suggesting it is clear, comprehensive or satisfactory, while approximately 30 believe it is unclear or insufficient. Respondents commenting on the document suggest that it is too long and too complex for the general public to properly understand. Some respondents state they do not have the expertise to comment. Some respondents suggest that the document should have a non-technical summary to allow readers to better understand its content. A small number of respondents state they are not interested in the Strategic Environmental Assessment, suggesting that environmental assessments are a hindrance to essential infrastructure development.

Respondents present a range of criticisms of the Strategic Environmental Assessment. Many of these challenge the documentation without giving any further details.

Some respondents suggest the Strategic Environmental Assessment lacks detail, or that the scope of the assessment is too limited to be considered balanced. Some respondents think that the Strategic Environmental Assessment should prioritise the needs of people and communities over environmental concerns. This is in contrast to other comments which suggest the assessment focusses too heavily on human factors, places too much emphasis on economic growth, or disregards the environment.

Information, content and conclusions about the Strategic Environmental Assessment

Some respondents disagree with the content and conclusions outlined in the Strategic Environmental Assessment. Respondents challenge the methods used and the justifications and projections arrived at. A small number of respondents challenge the credibility of the document, suggesting it is unscientific, subjective or not supported by evidence. Some respondents challenge the method and scoring of the assessment believing that it displays bias. Most of these respondents express concerns that the assessment is weighted in favour of the proposed route options or is biased against the Do Minimum Scenario. In contrast, some believe the assessment scores the Black Route option too severely.

> ñThe environmental assessment for landscape and biodiversity is given too great a negative assessment for the Black Route in particular. Both should be at least óOrangeôinot óRedôò

A number of respondents are concerned about the absence of assessment of viable alternatives, such as public transport, comparing these to the proposed route options.

> ñThe SEA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.ò

A small number of respondents express other concerns arguing that the Strategic Environmental Assessment is outdated, focused on too small an area or not addressing long term impacts. A few respondents make specific requests for further detail. Suggestions include more information on details of road design, such as the layout of junctions, and further details on construction.

Some respondents would like more information on environmental impacts, such as on the Gwent Levels and biodiversity and wildlife, as well as broader issues such as increasing emissions, flood risk, and the health implications associated with these. One respondent

suggests more assessment is required of the possible contamination of soils in areas that have been historically industrial.

> ñé very little information is given about the effects on the environment, particularly the Gwent levels.ò

One respondent wants to know more about the monitoring of environmental impacts and what would be done if adverse impacts occurred.

Criteria of the Strategic Environmental Assessment

A number of respondents express concerns about differences in criteria between the Strategic Environmental Assessment and the consultation document, suggesting that this makes comparisons between the two documents difficult. Many are concerned that certain environmental impacts, such as on the Gwent Levels, wetlands, wildlife and biodiversity and designated areas have been underestimated or understated.

> ñThe SEA is fatally flawed because it totally underestimates the very serious and unacceptable damage that would be done to the environmental quality and integrity of the internationally-important Gwent Levels.ò

One respondent suggests that some designated areas near the proposed routes have been excluded from the assessment. In contrast, one respondent suggests the possible impacts on the Gwent Levels and the SSSIs have been exaggerated and can be easily mitigated. One respondent suggests that important species that may be affected have been omitted from the assessment.

> ñOtters, bats, great crested newts, dormice, water voles and barn owls are all found within the study area but are not taken into account.ò

One respondent suggests the Strategic Environmental Assessment fails to take into account the impact of noise from the proposed routes on wildlife in the area. Some respondents challenge the emissions and carbon cost projections, believing that these do not include those from associated with construction. A small number of respondents believe the relocation of impacts is inadequately dealt with in the Strategic Environmental Assessment, arguing that the document factors in improvements around the existing M4 but fails to factor in deterioration of the same criteria around the new development. In contrast, one respondent believes the assessment underestimates the positive visual impact of a new route, with specific mention of a new bridge over the River Usk.

Some respondents would like more information about what mitigation measures could be employed, and some express concern that environmental mitigation would not be possible or may not be effective.

> ñIt is impossible to mitigate disturbing wildlife. Once habitats have been destroyed it is unrealistic to expect species to obligingly remove themselves to an artificially created alternative place.ò

In contrast, a number of respondents believe the environmental issues associated with the proposed development would be minimal and suggest mitigation measures would be effective in addressing any impacts.

5.2.9 The Habitats Regulations Assessment

This section provides a summary of the responses to Question 6 in the consultation response form. It also summarises comments on the Habitats Regulations Assessment in response to other questions, and responses that did not follow the consultation response form.

Question 6 asks: *'Please provide any comments regarding the **Habitats Regulations Assessment (HRA)** of the draft Plan here.'* For more details on the Habitats Regulations Assessment, see Chapter 6 of the consultation document, page 26, and the draft Plan Consideration of the draft Plan with Regard to the Habitats Report.

General comments about the Habitats Regulations Assessment

A range of positive and negative comments are given by respondents regarding the Habitats Regulations Assessment. Overall, respondents are critical rather than supportive of the assessment. The assessment is criticised on a number of grounds, including lack of clarity, complexity and length. Respondents often express concerns about the document being too long and difficult to understand with some suggesting that a non-technical summary would be appropriate. Some respondents offer general support for the assessment, stating it is thorough and appropriate.

> ñIt was clearly presented and the highlighted significance made it easy to understand.ò

A number of respondents state that they do not have the expertise, or are not competent enough to comment on the assessment, while others state that they have not read the document.

Some respondents criticise the Habitats Regulations Assessmentôs emphasis on protecting habitats, with a few suggesting some negative impacts on the environment are acceptable in the pursuit of economic growth and job creation. The lack of alternatives included in the Habitats Regulations Assessment is a concern for some respondents.

> ñAs with the SEA the scope of the HRA is too limited to present a balanced assessment of the wider alternatives. The HRA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.ò

One respondent suggests that the assessment content differs from the consultation document, in particular, that the Habitats Regulations Assessment lacks consideration of the possible impact of future developments on the SACs and SPAs in the area.

Information, content and conclusions regarding the Habitats Regulations Assessment

While some respondents say the information within the Habitats Regulations Assessment is adequate, many challenge the content and methodology. Some suggest the data is insufficient or out of date, and some suggest that the assessment should be re-commissioned. Respondents express particular concern about bias in the assessment and challenge the assessment and scoring of the proposals. Some suggest specific instances where they believe the assessment is incorrect. A number of respondents criticise the Habitats Regulations Assessment for its use of ñprofessional judgementòwithout further specification as to what this is, suggesting this renders the assessment flawed.

> ñProfessional judgement is not evidence and, when the precautionary principle is taken into account, would not be adequate to satisfy Article 6(3) of the Habitats Directive.ò

A number of projections and assumptions within the Habitats Regulations Assessment are contested by respondents, such as the claim that congestion hinders economic development in South Wales. Some respondents also challenge the assessmentôs assumptions of the impacts on bird populations on the Gwent Levels. Respondents are concerned that these conclusions are not supported by evidence. A number of respondents specify that because of this, they fundamentally disagree with the conclusions of the Habitats Regulations Assessment.

Criteria and the Habitats Regulations Assessment

Many respondents are concerned that the Habitats Regulations Assessment underestimates the value of certain aspects of the environment. Respondents are particularly concerned about the impact the proposals may have on the Gwent Levels and suggest that more detail is required.

> ñThere is minimal discussion of the Gwent Levels Site of Special Scientific Interest whose biodiversity will be most directly affected by the proposals.ò

Some respondents suggest the Habitats Regulations Assessment places too little value on protected or designated areas such as the Gwent Levels, SSSIs and Ramsar sites, their wildlife and their value as areas of recreation. One respondent suggests that the assessment should be revised following consultation with the appropriate Ramsar Convention Authorities. A few respondents suggest that negative impacts on protected of designated sites must be properly mitigated, particularly wetlands. Respondents think the assessment should provide further information about particular habitat impacts. Some comments emphasise a need to maintain access and to minimise disruption and noise pollution. A number of respondents raise concerns about the level of detail provided about impacts on wildlife and request further information. Some respondents suggest that that the Habitats Regulations Assessment omits some species.

> ñWhatever is built, some habitats will be affected. However, road verges can become habitats ï perhaps wider-than-usual verges are the answer. Prepare new habitats in advance of the road-building.ò

Respondents suggest natural habitats need to be protected and highlight the need to minimise any impacts on biodiversity and wildlife. A number of respondents comment on the mitigation proposed within the Habitats Regulations Assessment. Of these comments, most support the mitigation measures, believing they can be implemented and would be appropriate. In contrast, a number of respondents say that the proposed mitigation measures are insufficient and would not be effective. In particular, some respondents worry that it would not be possible to mitigate the severance of habitats by a new road.

> ñThis is inadequate, and no matter what is done to mitigate it, all three proposals dissect and destroy habitats.ò

Some respondents seek more detailed information about mitigation measures while others offer suggestions for mitigation such as enhancement of Sites of Special Scientific Interest and SACôs in the area.

5.2.10 The Health Impact Assessment

This section provides a summary of the stakeholder responses to Question 7 in the consultation response form. It also summarises comments on the Health Impact Assessment in response to other questions, and responses that did not follow the consultation response form.

Question 7 asks: *'Please provide any comments regarding the **Health Impact Assessment (HIA)** of the draft Plan here.'* For more details on the Health Impact Assessment, see Chapter 6 of the consultation document, page 26, and the draft Plan Health Impact Assessment Report.

Comments on the Health Impact Assessment

About 15 respondents state that they support or are satisfied with the Health Impact Assessment, with most of these noting that the assessment, including the list of stakeholders, is comprehensive. A few suggest that the assessment is so comprehensive that it could be challenging for readers to determine the main points. Several respondents suggest that they do not have the expertise to comment on the assessment.

> ñTherecs a lot of good detail in here but you have to dig deep to get to it! ï I would have preferred to see a short document summarising the key points with all the background and technical details shoved into annexes.ò

About five respondents suggest the assessment is unconvincing, biased or irrelevant to the project. One respondent observes that some negative aspects mentioned in the Health Impact Assessment do not appear in the consultation document.

A large number of respondents do not provide an overall opinion on the Health Impact Assessment. One respondent has no interest in an assessment of potential impacts on health. A handful of respondents state that they did not read the assessment.

Some respondents challenge the assumptions and justifications used in the assessment. For example, a few respondents observe that the assessment focuses solely on physical health and not the broader issue of well-being. Some respondents argue that the scope of the assessment is too narrow, as it confines health benefits to those related to journey times or because it does not consider secondary health impacts resulting from potential impacts on wetlands and other habitats and the curtailment of recreation use this could entail. A few respondents dispute the assessmentcs figures or projections, mainly those regarding air quality and emissions. These concerns lead some respondents to state they oppose the assessment. One respondent expresses confusion as to whether the assessment is complete.

Several comments relate to the criteria used in the assessment. One respondent suggests that the impact on health that could result from a loss of recreational amenity use, and enjoyment of biodiversity and green spaces, particularly within the Gwent Levels, are not considered as criteria. A small number of respondents remark that the health impacts of reduced car use or an increase in other modes of transportation ï such as cycling ï are not sufficiently discussed. A few respondents suggest the assessment does not pay regard to mental health, while a few others believe that the health impacts from a reduced quality of life that could result from the project are not mentioned.

> ñAs with the SEA the scope of the HIA is too limited to present a balanced assessment of the wider alternatives.ò

Some respondents argue that the assessment is not complete without additional information, such as about noise ï and mitigation of noise ï during construction and operational phases of the project, and about air quality. A few respondents suggest specific details they would like the assessment to include, such as a list of the communities and vulnerable groups that would experience negative health impacts, and the inclusion of all viable alternatives.

A few respondents argue that the assessment should be re-run. One respondent asks whether other Welsh Government schemes have Health Impact Assessments.

A small number of respondents discuss the potential forms of mitigation available and the impact that they may or may not have. One respondent asserts that mitigation measures are needed because of the potential impact the project would have on air quality. Another respondent doubts that mitigation efforts to provide cycling and walking routes would have an impact on health, claiming few people would have an incentive to use them.

5.2.11 The Equality Impact Assessment

This section provides a summary of the responses to Question 8 in the consultation response form. It also summarises comments on the Equality Impact Assessment in response to other questions, and responses that did not follow the consultation response form.

Question 8 asks: *'Please provide any comments regarding the **Equality Impact Assessment** of the draft Plan here.'* For more details on the Equality Impact Assessment, see Chapter 6 of the consultation document, page 26, or the draft Plan Equality Impact Assessment Report.

General comments on the Equality Impact Assessment

About ten respondents find the assessment satisfactory, remarking that it is thorough, covers all impacts and its conclusions are accurate.

Several respondents highlight the equality impact assessmentôs finding that the Black Route option would have a positive impact, while taking no action would have a negative impact on equality. A few respondents state that they do not agree with the Equality Impact Assessmentôs conclusions. A few others state that they do not think the assessment demonstrates the need for a new road.

Several respondents say that they found the assessment document too long and that it was hard to find the information they were looking for within it. One respondent wishes for a shorter non-technical summary version to be made available. In contrast, a few respondents found the document too brief and too vague. Where respondents are critical of the assessment they often challenge the assessmentôs objectivity, suggesting that it is a subjective interpretation of the potential impacts, presented as fact and, accordingly, such processes could be manipulated to help secure a preferred outcome. Similarly, respondents argue that the assessment is prejudiced in favour of car transport, claiming that it works from the assumptions that not building a new road would have a negative impact and that car use would increase.

Another criticism from respondents is that the assessment only considers the options proposed in the consultation document. Some respondents think this is too limited a scope, saying they would like to see a broader range of alternatives considered.

> ñAs with the SEA the scope of the Equality IA is too limited to present a balanced assessment of the wider alternatives.ò

A small number of respondents state that the assessment should be redone in order to include these additional alternatives.

Many respondents state that they do not believe equality considerations are relevant to a project such as this and that the assessment is a bureaucratic exercise driven by what they regard as political correctness.

> ñI haven't got a clue how you can have an equality assessment for a road.ò

A few respondents discuss the different social groups identified within the assessment. One respondent is concerned about social exclusion and suggests that it would have been useful to characterise specific groups by the types of transport they typically use. Others state that the assessment should have considered those people who are unable to drive, for example, due to medical conditions. One respondent suggests that the impacts on non-human life should also be included in the assessment.

5.2.12 The consultation process

Some respondents provide comments on the consultation process undertaken by the Welsh Government. These comments are summarised in this section.

Support and opposition to the consultation process

Approximately ten comments offer explicit support for the consultation process that has been undertaken. In contrast, approximately 120 comments express general opposition to the process. More specific comments on the consultation process are outlined below.

Scope and content of the consultation

Over 150 comments express dissatisfaction with the scope of the consultation, stating that too few potential options are proposed. Some respondents challenge the fact that the proposed options are road-based. Some ask why non-road options such as the Cardiff Capital Region Metro, public transport or cycling and other road schemes such as widening the Brynglas Tunnels or upgrading existing roads are not included in the consultation. A few comments advocate repeating the consultation with additional options included.

Many respondents suggest that by only including road-based options the consultation is giving the impression that only these options would be viable, something a number of respondents believe indicates bias. Respondents argue that the perceived lack of information and assessment of other options prevents them making a fully informed judgement. Some suggest that information is skewed in order to support the case for a new road. Similarly, some specifically challenge the scoring of the options against the criteria stating that they believe certain impacts have been downplayed while benefits have been overstated.

> ñ[O]nly lip-service is paid to any attempt to provide or encourage use of alternative means of transport to road vehicles.ò

Many respondents refer critically to the data used to make the case for a new road, with remarks that some data is out-of-date and should be replaced by the latest available information. Some respondents believe that the projections overestimate future demand, pointing to road usage figures that show a drop and then levelling off in road use after 2007. A few respondents note that projections never necessarily prove to be accurate and need to be treated with caution.

ï ñI feel that the consultation process is for those in industry rather than the local people who will receive the greatest impact.ò

A number of respondents state that the information provided was unclear, unhelpful or insufficient to fully understand some details of the proposals and therefore to be able to fully respond to the consultation.

Some respondents believe that the Welsh Government have already decided to build a new motorway and the consultation is only being conducted to demonstrate support for this pre-agreed outcome.

Consultation questions and events

A number of respondents are critical of the questions asked in the consultation. Some respondents raise issues regarding the complexity of questions and suggest that they were leading the respondent to offer a particular view. Others were concerned at the level of knowledge needed to respond, including experience of a previous consultation and the reading of lengthy supporting documentation. Several respondents suggest that they found the consultation website difficult to use.

Several respondents believe that the consultation was not sufficiently well publicised. Some challenge its timescales, with a few respondents suggesting that the consultation period was too short. Others argue that the events were scheduled over a too short a period of time in comparison with the overall length of the consultation. A small number of respondents suggest that more events should have been held, or should be held as the project moves forward.

Approximately 15 comments are made about the consultation events. While one comment states that they enjoyed attending a consultation event, other comments express concern about information being insufficiently detailed regarding specific issues such as route alignment and junction design. Other concerns include staff being unable to answer respondentsôquestions or providing contradictory information and that events were too busy to allow sufficient study of the information provided. One respondent notes that no event was held in Duffryn. This respondent challenges this decision, arguing that Duffryn could be one of the communities most impacted by the proposals but as a less affluent area its residents have a higher risk of being excluded from the consultation by a lack of face-to-face engagement.

Requests for further information

Some respondents request a range of specific further information from the Welsh Government about issues including potential impacts to community, health, the economy and the environment. Other requests for more information cover junctions, bridges, walking and cycling provision, costs, funding and the timeframe for implementation.

Appendix 1 List of key stakeholders

Table A1.1 lists the names of all the key stakeholders which submitted responses to the Property Compensation 2013 Consultation. They are listed by sector, and alphabetically within each sector.

Table A1.1 Key stakeholders by sector

Statutory Environmental Bodies
Cadw
Natural England
Natural Resources Wales
Local Authorities
Cardiff Council
Monmouthshire County Council
Newport City Council
Torfaen County Borough Council
Town and Community Councils
Goldcliff Community Council
Magor with Undy Community Council
Marshfield Community Council
Nash Community Council
Other public sector and community organisations
Association of Chief Police Officers (ACPO) Cymru
Health and Safety Executive
Newport Civic Society
NHS Wales Health Impact Assessment Support Unit
Public Health Wales
South Wales Fire and Rescue Service
The Coal Authority
Voluntary sector organisations (Environmental and civil society)
Age Cymru
Amphibian and Reptile Conservation Trust
Buglife - The Invertebrate Conservation Trust
Campaign against the Levels Motorway (CALM)
Campaign for the Protection of Rural Wales
Chepstow Friends of the Earth
Church Action for Sustaining the Environment
Chwarae Teg
Friends of the Earth Cymru
Gwent Wildlife Trust
Newport Friends of the Earth
Ramblers Cymru
Royal Society for the Protection of Birds (RSPB)
Royal Society for the Protection of Birds (RSPB) (North Wales Local Group)
South East Wales Regional Equality Council
South Wales Mammal Group
The Woodland Trust
Torfaen Friends of the Earth
Valleys Bat Group
Wildlife and Countryside Service
Wildlife Trusts Wales
Ymddiriedolaeth Genedlaethol / National Trust
Private sector, business and regeneration
Associated British Ports (ABP) South Wales
Confederation of British Industry (CBI)
Federation of Small Businesses (FSB) Wales
National Grid
Orb Electrical Steel
St Modwen Properties Ltd
Tata Steel (submitted by GVA Grimley)
W E Dowds (Shipping) Ltd
Transport organisations
Act Travelwise
Automobile Association (AA)
Campaign for Better Transport
Chartered Institute of Logistics and Transport
CTC Cymru - The National Cycling Charity

Freight Transport Association
Institution of Civil Engineers (ICE) Wales
Monmouthshire Local Access Forum
Network Rail
Network Rail Infrastructure Ltd
Newport Harbour Commissioners
RAC Foundation
Road Haulage Association
South East Wales Transport Alliance (SEWTA)
South Wales Branch- Charted Institute of Highways and Transportation
South Wales Trunk Road Agency

South West Wales Integrated Transport Consortium (SWWITCH)
Sustrans Cymru
Political organisation/individual
Newport Liberal Democrats
Welsh Liberal Democrats
Jessica Morden MP
Lindsay Whittle AM
Plaid Cymru Group on Torfaen Council
Bethan Jenkins AM
Wales Green Party

Appendix 2 Demographic data

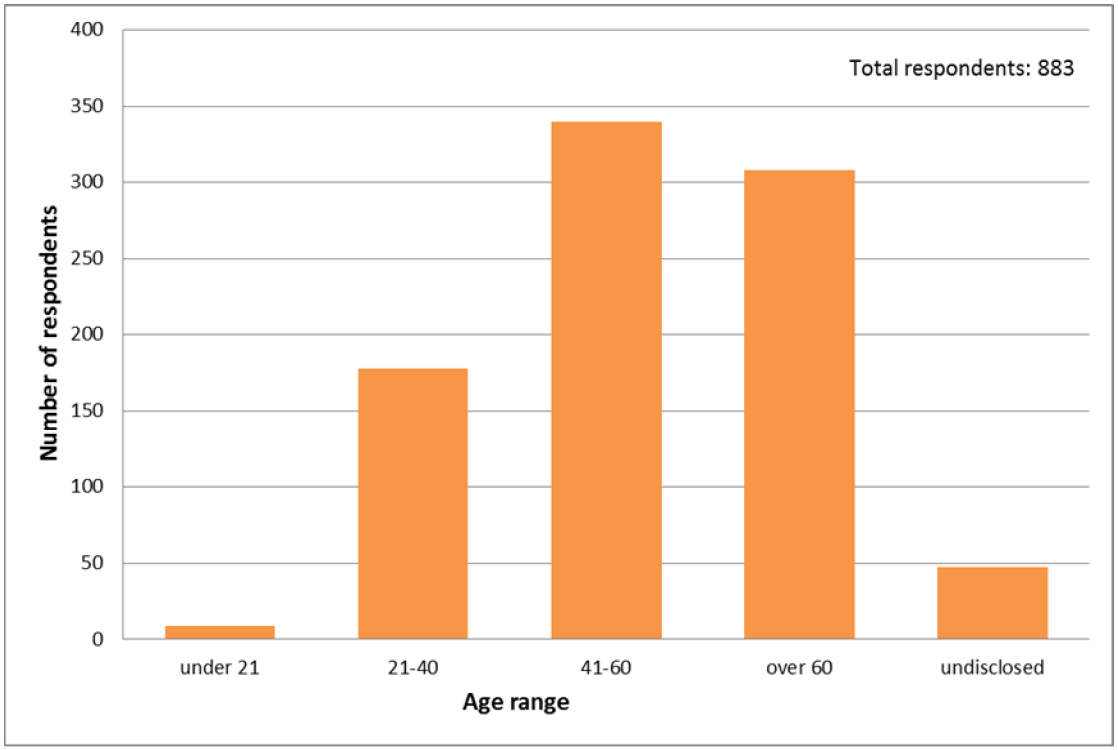
This appendix provides the detailed breakdown of demographic data on age, gender and nationality provided by members of the public in their responses to the consultation questionnaire.

Details of the travel habit data provided by members of the public are included in Section 4.1.

A number of people registered on the consultation website but did not submit a response to the consultation questions. Any demographic and travel habit data they provided in that initial registration process has been disregarded.

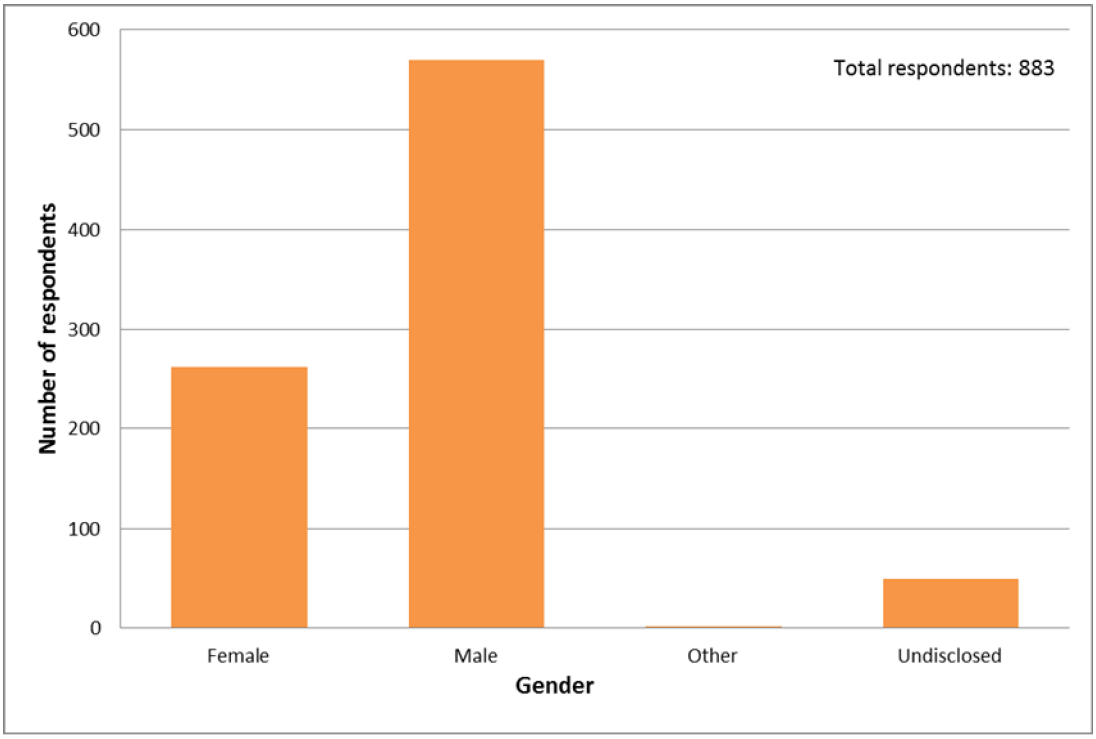
The charts below only include respondents who completed a response form or sent their response on the consultation website. All other respondents, who did not provide responses about their travel habits, are excluded from these totals.

Figure A2.1 Age



Of those respondents who selected an option, nine respondents indicated they were aged under 21 years, 178 indicated they were 21-40 years, 340 indicated they were 41-60 years and 308 indicated they were over 60 years. 48 respondents did not disclose their age.

Figure A2.2 Gender



Of those respondents who selected an option, 263 respondents indicated they were female, 569 indicated they were male and 2 selected the option ótherô 48 respondents did not disclose their gender.

Figure A2.3 Nationality

Nationality	Number of respondents
British	523
English	51
Scottish	3
Welsh	235
Dutch	2
French	1
German	2
Greek	1
Irish	2
None	2
Undisclosed	61
Total	**883**

Most respondents identify their nationality as either British, Welsh or English. A smaller number of respondents identify as French, German, Greek, Irish or Scottish. 61 respondents do not disclose a nationality.

Appendix 3 Codes by theme and by question

The analysis of consultation responses was carried out using a coding framework consisting of 13 themes containing a total of over 1,300 codes, of which almost 300 refer to specific locations mentioned by respondents. The themes and codes are listed below in Table A3.

Table A3.3 provides an overview of the number of responses to which each code was applied within each consultation question. Responses that did not specifically address the consultation questions are listed under ôNon-fittingôin Table A3.

The column ôTotalôin Table A3 provides a total of the number of times a code was applied per response (e.g. if one response has a code applied to its response to Question 1 and to Question 3, it is only counted once for the ôTotalôcolumn). It does not distinguish between key stakeholders and members of the public.

Table A3.3 Count of comments per code per question

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Question 8	Question 9	Non fitting
Alternative / additional approaches											
A410/Steel Works - encourage use of	17	2	2	1	3	1	~	1	~	6	3
A410/Steel Works - widen/upgrade - positive comments	20	4	~	~	4	~	~	~	~	8	4
A48/SDR - encourage use of	9	3	2	2	5	~	~	~	~	1	~
A48/SDR - widen/upgrade - negative comments	6	1	~	~	1	1	~	~	~	1	2
A48/SDR - widen/upgrade - positive comments	132	15	7	14	26	6	4	1	2	88	18
Additional - combine with other infrastructure projects	8	5	~	~	~	~	1	~	~	1	1
Additional - design with, or potential for, 3 lanes	1	~	~	~	1	~	~	~	~	~	~
Additional - design with, or potential for, 4 lanes	4	4	~	~	~	~	~	~	~	1	~
Additional - maintain access to A4042 (Jnc 26)	1	1	~	~	~	~	~	~	~	~	~
Additional - new bridge - comments	1	1	~	~	~	~	~	~	~	~	~
Additional - new bridge - oppose	2	~	~	2	~	~	~	~	~	~	~
Against alternatives	9	1	~	~	~	~	~	~	~	5	3

Blue route - general comments	25	4	2	3	5	4	~	~	~	7	10
Blue route - negative comments	8	2	~	~	~	~	~	~	~	4	2
Blue route - positive comments	66	17	10	7	13	1	2	~	~	29	21
Build airport	2	1	~	~	~	~	~	~	~	1	~
Car share schemes	9	~	~	~	~	~	~	1	~	2	7
Cycle/pedestrian provision - oppose	2	2	~	~	~	~	~	~	~	~	~
Cycle/pedestrian provision - support	69	24	4	6	13	1	~	6	4	23	12
Encourage flexible work hours	5	1	2	~	1	~	~	~	~	3	1
Existing M4 - add/improve junctions	1	~	~	~	~	~	~	~	~	~	1
Existing M4 - close junctions around Newport	20	1	3	3	4	~	~	~	~	10	5
Existing M4 - do not downgrade	25	15	2	~	~	~	~	~	~	5	3
Existing M4 - improve connection to other roads	5	3	2	~	~	~	~	~	~	~	~
Existing M4 - introduce toll	4	1	1	~	2	~	~	~	~	~	~
Existing M4 - people will still use	20	~	20	~	~	~	~	~	~	~	~
Existing M4 - reduce local usage	5	3	1	~	~	~	~	~	~	2	~
Existing M4 - relief options already in place	47	16	17	6	6	~	1	~	~	7	7
Existing M4 - remove/dismantle	1	~	~	~	~	1	~	1	~	~	~
Existing M4 - reopen junction 25	5	1	~	~	~	~	~	~	~	3	1
Existing M4 - should be local access route	6	4	2	~	~	~	~	~	~	~	~
Existing M4 - widen/upgrade	41	9	7	6	12	1	2	2	1	14	11
Existing roads - improve	154	58	37	23	26	7	3	3	5	41	22
Existing roads - improve - oppose	1	~	~	~	~	~	~	~	~	~	1
Existing roads - signage - improve	17	7	2	2	4	~	~	~	~	3	4
Existing roads - specific suggestions	82	5	11	14	29	~	1	~	~	24	17
Existing roads - toll at peak times	1	~	~	~	~	~	~	~	1	~	~
Expand Brynglas Tunnels - general comments	7	3	~	~	~	~	~	~	~	4	1
Expand Brynglas Tunnels - positive comments	30	13	7	3	5	1	1	~	1	5	7
Invest in community	20	3	~	1	~	~	~	1	1	12	4
Invest in economy/enterprise (local and national)	19	5	4	7	1	~	~	~	2	4	5
Invest in healthcare	23	3	~	~	1	~	~	~	~	17	3
Invest in schools/education	22	2	~	2	1	~	~	~	~	15	4
Invest in social amenities	13	3	2	1	~	1	~	~	1	6	~
Park & Ride schemes	30	9	4	4	4	1	~	~	~	9	7
Parking suggestions	3	~	~	~	~	~	~	~	~	2	1
Prefer non-road alternatives	16	14	1	1	~	~	~	~	~	2	~
Public transport improvements - general comments	47	18	4	7	9	3	1	1	1	12	8
Public transport improvements - negative comments	5	~	~	~	3	~	~	~	~	~	2
Public transport improvements - positive comments	249	65	22	23	49	12	2	10	14	116	47
Rail improvements - encourage more freight by rail	23	~	1	4	2	2	~	2	2	6	10
Rail improvements - general comments	13	~	1	3	~	1	~	~	~	6	3

Rail improvements - negative comments	1	~	~	~	~	~	~	~	~	~	1
Rail improvements - positive comments	169	26	17	13	36	6	4	4	5	90	26
Reduction in car use	95	22	8	11	16	4	1	8	1	19	30
Severn Bridge toll - other suggestion/comments	5	1	1	~	1	~	~	1	1	3	~
Severn Bridge toll - reduce/remove	44	18	4	5	5	1	1	1	1	16	9
Severn motorway barrage - general comments	1	~	~	~	~	~	~	~	~	~	1
Severn motorway barrage - positive comments	7	~	1	2	1	1	~	~	~	3	2
South Wales Metro - general comments	24	6	3	4	5	1	~	~	1	9	7
South Wales Metro - positive comments	92	10	3	4	8	3	1	1	1	56	23
Suggest alternative - general	195	44	23	20	40	9	~	2	1	29	80
Suggest alternative - specific	18	~	~	1	~	~	~	~	~	8	9
Suggest alternative route	66	17	10	6	2	6	1	1	1	7	29
Sustainable options - general comments	82	24	21	16	15	7	3	3	2	17	38
Sustainable options - positive comments	38	11	5	9	6	1	1	2	1	10	10
Traffic management - ban lane changes	2	1	~	~	1	~	~	1	1	~	~
Traffic management - general comments	1	1	~	~	~	~	~	~	~	~	~
Traffic management - improve	59	10	13	9	16	6	2	2	2	19	15
Traffic management - managed motorway - positive comments	3	~	~	1	1	~	~	~	~	~	2
Traffic management - peak periods	9	2	1	2	~	~	~	1	~	2	4
Traffic management - policing	1	~	~	~	~	~	~	~	~	~	1
Traffic management - speed limit suggestion	6	2	~	~	1	1	~	~	~	1	2
Variable/existing speed limits - oppose	5	1	~	~	4	~	~	~	~	~	1
Variable/existing speed limits - support/enforce	23	9	1	3	4	2	~	1	~	2	7
Assessments											
Refer to impact assessment	2	~	2	~	~	~	~	~	~	~	~
Too many assessments/too much information	3	~	~	~	~	~	2	~	1	~	~
Equality Impact Assessment - Assessment -appropriate/satisfactory	12	~	~	~	~	~	~	~	12	~	~
Equality Impact Assessment - Assessment - equality not relevant issue	20	~	~	~	~	~	~	~	19	1	~
Equality Impact Assessment - Assessment conclusions - disagree/unconvincing	2	~	~	~	~	~	~	~	2	~	~
Equality Impact Assessment - Challenge - bias/method/scoring	1	~	~	~	~	~	~	~	1	~	~
Equality Impact Assessment - Challenge - evidence/justifications/assumptions	2	~	~	~	~	~	~	~	2	~	~

Equality Impact Assessment - Challenge - general	14	~	~	~	~	~	1	~	9	~	4
Equality Impact Assessment - Criteria - insufficient - biodiversity/wildlife/habitat	1	~	~	~	~	~	~	~	1	~	~
Equality Impact Assessment - Criteria - insufficient - community impact	1	~	~	~	~	~	~	~	~	~	1
Equality Impact Assessment - Criteria - insufficient - equality groups	5	~	~	~	~	~	~	~	5	~	~
Equality Impact Assessment - Did not read/review EIA	5	~	~	~	~	~	~	~	5	~	~
Equality Impact Assessment - Difficult to read/understand	4	~	~	~	~	~	~	~	4	~	~
Equality Impact Assessment - Does not consider all options	5	~	~	~	1	~	~	~	4	~	~
Equality Impact Assessment - Does not justify new road	3	~	~	~	~	~	~	~	3	~	~
Equality Impact Assessment - Impact: all routes - positive	2	~	~	~	~	~	~	~	2	~	~
Equality Impact Assessment - Impact: Black Route - positive	3	~	~	~	~	~	~	~	3	~	~
Equality Impact Assessment - Impact: Do Minimum - negative	4	~	~	~	~	~	~	~	4	~	~
Equality Impact Assessment - Mitigation - suggestion	1	~	~	~	~	~	~	~	~	~	1
Equality Impact Assessment - More info - general	4	~	~	~	~	~	~	~	4	~	~
Equality Impact Assessment - More info - scoring	1	~	~	~	~	~	~	~	~	~	1
Equality Impact Assessment - More info - summary/non-technical material required	1	~	~	~	~	~	~	~	1	~	~
Equality Impact Assessment - No support/opposition of EIA mentioned	12	~	~	~	~	~	~	~	12	~	~
Equality Impact Assessment - Not qualified/appropriate to comment	3	~	~	~	~	~	~	~	2	~	1
Equality Impact Assessment - Requires reassessment	5	~	~	~	~	~	~	~	4	1	~
Equality Impact Assessment - Sceptical of EIA reliability	1	~	~	~	~	~	~	~	1	~	~
Equality Impact Assessment - Unclear/insufficient	4	~	~	~	~	~	~	~	4	~	~
Equality Impact Assessment - Unscientific/subjective	1	~	~	~	~	~	~	~	1	~	~
Equality Impact Assessment - Unsure	1	~	~	~	~	~	~	~	1	~	~
Health Impact Assessment - Assessment - appropriate/satisfactory	15	~	~	~	~	~	~	14	~	~	1
Health Impact Assessment - Assessment - health not relevant issue	2	~	~	~	~	~	~	2	~	~	~
Health Impact Assessment - Assessment conclusions - disagree/unconvincing	2	~	~	~	~	~	~	2	~	~	~
Health Impact Assessment - Challenge - bias/method/scoring	4	~	~	~	~	~	~	4	~	~	~

Health Impact Assessment - Challenge - evidence/justifications/assumptions	11	~	~	~	~	~	~	9	~	~	2
Health Impact Assessment - Challenge - figures/projections	4	~	~	~	~	~	~	4	~	~	~
Health Impact Assessment - Challenge - general	13	~	~	~	~	1	1	12	~	~	~
Health Impact Assessment - Criteria - does not match Draft Plan	1	~	~	~	~	~	~	1	~	~	~
Health Impact Assessment - Criteria - insufficient - environment/green spaces	1	~	~	~	~	~	~	1	~	~	~
Health Impact Assessment - Criteria - insufficient - health impacts	3	~	~	~	~	~	~	3	~	~	~
Health Impact Assessment - Criteria - insufficient - mental health	2	~	~	~	~	~	~	2	~	~	~
Health Impact Assessment - Criteria - insufficient - quality of life	2	~	~	~	~	~	~	2	~	~	~
Health Impact Assessment - Criteria - insufficient - recreation/ amenity value	1	~	~	~	~	~	~	1	~	~	~
Health Impact Assessment - Did not read/review HIA	6	~	~	~	~	~	~	6	~	~	~
Health Impact Assessment - Difficult to read/understand	3	~	~	~	~	~	~	3	~	~	~
Health Impact Assessment - Does not consider all options	1	~	~	~	1	~	~	~	~	~	~
Health Impact Assessment - HIA outdated	1	~	~	~	~	~	~	1	~	~	~
Health Impact Assessment - Mitigation - general - insufficient/will not work	1	~	~	~	~	~	~	1	~	~	~
Health Impact Assessment - More info - construction	1	~	~	~	~	~	~	1	~	~	~
Health Impact Assessment - More info - environment	3	~	~	~	~	~	~	2	~	~	1
Health Impact Assessment - More info - general	4	~	~	~	~	~	~	3	~	~	1
Health Impact Assessment - More info - include other options	1	~	~	~	~	~	~	1	~	~	~
Health Impact Assessment - More info - mitigating measures	2	~	~	~	~	~	~	2	~	~	~
Health Impact Assessment - More info - residents/communities affected	2	~	~	~	~	~	~	1	~	~	1
Health Impact Assessment - More info - road design detail	1	~	~	~	~	~	~	1	~	~	~
Health Impact Assessment - More-info - summary/non-technical material required	1	~	~	~	~	~	~	1	~	~	~
Health Impact Assessment - No support/opposition of HIA mentioned	123	~	~	~	~	~	~	123	~	~	~
Health Impact Assessment - Not interested in HIA	1	~	~	~	~	~	~	1	~	~	~
Health Impact Assessment - Not qualified/appropriate to comment	4	~	~	~	~	~	~	3	~	~	1
Health Impact Assessment - Oppose	5	~	~	~	~	~	~	5	~	~	~
Health Impact Assessment - Other suggestions/comments	4	~	~	~	~	~	~	2	~	~	2

Health Impact Assessment - Requires reassessment	5	~	~	~	~	~	~	4	~	~	1
Health Impact Assessment - Sceptical of HIA reliability	1	~	~	~	~	~	~	1	~	~	~
Health Impact Assessment - Support	4	~	~	~	~	~	~	4	~	~	~
Health Impact Assessment - Unclear/insufficient	3	~	~	~	~	~	~	3	~	~	~
Habitats Regulations Assessment - Assessment - appropriate/satisfactory	14	~	~	~	~	~	13	~	~	~	1
Habitats Regulations Assessment - Assessment - outdated information	2	~	~	~	~	~	2	~	~	~	~
Habitats Regulations Assessment - Challenge - bias/method/scoring	7	~	~	~	~	~	6	~	~	1	~
Habitats Regulations Assessment - Challenge - disagree with HRA conclusions	6	~	~	~	~	1	4	~	~	~	1
Habitats Regulations Assessment - Challenge - evidence/justifications/assumptions	4	~	~	~	~	~	4	~	~	~	~
Habitats Regulations Assessment - Challenge - figures/projections	12	~	~	~	~	~	12	~	~	~	~
Habitats Regulations Assessment - Challenge - general	14	~	~	~	~	~	13	~	~	~	1
Habitats Regulations Assessment - Criteria - consider all options	4	~	~	~	~	~	4	~	~	~	~
Habitats Regulations Assessment - Criteria - consider sustainable options	1	~	~	~	~	~	1	~	~	~	~
Habitats Regulations Assessment - Criteria - does not match Draft Plan	2	~	~	~	~	~	2	~	~	~	~
Habitats Regulations Assessment - Criteria - insufficient - biodiversity/wildlife/habitat	10	~	~	~	~	1	9	~	~	~	1
Habitats Regulations Assessment - Criteria - insufficient - designated areas	3	~	~	~	~	~	3	~	~	~	~
Habitats Regulations Assessment - Criteria - insufficient - Gwent Levels	1	~	~	~	~	~	1	~	~	~	~
Habitats Regulations Assessment - Criteria - insufficient - impact on infrastructure/housing	1	~	~	~	~	~	~	~	~	~	1
Habitats Regulations Assessment - Criteria - insufficient - recreation/ amenity value	1	~	~	~	~	~	1	~	~	~	~
Habitats Regulations Assessment - Criteria - insufficient - wetlands	1	~	~	~	~	~	1	~	~	~	~
Habitats Regulations Assessment - Criteria - maintain access to wetlands	1	~	~	~	~	~	1	~	~	~	~
Habitats Regulations Assessment - Criteria - minimise environmental issues	2	~	~	~	~	~	2	~	~	~	~
Habitats Regulations Assessment - Criteria - minimise impact on biodiversity/wildlife/habitat	8	~	~	~	~	~	8	~	~	~	~
Habitats Regulations Assessment - Criteria - minimise impact on designated areas	2	~	~	~	~	~	2	~	~	~	~

Habitats Regulations Assessment - Criteria - minimise impact on wetlands	1	~	~	~	~	~	1	~	~	~	~
Habitats Regulations Assessment - Criteria - reduce noise pollution	1	~	~	~	~	~	1	~	~	~	~
Habitats Regulations Assessment - Criteria - should prioritise human needs over wildlife/environment	5	~	~	~	~	~	5	~	~	~	~
Habitats Regulations Assessment - Did not read/review HRA	9	~	~	~	~	~	9	~	~	~	~
Habitats Regulations Assessment - Difficult to read/understand	5	~	~	~	~	~	5	~	~	~	~
Habitats Regulations Assessment - Does not consider all options	6	~	~	~	~	~	6	~	~	~	~
Habitats Regulations Assessment - Information/materials - bad/unclear/insufficient	15	~	~	~	~	~	15	~	~	~	~
Habitats Regulations Assessment - Mitigation - general - adequate/support for	13	~	~	~	~	~	13	~	~	~	~
Habitats Regulations Assessment - Mitigation - general - insufficient/will not work	9	~	~	~	~	~	9	~	~	~	~
Habitats Regulations Assessment - Mitigation - of construction impacts	1	~	~	~	~	~	1	~	~	~	~
Habitats Regulations Assessment - Mitigation - of impacts on designated areas	1	~	~	~	~	~	1	~	~	~	~
Habitats Regulations Assessment - Mitigation - suggestion	5	~	~	~	~	~	4	~	~	~	1
Habitats Regulations Assessment - Mitigation measures - comment	1	~	~	~	~	~	~	~	~	~	1
Habitats Regulations Assessment - More info - biodiversity/wildlife issues	4	~	~	~	~	~	2	~	~	~	2
Habitats Regulations Assessment - More info - construction	1	~	~	~	~	~	~	~	~	~	1
Habitats Regulations Assessment - More info - environmental impact	1	~	~	~	~	~	1	~	~	~	~
Habitats Regulations Assessment - More info - general	3	~	~	~	~	~	2	~	~	~	1
Habitats Regulations Assessment - More info - include other options	1	~	~	~	~	~	1	~	~	~	~
Habitats Regulations Assessment - More info - mitigating measures	1	~	~	~	~	~	1	~	~	~	~
Habitats Regulations Assessment - More info - road design detail	1	~	~	~	~	~	~	~	~	~	1
Habitats Regulations Assessment - More-info - summary/non-technical material required	3	~	~	~	~	~	3	~	~	~	~
Habitats Regulations Assessment - No support/opposition of HRA mentioned	119	~	~	~	~	~	119	~	~	~	~
Habitats Regulations Assessment - Not a long term solution	1	~	~	~	~	~	1	~	~	~	~
Habitats Regulations Assessment - Not qualified/appropriate to comment	9	~	~	~	~	~	8	~	~	~	1
Habitats Regulations Assessment - Other suggestions/comments	2	~	~	~	~	~	1	~	~	~	1

Habitats Regulations Assessment - Should be recommissioned	5	~	~	~	~	~	5	~	~	~	~
Habitats Regulations Assessment - Should consult collective/organisation/group opinion	1	~	~	~	~	~	~	~	~	~	1
Habitats Regulations Assessment - Specific suggestion	8	~	~	~	~	~	5	~	~	2	1
Habitats Regulations Assessment - Support	3	~	~	~	~	~	3	~	~	~	~
Habitats Regulations Assessment - Too much emphasis on habitat/biodiversity	1	~	~	~	~	~	1	~	~	~	~
Habitats Regulations Assessment - Unclear/insufficient	2	~	~	~	~	~	1	~	~	~	1
Strategic Environmental Assessment - Assessment - appropriate/satisfactory	29	~	~	~	~	28	~	~	~	~	1
Strategic Environmental Assessment - Assessment - outdated information	1	~	~	~	~	1	~	~	~	~	~
Strategic Environmental Assessment - Assessment conclusions - agree (specific)	1	~	~	~	~	~	~	~	~	~	1
Strategic Environmental Assessment - Assessment conclusions - disagree/unconvincing	10	~	~	~	~	9	~	~	~	~	1
Strategic Environmental Assessment - Challenge - bias/method/scoring	23	~	~	~	~	20	~	~	~	~	3
Strategic Environmental Assessment - Challenge - evidence/justifications/assumptions	12	1	~	~	~	11	~	~	~	~	~
Strategic Environmental Assessment - Challenge - figures/projections	24	~	~	~	~	24	~	~	~	~	~
Strategic Environmental Assessment - Challenge - general	39	4	1	1	~	18	1	5	4	~	7
Strategic Environmental Assessment - Criteria - does not match Draft Plan	5	1	~	~	~	4	~	~	~	~	~
Strategic Environmental Assessment - Criteria - does not meet WAG commitments (inc. sustainability)	1	~	~	~	~	1	~	~	~	~	~
Strategic Environmental Assessment - Criteria - insufficient - air quality	1	~	~	~	~	~	~	~	~	~	1
Strategic Environmental Assessment - Criteria - insufficient - biodiversity/wildlife/habitat	5	~	~	~	~	3	~	~	~	~	2
Strategic Environmental Assessment - Criteria - insufficient - designated areas	4	~	~	~	~	4	~	~	~	~	~
Strategic Environmental Assessment - Criteria - insufficient - emissions/carbon cost	4	~	~	~	~	3	~	~	~	~	1
Strategic Environmental Assessment - Criteria - insufficient - environment/green spaces	1	~	~	~	~	~	~	~	~	~	1
Strategic Environmental Assessment - Criteria - insufficient - Gwent Levels	10	~	~	~	~	8	~	~	~	~	2
Strategic Environmental Assessment - Criteria - insufficient - impact on infrastructure/housing	1	~	~	~	~	~	~	~	~	~	1

Strategic Environmental Assessment - Criteria - insufficient - important species	1	~	~	~	~	1	~	~	~	~	~
Strategic Environmental Assessment - Criteria - insufficient - noise	2	~	~	~	~	1	~	~	~	~	1
Strategic Environmental Assessment - Criteria - insufficient - relocation of impacts	4	~	~	~	~	3	~	~	~	~	1
Strategic Environmental Assessment - Criteria - insufficient - water	1	~	~	~	~	~	~	~	~	~	1
Strategic Environmental Assessment - Criteria - insufficient - wetlands	2	~	~	~	~	2	~	~	~	~	~
Strategic Environmental Assessment - Criteria - minimise environmental issues	4	~	~	~	~	4	~	~	~	~	~
Strategic Environmental Assessment - Criteria - must prioritise environment over economic issues	3	~	~	~	~	3	~	~	~	~	~
Strategic Environmental Assessment - Criteria - needs to be inclusive of wider road network	2	~	~	~	~	2	~	~	~	~	~
Strategic Environmental Assessment - Criteria - not inclusive of all designated areas	1	~	~	~	~	1	~	~	~	~	~
Strategic Environmental Assessment - Criteria - should prioritise human needs over wildlife/environment	4	~	~	~	~	4	~	~	~	~	~
Strategic Environmental Assessment - Criteria - should prioritise landscape/wildlife	3	~	~	~	~	3	~	~	~	~	~
Strategic Environmental Assessment - Criteria - undervalues positive visual impacts	1	~	~	~	~	1	~	~	~	~	~
Strategic Environmental Assessment - Designated areas - impacts exaggerated	1	~	~	~	~	1	~	~	~	~	~
Strategic Environmental Assessment - Did not read/review SEA	6	~	~	~	~	6	~	~	~	~	~
Strategic Environmental Assessment - Difficult to read/understand	9	~	~	~	~	9	~	~	~	~	~
Strategic Environmental Assessment - Does not address long-term impact	1	~	~	~	~	1	~	~	~	~	~
Strategic Environmental Assessment - Does not consider all options	8	1	~	~	~	6	~	~	~	~	1
Strategic Environmental Assessment - Find appropriate / satisfactory	1	~	~	1	~	~	~	~	~	~	~
Strategic Environmental Assessment - Mitigation - general - adequate/support for	4	~	~	~	~	3	~	~	~	~	1
Strategic Environmental Assessment - Mitigation - general - insufficient/will not work	12	~	~	~	~	11	~	~	~	~	1
Strategic Environmental Assessment - More info - adaption to environmental change	1	~	~	~	~	~	~	~	~	~	1
Strategic Environmental Assessment - More info - alternatives	3	~	~	~	~	2	~	~	~	~	1

Strategic Environmental Assessment - More info - biodiversity/wildlife issues	4	~	~	~	~	3	~	~	~	~	1
Strategic Environmental Assessment - More info - construction	2	~	~	~	~	1	~	~	~	~	1
Strategic Environmental Assessment - More info - emissions	1	~	~	~	~	1	~	~	~	~	~
Strategic Environmental Assessment - More info - environmental impact	10	~	~	~	~	7	~	~	~	~	3
Strategic Environmental Assessment - More info - environmental monitoring arrangements	1	~	~	~	~	1	~	~	~	~	~
Strategic Environmental Assessment - More info - existing land quality/contamination	1	~	~	~	~	1	~	~	~	~	~
Strategic Environmental Assessment - More info - flood risk	3	~	~	~	~	2	~	~	~	~	1
Strategic Environmental Assessment - More info - general	3	~	~	~	~	2	~	~	~	~	1
Strategic Environmental Assessment - More info - health implications	1	~	~	~	~	1	~	~	~	~	~
Strategic Environmental Assessment - More info - Impact on Gwent Levels (specific)	1	~	~	~	~	1	~	~	~	~	~
Strategic Environmental Assessment - More info - include other options	8	~	~	~	~	8	~	~	~	~	~
Strategic Environmental Assessment - More info - mitigating measures	7	~	~	~	~	7	~	~	~	~	~
Strategic Environmental Assessment - More info - permanence of effect	1	~	~	~	~	1	~	~	~	~	~
Strategic Environmental Assessment - More info - road design detail	3	~	~	~	~	2	~	~	~	~	1
Strategic Environmental Assessment - More info - SEA development	1	~	~	~	~	~	~	~	~	~	1
Strategic Environmental Assessment - More-info - summary/non-technical material required	4	~	~	~	~	4	~	~	~	~	~
Strategic Environmental Assessment - No support/opposition of SEA mentioned	46	~	~	~	~	46	~	~	~	~	~
Strategic Environmental Assessment - Not interested in SEA	2	~	~	~	~	2	~	~	~	~	~
Strategic Environmental Assessment - Not qualified/appropriate to comment	5	~	~	~	~	5	~	~	~	~	~
Strategic Environmental Assessment - Other suggestions/comments	9	~	~	~	~	6	~	~	~	~	3
Strategic Environmental Assessment - Refer to previous SEA	1	~	~	~	~	1	~	~	~	~	~
Strategic Environmental Assessment - Requires reassessment	2	1	~	~	~	1	~	~	~	~	~
Strategic Environmental Assessment - Support	1	~	~	~	~	1	~	~	~	~	~
Strategic Environmental Assessment - Too many environmental assessments	2	~	~	~	~	2	~	~	~	~	~
Strategic Environmental Assessment - Unclear/insufficient	35	~	~	~	~	34	~	~	~	~	1

Strategic Environmental Assessment - Unscientific/subjective	2	~	~	~	~	2	~	~	~	~	~
Strategic Environmental Assessment - Unsure	1	~	~	~	~	1	~	~	~	~	~
Consultation and Information											
Awareness/publicity - insufficient	4	~	~	1	~	1	~	~	~	2	~
Challenge consultation - bias/method/scoring	68	9	6	7	12	3	2	1	2	38	9
Challenge consultation - figures/projections/assumptions	121	34	13	23	14	4	3	1	2	19	49
Challenge consultation - general	103	32	15	15	17	5	2	2	3	13	27
Challenge consultation - not all/enough options explored	121	33	20	16	24	4	1	6	8	58	27
Challenge consultation - outcome predetermined	12	2	~	1	~	~	~	~	1	6	4
Challenge consultation - question/format	33	8	~	2	7	3	2	~	3	10	4
Consultation - difficult to understand	1	~	~	~	~	~	~	~	~	1	~
Consultation - difficulty in responding	12	1	~	~	~	~	1	~	1	6	3
Consultation - timescale/too short	3	~	~	~	~	1	~	~	~	2	~
Does not understand question	1	~	~	~	1	~	~	~	~	~	~
Events	17	~	~	~	~	~	~	~	~	4	13
Further consultation needed	16	1	1	5	1	2	1	1	1	~	10
Inaccessible to those without IT facilities	1	~	~	~	~	~	~	~	1	~	~
Information/materials - bad/unclear/insufficient	60	23	11	4	2	2	1	1	~	11	11
Information/materials - good/clear/sufficient	1	1	~	~	~	~	~	~	~	~	~
Listen to respondent's concerns/suggestions	3	~	1	~	~	1	~	1	~	~	~
More info - archaeological/cultural/historic impact	1	~	~	~	~	~	~	~	~	~	1
More info - assessments	3	~	~	~	~	2	~	~	~	~	1
More info - bridge design	5	1	1	1	~	~	1	~	~	~	1
More info - community/residential impacts	5	2	1	~	1	~	~	~	~	1	1
More info - complementary measures	11	3	~	~	1	2	~	~	1	3	3
More info - costs/funding	17	3	3	4	~	~	~	~	~	2	7
More info - Do Minimum option	3	~	~	1	2	~	~	~	~	~	~
More info - economic	14	5	6	~	~	~	~	~	~	1	3
More info - environmental impact	19	6	5	~	~	2	~	1	~	1	6
More info - existing situation	1	~	~	1	~	~	~	~	~	~	~
More info - figures and projections	18	4	5	2	~	~	~	~	~	~	7
More info - flooding	1	~	~	~	~	~	~	~	~	~	1
More info - general	43	13	~	3	2	~	~	1	~	6	21
More info - health	5	2	1	1	1	1	~	2	~	~	1
More info - impact on Landfill site	2	~	~	2	~	~	~	~	~	~	~
More info - implications of longer route	1	~	~	1	~	~	~	~	~	~	~
More info - junctions	27	15	3	3	~	~	~	~	~	~	12
More info - mitigation	11	3	~	1	~	1	~	1	~	4	4

More info - need case	1	~	~	~	~	~	~	~	~	~	1
More info - other projects (e.g. S/Wales metro)	25	9	4	~	2	~	~	1	~	4	8
More info - previous consultations	1	~	~	~	~	~	~	~	~	1	~
More info - project timeframe	6	~	~	~	1	1	~	~	~	1	3
More info - public transport	14	7	3	1	1	1	~	~	~	~	4
More info - route	5	3	2	~	~	~	~	~	1	~	~
More info - route/design	31	~	1	6	2	1	~	1	~	4	17
More info - specific route	8	5	3	~	~	~	~	~	~	~	~
More info - summary/non-technical material required	2	~	~	~	~	~	~	~	~	2	~
More info - update respondent	2	1	~	1	~	~	~	~	~	2	~
More info - walking & cycling facilities/provision	2	1	1	~	~	~	~	~	~	~	1
More public inclusion - general	9	3	~	~	~	1	~	~	1	4	2
Not qualified/appropriate to comment	1	~	1	~	~	~	~	~	~	~	~
Refer to collective/organisation/group opinion	61	15	1	2	6	5	2	1	1	10	30
Refer to consultation documents	34	7	4	7	4	~	6	1	~	~	7
Refer to public opinion	27	9	~	5	1	1	1	~	~	3	7
Reference to HIA document	2	~	~	~	~	~	~	2	~	~	~
Request public inquiry	2	~	~	~	~	~	~	~	~	~	2
Request response	28	~	2	1	~	1	~	~	1	4	22
Request to meet	4	~	~	2	~	~	~	~	~	~	2
Should consult collective/organisation/group opinion	13	1	~	~	~	4	1	~	~	~	8
Should consult expert opinion	7	~	~	~	~	4	~	~	~	~	3
Should meet legal requirements	1	~	~	~	~	1	~	~	~	~	~
Suggestion	17	4	~	~	~	2	~	~	~	~	11
Support Consultation	16	2	~	~	~	~	~	~	~	4	11
WAG should listen to respondent's concerns/suggestions	13	2	1	1	~	1	~	~	~	3	6
Complementary Measures											
B4254/M48 link - congestion - will not improve	2	~	~	~	~	1	~	~	~	~	1
B4254/M48 link - general	5	2	~	1	~	~	~	~	~	1	1
B4254/M48 link - support	38	19	7	9	5	2	~	~	~	6	7
Cycle/walking friendly infrastructure - general	7	2	1	~	~	2	~	~	1	~	1
Cycle/walking friendly infrastructure - oppose	9	~	1	2	~	2	~	1	~	~	3
Cycle/walking friendly infrastructure - support	16	7	2	4	4	1	~	~	~	1	2
General - comments	18	4	4	5	6	1	~	~	1	~	1
General - oppose	19	10	14	11	~	~	~	~	~	~	~
General - support	21	14	3	3	1	1	~	1	2	~	1
Reclassify/downgrade existing M4 - general	10	5	~	1	1	~	~	1	~	2	1
Reclassify/downgrade existing M4 - oppose	15	7	~	3	1	2	~	~	~	3	2
Reclassify/downgrade existing M4 - support	7	2	~	~	~	2	~	~	~	2	1

Existing situation											
Current measures - effective	9	~	~	~	7	~	~	~	~	2	~
Current measures - ineffective	17	~	~	~	10	~	~	~	~	3	4
Current measures - unsure/need time to see results	18	2	1	~	9	~	~	~	~	2	4
Infrastructure - adequate	68	30	7	10	5	1	1	1	~	7	15
Infrastructure - inadequate	68	18	7	4	19	~	~	~	~	15	15
Infrastructure - junction/road design - inadequate	11	5	1	1	2	~	~	~	~	1	2
Infrastructure - maintenance - inadequate	1	1	~	~	~	~	~	~	~	~	~
Infrastructure - signage	1	1	~	~	~	~	~	~	~	~	~
Infrastructure - tolls	3	3	~	~	~	~	~	~	~	~	~
Infrastructure - too many junctions	6	4	~	1	~	~	~	~	~	2	~
Infrastructure - too many traffic lights	1	1	~	1	~	~	~	~	~	~	~
Infrastructure - VSR - adequate	7	1	3	2	~	~	~	~	~	4	1
Infrastructure - VSR - inadequate	13	5	2	1	2	~	~	~	~	3	3
Problem - air quality/pollution	26	4	~	2	1	7	~	9	~	1	4
Problem - capacity - general	30	17	3	~	~	~	~	~	~	6	6
Problem - congestion - Brynglas Tunnels	94	43	7	9	28	~	~	~	~	8	17
Problem - congestion - caused by driver behaviour	15	7	6	5	~	~	~	1	~	1	3
Problem - congestion - caused by local traffic	58	24	5	9	15	1	1	~	1	11	10
Problem - congestion - caused by long distance traffic	3	~	1	~	~	~	~	~	~	2	~
Problem - congestion - general	176	81	9	7	50	2	1	~	2	18	32
Problem - congestion - not a problem	36	6	8	3	10	1	~	~	~	9	11
Problem - congestion - on roads to M4	5	2	~	~	~	~	~	~	1	~	2
Problem - congestion - outside Newport	1	~	~	1	~	~	~	~	~	~	~
Problem - congestion - peak hours particularly	52	10	4	9	12	1	~	~	1	8	16
Problem - congestion - pollution	1	~	~	~	~	~	~	~	~	1	~
Problem - general	2	~	~	~	~	1	~	~	1	~	~
Problem - general - caused by driver behaviour	3	1	~	~	~	2	~	~	~	~	~
Problem - journey times	15	15	~	~	~	~	~	~	~	~	~
Problem - noise pollution	12	6	~	1	1	~	~	2	~	~	2
Problem - resilience	48	27	~	2	5	~	~	~	1	1	15
Problem - resilience - not a problem	2	~	~	~	~	~	~	~	~	1	1
Problem - safety	46	17	1	2	12	1	~	2	~	7	9
Problem - safety - not a problem	3	2	~	~	~	~	~	~	~	~	1
Problem - traffic management	9	4	2	1	~	~	~	~	~	1	2
Traffic volume has not increased in recent years	5	5	~	~	~	~	~	~	~	~	~
Alternatives - Cycling has increased	1	~	1	1	~	~	~	~	~	~	~
Alternatives - M4 relief options - awareness inadequate	1	1	~	~	~	~	~	~	~	~	~

Alternatives - M4 relief options - inadequate	3	~	~	1	1	~	~	~	~	~	1
Alternatives - Pedestrian/cycling infrastructure - inadequate	3	~	~	1	1	1	~	~	~	~	1
Alternatives - Public transport	1	~	~	~	~	~	~	~	~	~	1
Alternatives - Public transport - inadequate	7	4	~	~	~	~	~	~	~	3	~
Alternatives - Railways not adequately maintained	1	~	~	~	~	~	1	1	~	1	~
Economic - Economy (general) - concern	55	19	2	~	14	~	~	~	~	9	15
Economic - Economy (general) - minimal impact	2	~	~	1	~	~	~	~	~	~	1
Economic - Motoring costs	6	2	~	3	~	~	~	~	1	~	~
Environment - Environment (general) - concern	15	6	~	~	3	1	~	~	~	~	5
Environment - Visual impact	1	1	~	~	~	~	~	~	~	~	~
Environment - Cultural heritage	1	1	~	~	~	~	~	~	~	~	~
Social - Health - existing problems	10	1	~	~	1	~	~	4	2	~	2
Social - Quality of life/well-being - concern	2	~	~	~	~	~	~	~	1	1	~
Location											
A1(M)	1	~	~	~	1	~	~	~	~	~	~
A40	4	~	~	~	~	~	~	~	~	~	4
A4042	11	3	1	2	~	~	~	~	~	2	4
A4051	2	~	~	~	~	~	~	~	~	1	1
A4160	1	1	~	1	~	~	~	~	~	~	~
A4232	2	~	~	~	~	~	~	~	~	~	2
A449	10	~	2	2	~	~	~	~	~	2	5
A456	1	~	~	~	1	~	~	~	~	~	~
A46	1	~	~	~	~	~	~	~	~	~	1
A465	10	1	1	2	1	~	~	~	~	3	4
A467	3	~	~	~	1	~	~	~	~	2	~
A467/468	3	1	~	~	~	~	~	~	~	~	2
A468	2	~	~	2	~	~	~	~	~	~	~
A470	8	2	1	1	1	~	~	~	~	2	2
A48	74	34	16	12	11	2	1	1	1	10	13
A48(M)	6	1	~	~	~	~	~	~	~	2	3
A4810	96	27	12	12	26	6	1	1	~	23	24
A483	2	~	~	~	~	~	~	~	~	2	~
A500	1	~	~	~	~	~	~	~	~	1	~
A55	3	~	1	~	1	~	1	~	~	1	1
A74/M74	1	~	~	~	1	~	~	~	~	~	~
Abercynon	1	~	~	1	~	~	~	~	~	~	~
Abergavenny	4	~	~	~	1	~	~	~	~	2	1
Aztec West	1	1	~	1	~	~	~	~	~	~	~
B4237	1	~	1	1	~	~	~	~	~	~	~
B4245	29	10	5	6	4	1	~	~	~	1	10
B4591	1	~	~	~	~	~	~	~	~	~	1
Barecroft	1	~	~	~	~	~	~	~	~	~	1

Bassaleg	2	~	~	~	2	~	~	~	~	~	~
Beech Grove	1	1	~	~	~	~	~	~	~	~	~
Bird Port	2	1	~	~	~	~	~	~	~	~	1
Birmingham	2	1	~	~	~	~	1	~	~	~	~
Bishton	1	~	~	~	~	~	~	~	~	~	1
Blaenavon	1	~	~	~	~	~	~	~	~	~	1
Bovecroft Common	1	1	~	~	~	~	~	~	~	~	~
Bowkett Field	1	~	~	~	~	~	~	~	~	~	1
Bristol	22	10	~	4	3	1	~	~	1	1	4
Brynglas	4	~	~	~	~	~	~	2	1	1	~
Brynglas Tunnels	152	70	18	15	29	2	1	4	~	28	32
Caerleon	21	10	1	2	3	1	~	~	~	4	5
Caerleon junction	2	~	~	~	~	~	~	~	~	2	~
Caerleon Road	1	~	~	~	~	~	~	~	~	1	~
Caerphilly	5	~	~	1	1	~	~	~	~	1	2
Caerwent	1	~	~	~	1	~	~	~	~	~	~
Caldicot	18	7	2	3	4	1	~	~	~	1	6
Caldicot Levels	3	~	~	~	~	~	~	~	~	~	3
Caldicot Moor	1	~	~	~	~	~	1	~	~	~	~
Cardiff	84	38	~	7	9	3	~	1	1	18	16
Cardiff Bay	10	4	~	2	~	~	1	~	~	1	4
Cardiff Bay Barrage	2	~	~	~	~	~	1	~	~	1	~
Cardiff Central Station	1	~	~	~	~	~	~	~	~	~	1
Cardiff peripheral Distributor Network	1	~	~	1	~	~	~	~	~	~	~
Cardiff Road	2	1	~	~	1	~	~	~	~	~	~
Castleton	38	18	~	1	2	4	1	~	~	5	10
Castleton Junction	1	1	~	~	~	~	~	~	~	~	~
Cathays Park	1	~	~	~	~	~	~	~	~	~	1
Celtic Horizons	1	1	~	~	~	~	~	~	~	~	~
Celtic Manor	1	1	~	1	~	~	~	~	~	~	~
Cheltenham	1	~	~	~	~	~	~	~	~	~	1
Chepstow	16	3	3	2	3	1	~	~	~	4	6
Chepstow Road	2	1	~	~	~	~	~	1	~	~	~
Church Street	1	1	~	~	~	~	~	~	~	~	~
Claw Lyn	1	~	~	~	~	~	~	~	~	~	1
Coedkernew	6	1	~	~	1	~	~	~	~	~	4
Coldra	15	6	~	3	5	~	~	~	~	2	2
Coldra interchange	9	1	2	~	4	~	~	~	~	1	3
Commercial Road	1	1	~	~	~	~	~	~	~	~	~
Commercial Street	1	~	~	~	~	~	~	~	~	~	1
Corporation Road	1	~	~	~	~	~	~	~	~	~	1
Corporation Way	1	~	~	~	~	~	~	~	~	~	1
Coryton	1	~	~	~	~	~	~	~	~	~	1
Coryton Junction	1	~	~	1	~	~	~	~	~	~	~
Crick	1	~	~	~	1	~	~	~	~	~	~
Crickhowell	1	1	~	~	~	~	~	~	~	~	~
Crindau	1	~	~	~	~	~	~	1	~	~	~

Cwmbran	13	2	1	1	~	1	~	~	~	3	6
Cwmbran Drive	1	1	~	~	~	~	~	~	~	~	~
Cycle Route 4	1	~	~	1	~	~	~	~	~	~	~
Dock Street	1	1	~	~	~	~	~	~	~	~	~
Docks Way	3	3	~	~	~	~	~	~	~	~	~
Docks Way Landfill Site	16	3	5	7	~	~	~	~	~	~	4
Duffryn	46	7	14	20	1	2	1	3	~	3	9
Duffryn High School	5	~	2	2	~	~	~	1	~	~	1
Dyffryn	1	~	~	~	~	~	~	~	~	~	1
Eastern Bay Link Road	1	1	1	~	~	~	~	~	~	~	1
Ebbw Vale	6	~	~	~	1	~	~	~	~	4	1
Eccles Manchester	1	~	~	~	~	~	~	~	~	~	1
Filton	1	1	~	1	1	~	~	~	~	~	~
Forest of Dean	4	1	~	1	~	~	1	~	~	1	1
Forge Lane	1	~	~	~	1	~	~	~	~	~	~
George Street	1	~	~	~	~	~	~	~	~	1	~
George Street Bridge	1	1	~	~	~	~	~	~	~	~	~
Glan Lyn	3	~	~	~	1	~	~	1	~	1	~
Glasllwch	2	~	~	1	~	~	~	1	~	~	~
Gloucester	2	~	~	~	~	1	~	~	~	~	1
Goldcliff	3	~	~	~	~	~	~	~	~	~	3
Grange Road	1	~	~	~	~	~	~	~	~	~	1
Grove Farm	1	~	~	~	~	~	~	~	~	~	1
Gwent	8	4	1	~	~	~	1	~	~	4	~
Gwent Hospital	2	~	~	~	~	~	~	~	~	2	~
Gwent Levels	400	184	110	100	16	39	26	11	6	86	144
Harlequin roundabout	2	1	~	~	1	~	~	~	~	2	~
Heidenheim Drive	1	~	~	~	~	~	~	~	~	1	~
Hereford	1	~	~	~	~	~	~	~	~	~	1
High Cross	6	2	~	~	1	~	1	2	~	1	~
Imperial Park	1	~	~	~	~	~	~	~	~	1	~
Island Steel	1	~	1	1	~	~	~	~	~	~	~
John Frost Square	1	~	~	~	~	~	~	~	~	~	1
Jubilee Park	1	~	~	~	~	~	~	~	~	1	~
Julians	1	~	~	~	1	~	~	~	~	~	~
Junction 23	15	2	~	1	3	~	~	1	~	3	6
Junction 23A	39	12	3	4	10	~	~	~	~	6	13
Junction 24	33	6	2	3	7	~	~	~	~	7	11
Junction 25	11	5	~	~	2	1	1	~	1	2	3
Junction 25A	3	~	~	~	~	~	~	~	~	2	1
Junction 26	22	10	3	~	5	~	~	1	~	6	2
Junction 27	12	1	1	2	2	2	1	1	1	3	3
Junction 28	43	12	2	~	20	~	~	1	~	6	7
Junction 29	33	15	2	5	6	~	~	1	~	2	9
Junction 30	3	~	~	~	1	~	~	1	~	~	1
Junction 32	3	~	~	~	~	~	~	~	~	~	3
Junction 32A	1	~	~	1	~	~	~	~	~	~	~

Junction 33	1	1	~	~	~	~	~	~	~	~	1
Junction 34	1	~	~	~	~	~	~	~	~	~	1
Langstone	5	~	~	~	1	~	~	~	~	1	3
Liswerry	1	~	~	~	1	~	~	~	~	~	~
Llanadeyrn	2	~	~	~	~	~	~	~	~	~	2
Llandenny	2	2	~	~	~	~	~	~	~	~	~
Llandevenny	2	~	~	~	1	~	~	~	~	~	1
Llanfihangel	1	~	~	~	~	~	~	~	~	~	1
Llanishen	1	~	~	~	1	~	~	~	~	1	~
Llanwern	14	1	2	2	6	~	1	~	~	~	6
Llanwern Golf Course	1	~	~	~	~	~	~	~	~	1	~
Llanwern industrial waste landfill	1	~	~	~	~	~	~	~	~	~	1
Llanwern Steel Works development site	1	1	~	~	~	~	~	~	~	~	~
London	1	1	~	~	~	~	~	~	~	~	~
Longstane	1	1	1	1	~	~	~	~	~	~	~
Lulsgate	1	~	~	~	~	~	~	~	~	~	1
Lydney	2	~	~	~	~	~	~	~	~	1	1
Lysaghts Wharf	3	2	~	~	~	~	~	~	~	~	1
M1	1	1	~	~	~	~	~	~	~	~	~
M25	3	1	~	~	1	~	~	~	~	~	1
M321	1	~	~	~	~	~	~	~	~	~	1
M4	2	~	~	2	~	~	~	~	~	~	~
M42	4	~	~	1	1	~	~	~	~	1	2
M420	1	~	~	~	~	~	~	~	~	~	1
M45	1	1	~	~	~	~	~	~	~	~	~
M48	31	12	2	7	3	1	~	1	~	3	8
M5	2	1	~	~	~	~	~	~	~	1	~
M50	3	1	~	1	~	~	~	~	~	1	1
M6	1	~	~	~	~	~	~	~	~	1	~
M62	1	~	~	~	1	~	~	~	~	~	~
Maesglas	3	1	1	~	1	~	~	~	~	~	~
Magor	116	49	16	14	19	10	3	12	1	23	30
Magor Intersection	1	~	~	~	1	~	~	~	~	~	~
Magor Marsh	8	~	1	~	~	1	2	~	~	3	4
Magor Marsh SSSI	1	1	~	~	~	~	~	~	~	~	~
Magor services	1	~	~	~	~	~	~	~	~	~	1
Maindee High Street	1	1	~	~	~	~	~	~	~	~	~
Malpas	11	4	1	~	1	~	1	2	~	1	3
Malpas Road	4	4	~	~	~	~	~	~	~	~	~
Malpas Tunnel	3	~	~	1	1	~	1	1	~	2	~
Manchester	1	1	~	~	~	~	~	~	~	~	~
Marshfield	11	2	~	~	~	~	~	~	~	2	8
Measham	1	~	~	~	~	~	~	~	~	~	1
Midlands	1	~	~	1	~	~	~	~	~	~	~
Monks Ditch	2	~	~	~	~	~	~	~	~	~	2
Monmouth	3	~	~	~	~	~	~	~	~	1	2

Monmouthshire	5	2	~	2	1	~	~	~	~	3	~
Monmouthshire and Brecon Canal	1	~	~	~	~	~	1	~	~	~	~
Mount Stuart Square	1	~	~	~	~	~	~	~	~	~	1
Nash & Goldcliff SSSI	2	~	~	~	~	~	~	~	~	~	2
Nash Roundabout	1	~	~	~	~	~	~	~	~	1	~
New City Bridge	1	1	~	~	~	~	~	~	~	~	~
Newark	1	~	~	~	~	~	~	~	~	~	1
Newport	67	42	6	12	~	4	5	~	~	3	~
Newport Docks	60	28	10	18	3	2	1	~	~	1	11
Newport Eastern Expansion Areas	1	~	~	~	1	~	~	~	~	~	~
Newport Levels	1	~	~	~	~	~	~	~	~	~	1
Newport North Dock	4	4	1	1	~	~	~	~	~	~	~
Newport Retail Park	1	~	~	~	1	~	~	~	~	~	~
Newport Road	2	~	~	~	~	~	~	~	~	~	2
Newport South Dock	1	1	~	~	~	~	~	~	~	~	~
Ninian Park Road	1	~	~	~	~	~	~	~	~	~	1
North Alexandra Dock	1	1	~	~	~	~	~	~	~	~	~
North Bristol	1	~	~	~	~	~	~	~	~	1	~
North Road	1	~	~	~	~	~	~	~	~	~	1
Nottingham	1	1	~	~	~	~	~	~	~	~	~
Old Chepstow Road	1	~	~	~	~	~	~	~	~	~	1
Olveston	1	~	~	1	~	~	~	~	~	~	~
Paddington	1	~	~	~	1	~	~	~	~	~	~
Penarth	1	1	~	~	~	~	~	~	~	~	1
Penmaen Wharf	1	1	~	~	~	~	~	~	~	~	~
Peterstone	1	~	~	~	~	~	~	~	~	1	~
Pillfwennily	1	1	~	~	~	~	~	~	~	~	~
Pillgwenlly	1	~	~	~	~	~	~	1	~	~	~
Ponthir	1	~	~	~	~	~	~	~	~	~	1
Pontypool	3	~	~	~	~	~	~	~	~	1	2
Pontypridd	1	~	~	~	1	~	~	~	~	~	~
Port Talbot	5	~	~	1	~	~	~	~	~	1	3
Porthcawl	1	~	~	~	~	~	~	~	~	~	1
Portskewett	1	~	1	~	~	~	~	~	~	~	~
Pound Hill	1	~	~	~	~	~	~	~	~	1	~
Puttryn	1	~	~	1	~	~	~	~	~	~	~
Pwllmawr	1	1	~	~	~	~	~	~	~	~	~
Pye Corner	2	~	~	~	1	~	~	~	~	~	1
Queensway	1	~	~	~	~	~	~	~	~	~	1
Queensway Landfill	1	~	~	~	~	~	~	~	~	~	1
Raglan	2	~	~	~	~	~	~	~	~	~	2
Ramsar Wetland	3	~	~	~	~	1	1	~	~	~	1
Redwich Conservation Area	1	1	~	~	~	~	~	~	~	~	~
Redwick	1	~	~	~	~	~	~	1	~	~	~
Redwick & Llandevenny SSSI	1	~	~	~	~	~	~	~	~	~	1
Rhoose	1	~	~	~	~	~	~	~	~	~	1
Rhymney Valley	1	~	~	1	~	~	~	~	~	~	~

Risca	2	~	1	1	~	~	~	~	~	~	1
River Ebbw	2	~	~	~	~	~	~	~	~	~	2
River Severn Ramsar site	2	1	~	1	~	~	~	~	~	~	~
River Severn SPA	1	1	~	~	~	~	~	~	~	~	~
River Usk	46	15	8	4	1	5	4	~	~	3	12
River Usk SAC	23	3	1	4	~	1	6	~	~	4	6
Rogerstone	1	~	~	~	1	~	~	~	~	~	~
Rogiet	15	5	2	2	2	~	1	~	~	3	4
Rogiet Countryside Park	1	~	~	~	~	~	~	~	~	~	1
Rover Way	1	~	~	1	1	~	~	~	~	~	~
Royal Gwent Hospital	2	1	~	~	1	~	~	~	~	1	~
Rumney	1	~	~	~	~	~	~	~	~	1	~
Rumney Flyover	1	~	~	~	~	~	~	~	~	~	1
Saracens Rugby ground	1	~	~	~	~	~	~	~	~	~	1
Severn Bridge Crossing	26	15	~	2	2	~	1	1	1	7	5
Severn Estuary	15	4	2	2	~	1	4	~	~	~	7
Severn Tunnel	5	~	~	~	~	~	~	~	~	1	4
Severn Tunnel Junction	23	5	3	2	1	1	~	~	~	6	9
Severn Tunnel Junction Station	3	~	~	~	3	~	~	~	~	~	~
Severnside	1	~	~	~	~	~	~	~	~	1	~
Shaftesbury junction	1	~	1	~	~	~	~	~	~	~	~
SIMS Metal Operations	1	~	~	~	~	~	~	~	~	~	1
Slobland closed Landfill	1	~	~	~	~	~	~	~	~	~	1
Solutia	1	~	~	~	~	~	~	~	~	1	~
Somerset	1	~	~	~	~	~	~	~	~	~	1
South Gloucestershire	1	~	~	1	~	~	~	~	~	~	~
South Newport	2	~	~	~	~	~	1	~	~	1	~
South Wales	12	12	~	~	~	~	~	~	~	~	~
Southern Distributor Road (SDR)	189	45	38	26	36	7	5	1	2	87	34
Spytty	7	4	~	~	2	~	~	~	~	1	~
Spytty Road	3	~	~	~	3	~	~	~	~	~	~
St Brides	5	4	~	~	~	~	~	~	~	1	~
St Brides SSSI	4	1	~	2	~	1	~	~	~	~	1
St Julians	2	~	~	~	~	~	~	2	~	~	~
St Julians Hill	5	4	~	1	~	~	~	~	~	~	~
St Mellons	5	~	1	2	~	~	~	~	~	~	3
St Woolos Hospital	1	~	~	~	~	~	~	~	~	1	~
Swansea	16	7	~	1	3	1	~	~	~	1	4
Swansea Bay City Region	1	~	~	~	~	~	~	~	~	1	~
Tamworth	1	~	~	~	~	~	~	~	~	~	1
Tata Steel Works	1	~	~	~	~	~	~	~	~	~	1
Taunton	1	1	~	~	~	~	~	~	~	~	~
The Sloblands	1	~	~	~	~	~	~	~	~	~	1
The Valleys	2	~	~	~	~	~	~	~	~	~	2
Torfaen	1	~	~	~	~	~	~	~	~	~	1
Transporter Bridge	7	~	3	2	~	1	~	~	~	~	1
Tredegar House	1	~	~	1	~	~	~	~	~	~	~

Tredegar interchange	5	2	~	1	~	~	~	~	~	~	3
Tredegar Park	10	1	~	1	3	~	~	1	~	1	4
Tredegar Park Golf Course	1	~	~	~	~	~	~	~	~	~	1
Underwood	1	~	~	~	~	~	~	~	~	~	1
Undy	31	9	5	6	2	4	1	6	~	8	10
Upper Grange Farm	1	~	~	~	~	~	~	~	~	~	1
Usk	2	~	1	~	~	~	~	~	~	1	~
Usk Bridge	1	~	~	~	~	~	~	~	~	1	~
Usk Valley	1	1	~	1	~	~	~	~	~	~	~
Vale of Glamorgan	1	~	~	~	~	~	~	~	~	1	~
Van Road	1	~	~	1	~	~	~	~	~	~	~
Wentloog	1	~	~	~	~	~	~	~	~	1	~
Wentloog Levels	3	~	~	~	~	~	1	~	~	~	2
Wentloog Rail Freight Terminal	1	1	1	~	~	~	~	~	~	~	~
Wentwood Forest	1	~	~	~	~	~	~	~	~	~	1
Wern Ddu Farm	1	~	~	~	~	~	~	~	~	~	1
West End	1	1	~	~	~	~	~	~	~	~	~
West Yorkshire	1	~	~	~	1	~	~	~	~	~	~
Western Avenue	1	~	~	~	~	~	~	1	~	~	~
Wetlands Reserve	13	~	~	~	~	~	2	~	~	1	10
Wetlands Visitor Centre	2	~	~	~	~	~	~	~	~	~	2
Whitson SSSI	1	~	~	~	~	~	~	~	~	~	1
Widmerpool	1	~	~	~	~	~	~	~	~	~	1
Wiltshire	1	~	~	~	~	~	~	1	~	~	~
Wye Valley	3	~	~	1	~	~	1	~	~	~	1
Other											
General comment	246	20	5	6	5	4	1	1	3	16	201
Government criticism/comments	53	3	2	1	3	~	1	~	~	21	24
No comment	143	3	12	16	7	58	78	71	103	17	4
Respondents local experience	68	16	5	12	2	2	1	4	2	2	29
Respondents travel experience/pattern	145	62	12	~	25	2	1	1	2	13	44
Black Route option											
Benefits - do not outweigh negatives (general)	8	8	~	~	~	~	~	~	~	~	~
Benefits - does not benefit Newport (general)	3	3	~	~	~	~	~	~	~	~	~
Benefits - only benefits Cardiff/Bristol/western Wales	4	4	~	~	~	~	~	~	~	~	~
Benefits - outweigh negatives (general)	11	7	~	~	1	1	1	1	~	~	~
Construction - concern	19	16	~	~	1	~	~	~	~	1	1
Construction - minimal impact	6	6	~	~	~	~	~	~	~	~	~
Cost - benefit users	2	2	~	~	~	~	~	~	~	~	~
Cost - compensation costs	1	1	~	~	~	~	~	~	~	~	~
Cost - concern	113	110	~	~	1	~	~	~	~	2	1
Cost - cost effective/cheaper	5	4	~	~	1	~	~	~	~	~	1
Cost - funding	7	6	~	~	~	~	~	~	~	~	1
Design spec - additional measures	13	10	~	~	~	~	~	~	~	3	~

Design spec - connect with A48	9	9	~	~	~	~	~	~	~	~	~
Design spec - design suggestions	3	3	~	~	~	~	~	~	~	~	~
Design spec - impact on docks/port - concern	2	2	~	~	~	~	~	~	~	~	~
Design spec - junctions - design	18	17	~	~	~	1	~	~	~	~	~
Design spec - junctions - Newport access	3	3	~	~	~	~	~	~	~	~	~
Design spec - junctions - should be fewer/none	19	19	~	~	~	~	~	~	~	1	~
Design spec - junctions - suggested local access links	15	14	~	~	~	~	~	~	~	1	~
Design spec - longer/less direct route/slower	1	1	~	~	~	~	~	~	~	~	~
Design spec - must be three-lane motorway	13	13	~	~	~	~	~	~	~	~	~
Design spec - position of roundabout	1	1	~	~	~	~	~	~	~	~	~
Design spec - route design - concern	10	5	~	~	~	1	~	~	~	2	2
Design spec - shortest/most direct route/quickest	27	21	1	4	~	~	~	~	~	1	1
Design spec - signage	1	1	~	~	~	~	~	~	~	~	~
Design spec - toll - oppose	8	7	~	~	~	~	~	~	~	1	~
Design spec - toll - support	2	2	~	~	~	~	~	~	~	~	~
Goal: emissions - concern	27	26	~	~	~	~	~	~	~	~	1
Goal: emissions - will achieve	6	2	~	~	~	~	~	3	~	~	1
Goal: emissions - will not achieve	1	1	~	~	~	~	~	~	~	~	~
Goal: improved travel experience - will achieve	7	7	~	~	~	~	~	~	1	~	~
Goal: improved travel experience - will not achieve	2	~	~	~	2	~	~	~	~	~	~
Goal: journey times - will achieve	33	31	~	1	~	~	~	~	~	1	1
Goal: journey times - will not achieve	5	4	~	~	~	~	~	~	~	1	~
Goal: sustainable choices - modal shift - will not achieve	5	5	~	~	~	~	~	~	~	~	~
Goal: sustainable choices - will achieve	4	4	~	~	~	~	~	~	~	~	~
Goal: sustainable choices - will not achieve	12	12	~	~	~	~	~	~	~	~	~
Goal: transport connections (local) - minimal impact	6	6	~	~	~	~	~	~	~	~	~
Goal: transport connections (local) - will improve/benefit	11	9	~	~	~	~	~	~	1	~	1
Goal: transport connections (local) - will not improve/benefit	33	32	~	~	~	~	~	~	~	1	~
Goal: transport connections (regional) - will improve/benefit	21	19	~	~	~	~	~	1	~	1	1
Goal: transport connections (regional) - will not improve/benefit	4	4	~	~	~	~	~	~	~	~	~
Goals (general): short term relief only	1	1	~	~	~	~	~	~	~	~	~
Goals (general): will achieve	26	25	~	1	~	~	~	~	~	2	~
Goals (general): will largely achieve	17	17	~	~	~	~	~	~	~	~	~
Goals (general): will not achieve	18	18	~	1	~	~	~	~	~	~	~
Irreparable impact	27	26	~	~	~	~	~	~	~	~	1
Need case - accept	2	1	~	~	1	~	~	~	~	~	~
Need case - challenge	25	25	~	~	~	~	~	~	~	~	~

Need case - traffic growth - challenge	30	30	1	~	~	~	~	~	~	~	~
Need case - traffic growth - support	1	~	~	~	~	~	~	~	~	~	1
No access to Newport - minimal	1	~	~	1	~	~	~	~	~	~	~
Not a sustainable option	14	14	~	~	~	~	~	~	~	~	~
Problem: air quality/pollution - impact on	28	28	~	~	~	~	~	1	~	~	~
Problem: air quality/pollution - will improve/benefit	27	17	~	~	~	7	1	5	~	~	1
Problem: air quality/pollution - will minimise	2	~	~	~	~	~	~	2	~	~	~
Problem: air quality/pollution - will not improve/benefit	9	9	~	~	~	~	~	~	~	~	~
Problem: capacity - local traffic - will reduce	32	32	~	~	~	~	~	~	~	~	~
Problem: capacity - will encourage more traffic/cars - concern	58	55	~	~	~	~	~	2	~	~	1
Problem: capacity - will improve/benefit	29	23	1	1	~	~	~	~	~	~	4
Problem: capacity - will not improve/benefit	3	3	~	~	~	~	~	~	~	~	~
Problem: congestion - concern	3	3	~	~	~	~	~	~	~	~	~
Problem: congestion - local traffic - will not reduce	2	2	~	~	~	~	~	~	~	~	~
Problem: congestion - short term only/not long-term solution	6	6	~	~	~	~	~	~	~	~	~
Problem: congestion - will displace	7	7	~	~	~	~	~	~	~	~	~
Problem: congestion - will improve/benefit	118	114	~	1	3	2	2	3	~	~	3
Problem: congestion - will not improve/benefit	38	38	~	~	~	~	~	~	~	~	~
Problem: noise pollution - concern	33	32	~	~	~	~	~	1	~	~	~
Problem: noise pollution - will not reduce	3	3	~	~	~	~	~	~	~	~	~
Problem: noise pollution - will reduce	13	6	~	~	~	5	~	2	~	~	1
Problem: resilience - will improve/benefit	25	22	~	~	~	~	~	~	~	1	2
Problem: resilience - will not improve/benefit	3	2	~	~	~	~	~	~	~	1	~
Problem: safety - concern	5	4	~	~	~	~	~	~	~	1	~
Problem: safety - will improve/benefit	34	30	~	~	1	1	1	3	~	1	4
Problem: safety - will not improve/benefit	3	3	~	~	~	~	~	~	~	~	~
Problems (general): will not resolve	28	27	1	3	~	~	~	~	~	~	~
Problems (general): will partially resolve	10	9	~	~	~	1	~	~	~	~	~
Problems (general): will resolve	46	44	~	1	~	~	~	~	~	1	1
Suggestion - junction design	1	~	~	1	~	~	~	~	~	~	~
Suggestion - policing	2	2	~	~	~	~	~	~	~	~	~
Timescale - construct ASAP/overdue	77	62	2	1	2	1	1	1	~	17	~
Timescale - support	1	1	~	~	~	~	~	~	~	~	~
Timescale - too long	2	2	~	~	~	~	~	~	~	~	~
WAG commitments - contradicts	11	11	~	~	~	~	~	~	~	~	~
Will not attract/benefit long-distance motorists	2	2	~	~	~	~	~	~	~	~	~

Economic - Docks/ports - concern	22	19	~	1	~	~	~	~	~	~	3
Economic - Future developments - will minimise	1	~	~	1	~	~	~	~	~	~	~
Economic - Future developments - will minimise impact on	1	1	~	~	~	~	~	~	~	~	~
Economic - Landfill - will minimise	2	2	~	~	~	~	~	~	~	~	~
Economic - Local economy - improve/benefit	9	~	~	~	~	~	~	~	~	9	~
Economic - Local economy - will improve/benefit	29	29	~	~	~	~	~	~	~	~	~
Economic - Local economy - will not improve/benefit	35	32	~	~	~	~	~	~	~	~	3
Economic - Mitigation - suggestion	2	2	~	~	~	~	~	~	~	~	~
Economic - Property value/saleability - concern	6	6	~	~	~	~	~	~	~	~	~
Economic - Specific business - concern	1	1	~	~	~	~	~	~	~	~	~
Economic - Tourism - concern	2	2	~	~	~	~	~	~	~	~	~
Economic - Tourism - will improve/benefit	5	5	~	~	~	~	~	~	~	~	~
Economic - Tourism - will not improve/benefit	10	10	~	~	~	~	~	~	~	~	~
Economic - Welsh economy - will improve/benefit	42	40	~	~	~	~	~	~	1	~	2
Economic - Welsh economy - will not improve/benefit	6	3	~	~	2	~	~	~	~	~	1
Environment - Ancient woodland - concern	4	~	~	~	~	~	~	~	~	~	4
Environment - Ancillary development - concern	13	13	~	~	~	~	~	~	~	~	~
Environment - Ancillary development - will minimise	3	2	~	1	~	~	~	~	~	~	~
Environment - Biodiversity/wildlife/habitat - concern	200	199	~	1	1	~	1	~	~	~	~
Environment - Biodiversity/wildlife/habitat - minimal impact	14	9	~	~	~	~	4	~	~	1	~
Environment - Biodiversity/wildlife/habitat - will improve/benefit	1	1	~	~	~	~	~	~	~	~	~
Environment - Countryside/landscape - concern	47	45	~	~	~	~	1	~	~	1	~
Environment - Cultural heritage - concern	23	22	~	~	~	~	~	~	~	~	1
Environment - Designated areas - concern	156	155	~	~	1	~	1	~	~	~	~
Environment - Designated areas - minimal	7	2	~	2	~	1	~	~	~	~	2
Environment - Designated areas - will minimise	14	11	~	~	~	~	3	~	~	~	~
Environment - Does not reflect current environmental issues (e.g. climate change)	1	~	1	~	~	~	~	~	~	~	~
Environment - Environment (general) - concern	103	101	~	~	~	2	~	~	~	~	~
Environment - Environment (general) - minimal impact	17	15	~	~	~	2	~	~	~	~	~

Environment - Environment (general) - will improve/benefit	5	~	~	~	~	4	~	~	~	1	~
Environment - Environment (general) - will minimise	18	12	~	~	~	3	~	~	~	2	1
Environment - Farming/agriculture - concern	4	4	~	~	~	~	~	~	~	~	~
Environment - Flood risk - concern	7	6	~	~	~	~	~	~	~	~	2
Environment - Gwent Levels - impact on	174	172	1	~	~	~	~	~	~	1	1
Environment - Gwent Levels - minimal impact on	5	4	~	~	~	~	1	~	~	~	~
Environment - Mitigation - general - adequate/support for	12	12	~	~	~	~	~	~	~	~	~
Environment - Mitigation - general - insufficient/will not work	4	4	~	~	~	~	~	~	~	~	~
Environment - Mitigation - proposed actions sufficient	3	~	~	~	~	~	2	~	~	~	1
Environment - Mitigation - suggestion	9	7	~	~	~	~	~	~	~	~	2
Environment - Pollution: light - concern	1	1	~	~	~	~	~	~	~	~	~
Environment - Rivers/streams/water - impact on	9	9	~	~	~	~	~	~	~	~	~
Environment - Visual impact - concern	12	12	~	~	~	1	~	~	~	~	~
Environment - Wetlands/reens - concern	26	23	~	~	~	1	2	~	~	~	~
Environment - Wetlands/reens - will minimise	1	1	~	~	~	~	~	~	~	~	~
Social - Disruption - will minimise	6	6	~	~	~	~	~	~	~	~	~
Social - Equality - economic - concern	1	~	~	~	~	~	~	~	1	~	~
Social - Equality - only beneficial for drivers/ road users	2	2	~	~	~	~	~	~	~	~	~
Social - Future generations - concern	19	19	~	~	~	~	~	~	~	~	~
Social - Future generations - improve/benefit	1	1	~	~	~	~	~	~	~	~	~
Social - Health - concern	6	6	~	~	~	~	~	~	~	~	~
Social - Health - impact will be minimal	1	~	~	~	~	~	~	1	~	~	~
Social - Health - improve/benefit	10	2	~	~	~	2	1	6	~	~	~
Social - Health - stress - will reduce	2	~	~	~	~	~	~	1	~	~	1
Social - Health - will minimise impact	4	~	~	~	~	~	~	4	~	~	~
Social - Local community - proximity - concern	33	32	~	~	~	~	~	1	1	1	~
Social - Local community - proximity - will minimise	31	19	3	2	~	1	2	6	~	~	1
Social - Local community - will improve/benefit	6	4	~	~	~	~	~	2	~	~	~
Social - Local community - will not improve/benefit	2	2	~	~	~	~	~	~	~	~	~
Social - Quality of life/well-being - concern	7	7	~	~	~	~	~	~	~	~	~
Social - Quality of life/well-being - will improve/benefit	2	2	~	~	~	~	~	~	~	~	~
Social - Recreation/amenity - impact on	21	20	~	~	~	~	~	~	~	~	1

Social - Recreation/amenity - will improve/benefit	2	2	~	~	~	~	~	~	~	~	~
Social - Respondents daily life - concern	1	1	~	~	~	~	~	~	~	~	~
Social - Respondents property - concern	6	6	~	~	~	~	~	~	~	~	~
Do Minimum Scenario option											
Benefits - does not benefit Newport (general)	3	~	~	~	3	~	~	~	~	~	~
Committed schemes - oppose	2	~	~	~	2	~	~	~	~	~	~
Committed schemes - support	4	~	~	~	3	~	~	1	~	~	~
Construction - minimal impact	1	~	~	~	1	~	~	~	~	~	~
Cost - concern	5	~	~	~	5	~	~	~	~	~	~
Cost - cost effective/cheaper	23	~	~	~	23	~	~	~	~	~	~
Cost - funding	1	~	~	~	1	~	~	~	~	~	~
Design spec - insufficient grade road (needs to be motorway grade)	1	~	~	~	1	~	~	~	~	~	~
Design spec - junctions - design	2	~	~	~	2	~	~	~	~	~	~
Design spec - signage	1	~	~	~	1	~	~	~	~	~	~
Goal: emissions - minimal	1	~	~	~	~	~	~	~	~	~	1
Goal: improved travel experience - will not achieve	1	~	~	~	1	~	~	~	~	~	~
Goal: journey times - will not achieve	1	~	~	~	1	~	~	~	~	~	~
Goal: sustainable choices - will achieve	1	~	~	~	1	~	~	~	~	~	~
Goal: transport connections (local) - will not improve/benefit	1	~	~	~	1	~	~	~	~	~	~
Goals (general): short term relief only	2	~	~	~	2	~	~	~	~	~	~
Goals (general): will achieve	3	~	~	~	3	~	~	~	~	~	~
Goals (general): will not achieve	26	~	~	~	26	~	~	~	~	~	~
Need case - challenge	2	~	~	~	2	~	~	~	~	~	~
Need case - support	1	~	~	~	1	~	~	~	~	~	~
Problem: air quality/pollution - will not improve/benefit	5	~	~	~	4	~	~	1	~	~	~
Problem: capacity - will encourage more traffic/cars - concern	1	~	~	~	1	~	~	~	~	~	~
Problem: capacity - will not improve	3	~	~	~	3	~	~	~	~	~	~
Problem: congestion - short term only/not long-term solution	2	~	~	~	2	~	~	~	~	~	~
Problem: congestion - will improve/benefit	15	~	~	~	15	~	~	~	~	~	~
Problem: congestion - will increase	11	~	~	~	11	~	~	~	~	~	~
Problem: congestion - will not improve/benefit	21	~	~	~	21	~	~	~	~	~	~
Problem: resilience - will not improve/benefit	3	~	~	~	3	~	~	~	~	~	~
Problem: safety - concern	4	~	~	~	4	~	~	~	~	~	~
Problem: safety - will not improve/benefit	5	~	~	~	4	~	~	~	~	~	1
Problems (general): short term relief/not long term solution	18	~	~	~	18	~	~	~	~	~	~
Problems (general): will increase	3	~	~	~	3	~	~	~	~	~	~
Problems (general): will not resolve	62	~	~	~	62	~	~	~	~	~	~

Problems (general): will partially resolve	1	~	~	~	1	~	~	~	~	~	~
Problems (general): will resolve	3	~	~	~	3	~	~	~	~	~	~
Timescale - too long	1	~	~	~	1	~	~	~	~	~	~
WAG commitments - contradicts	1	~	~	~	1	~	~	~	~	~	~
Economic - Future development - concern	3	~	~	~	3	~	~	~	~	~	~
Economic - Local economy - will improve/benefit	1	~	~	~	1	~	~	~	~	~	~
Economic - Local economy - will not improve/benefit	28	~	~	~	28	~	~	~	~	~	~
Economic - Tourism - will not improve/benefit	3	~	~	~	3	~	~	~	~	~	~
Economic - Welsh economy - concern	15	~	~	~	15	~	~	~	~	~	~
Economic - Welsh economy - will improve/benefit	1	~	~	~	1	~	~	~	~	~	~
Economic - Welsh economy - will not improve/benefit	2	~	~	~	~	~	~	~	~	~	2
Environment - Biodiversity/wildlife/habitat (general) - concern	3	~	~	~	2	~	1	~	~	~	~
Environment - Biodiversity/wildlife/habitat (general) - minimal impact	4	~	~	~	4	~	~	~	~	~	~
Environment - Biodiversity/wildlife/habitat (general) - will improve/benefit	2	~	~	~	1	~	~	~	~	~	1
Environment - Biodiversity/wildlife/habitat (general) - will minimise	3	~	~	~	~	~	2	~	~	1	~
Environment - Countryside/landscape - concern	1	~	~	~	1	~	~	~	~	~	~
Environment - Cultural heritage - impact will be minimal	2	~	~	~	1	~	~	~	~	~	1
Environment - Designated areas - will minimise	2	~	~	~	2	~	~	~	~	~	~
Environment - Environment (general) - will improve/benefit	1	~	~	~	1	~	~	~	~	~	~
Environment - Environment (general) - will minimise	19	~	~	~	19	~	~	~	~	~	~
Environment - Gwent Levels - minimal impact on	4	~	~	~	4	~	~	~	~	~	~
Environment - Mitigation - suggestion	1	~	~	~	~	~	~	1	~	~	~
Social - Equality - disadvantages low socio-economic groups/ favours rich	1	~	~	~	~	~	~	~	1	~	~
Social - Equality (general) - concern	1	~	~	~	~	~	~	~	1	~	~
Social - Equality (general) - minimal	1	~	~	~	~	~	~	~	~	~	1
Social - Future generations - concern	2	~	~	~	2	~	~	~	~	~	~
Social - Health - concern	4	~	~	~	~	~	~	3	1	~	~
Social - Health - impact will be minimal	1	~	~	~	~	~	~	~	~	~	1
Social - Health - improve	1	~	~	~	~	~	~	~	1	~	~
Social - Local community - proximity - concern	1	~	~	~	1	~	~	~	~	~	~
Social - Local community - proximity - will minimise	5	~	~	~	4	~	~	~	~	1	~

Social - Local community - will improve/benefit	1	~	~	~	1	~	~	~	~	~	~
Social - Quality of life/well-being - concern	1	~	~	~	1	~	~	~	~	~	~
Options general											
Benefits - do not outweigh negatives (general)	42	~	~	~	1	5	4	~	~	6	28
Benefits - does not benefit Newport (general)	14	~	~	~	2	~	~	~	1	12	~
Benefits - outweigh negatives (general)	19	~	~	~	~	14	~	1	2	2	~
Construction - concern	29	1	~	~	~	1	2	3	~	8	15
Construction - minimal impact	1	~	~	~	~	1	~	~	~	~	~
Construction - suggestion	4	~	~	~	~	~	~	~	~	~	4
Cost - comments	56	~	~	~	~	~	~	~	~	56	~
Cost - concern	225	32	3	10	29	9	4	2	5	53	112
Cost - cost effective	2	~	~	~	~	~	~	~	~	~	2
Cost - funding	35	2	1	~	2	~	1	1	~	15	14
Criteria - historic/cultural/archaeology impact	1	~	~	~	~	~	~	~	~	~	1
Design spec - additional measures	5	~	~	~	1	1	~	~	~	3	~
Design spec - design suggestions	2	~	~	~	~	~	~	~	~	~	2
Design spec - impact on docks/port - concern	1	~	~	~	~	~	~	~	~	~	1
Design spec - junctions - design	1	~	~	~	~	~	~	1	~	~	~
Design spec - junctions - should be fewer/none	3	~	~	1	~	~	~	~	~	3	~
Design spec - junctions - should be more	6	~	~	~	1	~	~	~	~	5	~
Design spec - junctions - specific suggestion	1	~	1	~	~	~	~	~	~	~	~
Design spec - junctions - suggested local access links	9	2	~	~	~	~	~	~	~	1	6
Design spec - needs to be motorway grade	2	~	~	~	~	~	~	~	~	2	~
Design spec - route design - concern	4	~	~	~	1	~	~	1	~	1	1
Design spec - toll - oppose	6	~	~	~	1	2	1	1	1	5	~
Design spec - toll - support	3	~	~	~	~	~	~	~	~	3	~
Goal: emissions - concern	31	2	~	~	~	7	3	4	1	8	10
Goal: emissions - minimal	1	~	~	~	~	~	~	~	~	~	1
Goal: emissions - will achieve	10	~	~	~	~	2	1	7	~	~	2
Goal: emissions - will not achieve	5	~	~	~	~	~	~	2	~	~	3
Goal: improved travel experience - will achieve	7	~	~	~	~	3	~	1	2	~	1
Goal: journey times - minimal	6	~	~	~	~	~	~	~	~	1	5
Goal: journey times - will achieve	4	~	~	~	~	~	~	~	~	2	2
Goal: journey times - will not achieve	3	~	~	~	~	~	~	1	~	1	1
Goal: sustainable choices - modal shift - will not achieve	11	1	1	1	1	1	2	1	2	6	4
Goal: sustainable choices - will achieve	2	~	~	~	~	~	~	~	~	1	1
Goal: sustainable choices - will not achieve	10	2	1	~	~	1	2	~	1	1	3

Goal: transport connections (local) - will not improve/benefit	14	~	~	~	~	~	~	1	~	4	9
Goal: transport connections (regional) - will improve/benefit	9	~	~	~	2	~	~	~	2	3	2
Goals (general): comments	7	~	~	~	~	~	~	~	~	~	7
Goals (general): short term relief only	6	1	~	~	~	~	~	~	~	4	1
Goals (general): will achieve	3	~	~	~	~	1	1	1	1	2	1
Goals (general): will not achieve	10	1	~	4	2	~	~	1	1	3	~
Irreparable impact	145	2	1	1	1	7	5	1	2	11	124
Mitigation - general - insufficient/will not work	1	~	~	~	~	~	~	~	~	1	~
Need case - accept	26	~	~	~	~	3	~	~	~	9	14
Need case - challenge	118	9	3	4	15	11	5	6	2	42	52
Need case - support	27	~	~	~	5	~	4	2	1	6	10
Need case - traffic growth - challenge	98	7	~	1	12	3	4	2	3	25	54
Need case - traffic growth - support	27	2	~	~	21	~	2	1	~	~	4
No access to Newport - concern	5	~	~	~	3	2	~	~	~	~	~
Not a long term solution	1	~	~	~	~	~	~	~	~	1	~
Not a sustainable option	14	~	~	~	~	3	~	~	~	7	4
Problem: air quality/pollution - concern	6	2	~	~	4	~	~	~	~	~	~
Problem: air quality/pollution - impact on	105	~	~	~	~	14	5	33	3	9	57
Problem: air quality/pollution - will improve/benefit	27	~	~	~	1	8	2	17	~	~	1
Problem: air quality/pollution - will not improve	1	~	~	~	~	~	1	~	~	~	~
Problem: air quality/pollution - will not improve/benefit	22	~	~	~	~	7	~	14	~	2	1
Problem: capacity - short term only/ not long term solution	1	~	~	~	~	1	~	~	~	~	~
Problem: capacity - will encourage more traffic/cars - concern	59	6	1	1	11	6	3	8	4	20	17
Problem: congestion - concern	2	~	~	~	~	~	~	~	~	~	2
Problem: congestion - short term only/not long-term solution	9	~	~	~	~	~	~	~	~	3	6
Problem: congestion - will improve/benefit	31	1	~	~	1	1	~	11	2	8	10
Problem: congestion - will increase	12	2	~	~	5	~	~	1	~	5	~
Problem: congestion - will not improve/benefit	31	2	1	1	5	2	4	2	2	10	13
Problem: noise pollution - concern	50	1	~	~	~	8	3	24	1	6	17
Problem: noise pollution - will not reduce	2	~	~	~	~	~	~	1	~	~	1
Problem: noise pollution - will reduce	9	~	~	~	~	3	1	5	~	~	1
Problem: resilience - will improve/benefit	5	~	~	1	~	~	~	1	~	2	1
Problem: resilience - will not improve/benefit	4	~	~	~	~	~	~	~	~	2	2
Problem: safety - concern	4	~	~	~	~	~	1	~	1	1	2
Problem: safety - will improve/benefit	12	1	~	1	1	~	~	7	~	1	2
Problem: safety - will not improve/benefit	6	~	~	~	~	2	~	1	~	2	2

Problems (general): short term relief/not long term solution	5	~	~	~	~	~	~	~	~	~	5
Problems (general): will not resolve	19	~	~	5	5	~	~	1	~	2	7
Problems (general): will resolve	1	~	~	~	~	~	~	~	~	~	1
Suggestion - design/route	1	~	1	~	~	~	~	~	~	~	~
Timescale - construct ASAP/overdue	54	3	~	~	17	2	2	~	1	27	9
Timescale - too long	25	~	~	1	1	~	~	~	~	~	23
WAG commitments - contradicts	79	5	2	1	4	8	5	1	1	20	46
Will encourage more vehicle use	18	~	~	~	~	9	~	~	~	~	9
Will not support modal shift to other transport options	2	1	~	1	~	~	~	~	~	~	~
Will transfer problems to Cardiff	7	~	~	~	~	2	~	~	~	4	1
Economic - Docks/ports - concern	6	~	~	~	~	~	~	~	~	~	6
Economic - Economy (general) - minimal impact	1	~	~	~	~	1	~	~	~	~	~
Economic - Energy infrastructure - impact on	1	~	~	~	~	~	~	~	~	~	1
Economic - Farming/agriculture - concern	9	~	~	~	~	2	~	~	1	~	7
Economic - Future developments - concern	6	~	~	~	~	2	~	1	~	~	3
Economic - Future developments - minimal	1	~	~	~	~	~	~	~	~	~	1
Economic - Landfill - concern	3	~	~	~	~	~	~	~	~	~	3
Economic - Local economy - impact of doing nothing (concern)	1	~	~	~	~	1	~	~	~	~	~
Economic - Local economy - will improve/benefit	15	~	~	1	~	4	~	1	2	3	4
Economic - Local economy - will not improve/benefit	44	2	~	~	5	4	~	2	5	13	17
Economic - Property value/saleability - concern	5	~	~	~	~	~	~	2	1	~	2
Economic - Property value/saleability - will improve/benefit	1	~	~	~	~	~	~	1	~	~	~
Economic - Specific business - concern	3	~	~	~	~	1	~	~	~	1	1
Economic - Tourism - concern	28	1	~	~	1	2	~	~	1	6	20
Economic - Tourism - will improve/benefit	6	~	~	~	~	1	1	~	~	3	1
Economic - Tourism - will not improve/benefit	2	~	~	~	~	~	~	2	~	~	~
Economic - Unemployment - will reduce	2	~	~	~	~	~	~	~	2	~	~
Economic - Welsh economy - will improve/benefit	24	~	~	~	~	3	2	~	~	10	11
Economic - Welsh economy - will not improve/benefit	32	2	~	~	4	~	~	~	~	15	12
Environment - Ancient woodland - concern	691	~	~	~	~	~	~	~	~	~	691
Environment - Ancillary development - concern	48	2	~	~	~	7	2	~	1	7	34
Environment - Biodiversity/wildlife/habitat - concern	320	2	1	~	10	47	64	9	5	72	177
Environment - Biodiversity/wildlife/habitat - minimal impact	22	~	~	~	~	3	17	~	~	2	1

Environment - Biodiversity/wildlife/habitat - will improve/benefit	3	~	~	~	~	~	3	~	~	~	~
Environment - Countryside/landscape - concern	54	3	~	~	1	7	1	1	1	10	34
Environment - Cultural heritage - concern	32	2	~	~	1	7	2	~	2	6	17
Environment - Cultural heritage - impact can be mitigated	5	~	~	~	~	~	~	~	~	~	5
Environment - Cultural heritage - impact will be minimal	3	~	~	~	~	2	~	~	~	~	1
Environment - Designated areas - concern	249	4	1	6	9	41	38	2	2	52	134
Environment - Designated areas - minimal impact	15	~	~	~	~	9	4	~	~	2	2
Environment - Does not reflect current environmental issues (e.g. climate change)	19	1	~	~	1	1	1	1	1	9	8
Environment - Environment (general) - concern	153	2	2	3	18	33	10	6	7	52	49
Environment - Environment (general) - minimal impact	14	~	~	~	~	11	3	~	~	1	~
Environment - Environment (general) - will improve/benefit	5	~	~	~	~	4	~	1	~	~	~
Environment - Environment (general) - will minimise	5	~	~	~	~	3	~	~	~	2	~
Environment - Farming/agriculture - concern	4	1	~	~	~	~	1	1	~	3	~
Environment - Flood risk - concern	26	~	~	~	1	3	4	~	~	3	16
Environment - Gwent Levels - impact on	236	2	~	1	9	28	22	7	5	81	130
Environment - Gwent Levels - minimal impact on	5	~	~	~	~	1	~	~	~	1	3
Environment - Hazardous sites - concern	1	~	~	~	~	~	~	1	~	~	~
Environment - Hazardous sites - impact on	4	~	~	~	~	~	~	~	~	~	4
Environment - Mitigation - general - adequate/support for	23	~	~	~	~	20	~	~	~	4	~
Environment - Mitigation - general - insufficient/will not work	18	1	~	~	~	8	~	~	~	~	9
Environment - Mitigation - of construction impacts	2	~	~	~	~	1	~	~	~	~	1
Environment - Mitigation - suggestion	28	~	~	~	~	9	7	2	~	3	9
Environment - Pollution: light - concern	7	~	~	~	~	6	~	3	~	~	~
Environment - Pollution: noise - concern	2	~	~	~	2	~	~	~	~	~	~
Environment - Rivers/streams/water - impact on	25	1	~	~	~	2	6	~	~	3	14
Environment - Rivers/streams/water - minimal impact	1	~	~	~	~	1	~	~	~	~	~
Environment - Should not prioritise human needs over environment	1	~	~	~	1	~	~	~	~	~	~
Environment - Should prioritise environment over human benefits	31	~	~	~	~	~	~	~	~	~	31

Environment - Should prioritise human needs over wildlife/environment	16	1	~	~	~	1	10	~	~	1	3
Environment - Should prioritise/value environment	1	~	~	1	~	~	~	~	~	~	~
Environment - Visual impact - concern	6	~	~	~	~	2	~	~	~	~	4
Environment - Visual impact - minimal impact	1	~	~	~	~	1	~	~	~	~	~
Environment - Wetlands/reens - concern	61	~	~	~	~	7	4	~	~	12	38
Environment - Wetlands/reens - minimal impact	1	~	~	~	~	~	~	~	~	~	1
Social - Equality - accessibility - will improve/benefit	2	~	~	~	~	~	~	~	2	~	~
Social - Equality - accessibility - will not improve/benefit	2	~	~	~	~	~	~	~	1	1	~
Social - Equality - better achieved through alternative	3	~	~	~	~	~	~	~	3	~	~
Social - Equality - disadvantages low socio-economic groups/ favours rich	11	~	~	~	~	~	~	1	6	~	4
Social - Equality - disadvantages vulnerable groups	3	~	~	~	~	~	~	~	2	~	1
Social - Equality - economic - concern	5	~	~	~	~	1	~	~	3	~	2
Social - Equality - economic - will worsen	1	~	~	~	~	~	~	~	~	1	~
Social - Equality - mobility - concern (need additional measures)	1	~	~	~	~	~	~	~	1	~	~
Social - Equality - mobility - improve/benefit	2	~	~	~	~	~	~	~	2	~	~
Social - Equality - only beneficial for drivers/ road users	18	~	~	~	~	1	~	~	15	~	4
Social - Equality - will affect all social groups the same	1	~	~	~	~	~	~	~	1	~	~
Social - Equality - will benefit all social groups	2	~	~	~	~	~	~	~	2	~	~
Social - Equality (general) - concern	10	~	~	~	~	~	~	~	8	~	2
Social - Equality (general) - improve/benefit	2	~	~	~	~	~	~	~	2	~	~
Social - Equality (general) - not affected	6	~	~	~	~	~	~	~	6	~	~
Social - Equality (general) - will not improve/benefit	4	~	~	~	~	~	~	~	3	1	~
Social - Future generations - concern	38	~	~	~	1	1	1	~	1	9	25
Social - Health - stress - will reduce	2	~	~	~	~	~	~	~	2	~	~
Social - Health - asthma - concern	1	~	~	~	~	1	~	~	~	~	~
Social - Health - chest conditions - concern	1	~	~	~	~	1	~	~	~	~	~
Social - Health - concern	61	1	~	~	~	3	~	38	~	8	15
Social - Health - concern (residents specifically)	8	~	~	~	~	~	~	8	~	~	~
Social - Health - impact will be minimal	6	~	~	~	~	~	~	6	~	~	~
Social - Health - improve/benefit	5	~	~	~	1	2	~	~	1	~	1
Social - Health - improve/benefit (around existing M4)	5	~	~	~	~	~	~	5	~	~	~

Social - Health - improve/benefit (drivers specifically)	3	~	~	~	~	~	~	3	~	~	~
Social - Health - improve/benefit (general)	12	~	~	~	~	~	~	12	~	~	~
Social - Health - mental health - concern	8	~	~	~	~	~	~	7	1	~	~
Social - Health - stress - will increase	2	~	~	~	~	~	~	1	~	~	1
Social - Health - stress - will not reduce	1	~	~	~	~	~	~	1	~	~	~
Social - Health - stress - will reduce	6	~	~	~	~	~	~	6	~	~	~
Social - Health - will not improve/benefit	4	~	~	~	~	1	~	3	~	~	1
Social - Local community - proximity - concern	56	1	~	~	1	12	4	11	5	10	21
Social - Local community - proximity - minimal	1	1	~	~	~	~	~	~	~	~	~
Social - Local community - proximity - will minimise	4	~	~	~	~	1	~	1	~	1	1
Social - Local community - will improve/benefit	10	~	~	~	~	1	~	1	3	5	~
Social - Local community - will not improve/benefit	4	~	~	~	~	~	~	2	2	~	~
Social - Mitigation - property compensation	5	~	~	~	~	~	~	~	2	2	1
Social - Mitigation - PRoW/local roads	1	~	~	~	~	~	~	~	~	1	~
Social - Mitigation - residents/community	3	~	~	~	~	~	~	~	~	1	2
Social - Quality of life/well-being - concern	25	~	~	~	2	3	~	8	4	4	10
Social - Quality of life/well-being - will improve/benefit	10	1	~	~	~	3	~	~	5	1	1
Social - Recreation/amenity - impact on	29	1	~	~	~	5	1	5	1	2	18
Social - School (proximity to) - concern	1	~	~	~	~	~	~	1	~	~	~
Social - Social equity - disadvantages the vulnerable	1	~	~	~	~	~	~	1	~	~	~
Purple Route option											
Benefits - do not outweigh negatives (general)	12	~	~	12	~	~	~	~	~	~	~
Benefits - does not benefit Newport (general)	9	~	~	9	~	~	~	~	~	~	~
Construction - concern	13	~	~	11	~	~	~	~	~	~	2
Cost - concern	60	~	~	59	~	1	~	~	~	~	~
Cost - cost effective/cheaper	4	~	~	4	~	~	~	~	~	~	~
Design spec - impact on docks/port - concern	1	~	~	1	~	~	~	~	~	~	~
Design spec - impact on future road development - concern	1	~	~	1	~	~	~	~	~	~	~
Design spec - junctions - design	5	~	~	4	~	~	~	~	~	~	1
Design spec - junctions - Newport access	1	~	~	1	~	~	~	~	~	~	~
Design spec - junctions - should be fewer/none	3	~	~	3	~	~	~	~	~	~	~
Design spec - junctions - suggested local access links	1	~	~	~	~	~	~	~	~	~	1

Design spec - longer/less direct route/slower	12	~	~	12	~	~	~	~	~	~	~
Design spec - must be three-lane motorway	13	~	~	13	~	~	~	~	~	~	~
Design spec - route design - concern	10	~	~	10	~	~	~	~	~	~	~
Design spec - toll - oppose	1	~	~	1	~	~	~	~	~	~	~
Goal: emissions - concern	14	~	~	13	~	~	~	~	~	~	1
Goal: improved travel experience - will not achieve	1	~	~	1	~	~	~	~	~	~	~
Goal: journey times - will achieve	4	1	~	4	~	~	~	~	~	~	~
Goal: journey times - will not achieve	4	~	~	3	~	~	~	~	~	1	~
Goal: sustainable choices - modal shift - will achieve	2	~	~	2	~	~	~	~	~	~	~
Goal: sustainable choices - modal shift - will not achieve	4	~	~	4	~	~	~	~	~	~	~
Goal: sustainable choices - will not achieve	6	~	~	6	~	~	~	~	~	~	~
Goal: transport connections (local) - will improve/benefit	2	~	~	2	~	~	~	~	~	~	~
Goal: transport connections (local) - will not improve/benefit	6	~	~	6	~	~	~	~	~	~	~
Goal: transport connections (regional) - will not improve/benefit	4	~	~	4	~	~	~	~	~	~	~
Goals (general): short term relief only	4	2	~	1	~	1	~	~	~	~	~
Goals (general): will achieve	9	~	~	9	~	~	~	~	~	~	~
Goals (general): will largely achieve	12	~	~	12	~	~	~	~	~	~	~
Goals (general): will not achieve	10	~	~	10	~	~	~	~	~	~	~
Goals: sustainable choices - will not achieve	2	~	~	2	~	~	~	~	~	~	~
Irreparable impact	14	~	~	13	~	~	~	~	~	~	1
Need case - another dual carriageway (South) unnecessary/ inappropriate	1	~	~	1	~	~	~	~	~	~	~
Need case - challenge	15	~	~	15	~	~	~	~	~	~	~
Need case - route a compromise	1	~	~	1	~	~	~	~	~	~	~
Need case - support	1	~	~	1	~	~	~	~	~	~	~
Need case - traffic growth - challenge	16	~	~	16	~	~	~	~	~	~	~
Problem: air quality/pollution - concern	1	~	~	~	~	1	~	~	~	~	~
Problem: air quality/pollution - impact on	20	~	~	20	~	~	~	1	~	~	~
Problem: air quality/pollution - will not improve/benefit	1	~	~	1	~	~	~	~	~	~	~
Problem: capacity - short term only/ not long term solution	3	~	~	3	~	~	~	~	~	~	~
Problem: capacity - will encourage more traffic/cars - concern	17	~	~	16	~	~	~	~	~	~	1
Problem: capacity - will improve/benefit	8	~	~	7	~	~	~	~	~	~	1
Problem: capacity - will not improve/benefit	8	~	~	8	~	~	~	~	~	~	~
Problem: congestion - local traffic - will not reduce	2	~	~	2	~	~	~	~	~	~	~
Problem: congestion - short term only/not long-term solution	6	~	~	6	~	~	~	~	~	~	~

Problem: congestion - will improve/benefit	9	2	~	8	~	~	~	~	~	~	~
Problem: congestion - will not improve/benefit	27	~	~	27	~	~	~	~	~	~	~
Problem: noise pollution - concern	1	~	~	~	~	~	~	1	~	~	~
Problem: noise pollution - short term only/not long-term solution	1	~	~	1	~	~	~	~	~	~	~
Problem: noise pollution - will not reduce	5	~	~	5	~	~	~	~	~	~	~
Problem: resilience - will improve/benefit	1	~	~	~	~	~	~	~	~	~	1
Problem: safety - concern	1	~	~	1	~	~	~	~	~	~	~
Problem: safety - will improve/benefit	3	~	~	1	~	~	~	~	~	~	2
Problem: safety - will not improve/benefit	2	~	~	2	~	~	~	~	~	~	~
Problems (general): short term only/not long-term solution	7	~	~	7	~	~	~	~	~	~	~
Problems (general): will not resolve	25	~	~	25	~	~	~	~	~	~	~
Problems (general): will partially resolve	6	~	~	6	~	~	~	~	~	~	~
Problems (general): will resolve	9	~	~	9	~	~	~	~	~	~	~
Timescale - construct ASAP/overdue	4	~	~	3	~	~	~	~	~	1	~
Timescale - phased delivery - concern	2	~	~	1	~	~	~	~	~	~	1
Timescale - phased delivery - prefer	1	~	~	1	~	~	~	~	~	~	~
WAG commitments - contradicts	14	~	~	14	~	~	~	~	~	~	~
Will encourage more vehicle use	10	~	~	10	~	~	~	~	~	~	~
Will transfer problems to Cardiff	2	~	~	2	~	~	~	~	~	~	~
Economic - Docks/ports - concern	20	~	~	18	~	~	~	~	1	~	1
Economic - Docks/ports - will minimise	2	~	~	2	~	~	~	~	~	~	~
Economic - Economy (general) - concern	4	~	~	4	~	~	~	~	~	~	~
Economic - Future developments - concern	12	~	~	12	~	~	~	~	~	~	~
Economic - Landfill site - concern	16	1	~	15	~	~	~	~	~	~	~
Economic - Local economy - improve/benefit	1	~	~	1	~	~	~	~	~	~	~
Economic - Local economy - will not improve/benefit	19	~	~	17	~	~	~	~	1	~	1
Economic - Property value/saleability - concern	3	~	~	3	~	~	~	~	~	~	~
Economic - Specific business - concern	1	~	~	1	~	~	~	~	~	~	~
Economic - Tourism - concern	4	~	~	4	~	~	~	~	~	~	~
Economic - Welsh economy - will improve/benefit	6	1	~	4	~	~	~	~	~	~	1
Environment - Ancient woodland - concern	4	~	~	1	~	~	~	~	~	~	3
Environment - Ancillary development - concern	4	~	~	4	~	~	~	~	~	~	~
Environment - Biodiversity/wildlife/habitat - concern	105	~	~	104	~	~	1	~	~	~	~
Environment - Biodiversity/wildlife/habitat - minimal impact	1	~	~	~	~	~	1	~	~	~	~

Environment - Biodiversity/wildlife - will adapt (not a concern)	1	~	~	1	~	~	~	~	~	~	~
Environment - Countryside/landscape - concern	16	~	~	16	~	~	~	~	~	~	~
Environment - Cultural heritage - concern	13	~	~	12	~	~	~	~	~	~	1
Environment - Designated areas - concern	75	1	~	75	~	~	~	~	~	~	~
Environment - Designated areas - minimal	1	~	~	1	~	~	~	~	~	~	~
Environment - Designated areas - will minimise	3	~	~	3	~	~	~	~	~	~	~
Environment - Does not reflect current environmental issues (e.g. climate change)	5	~	~	5	~	~	~	~	~	~	~
Environment - Environment (general) - concern	66	~	~	64	~	1	~	~	~	1	~
Environment - Environment (general) - minimal impact	2	~	~	2	~	~	~	~	~	~	~
Environment - Environment (general) - will minimise	3	2	~	2	~	~	~	~	~	~	~
Environment - Farming/agriculture - concern	2	~	~	2	~	~	~	~	~	~	~
Environment - Flood risk - concern	5	~	~	5	~	~	~	~	~	~	~
Environment - Gwent Levels - impact on	96	~	~	95	~	~	~	~	~	~	1
Environment - Gwent Levels - minimal impact on	1	~	~	1	~	~	~	~	~	~	~
Environment - Hazardous sites - impact on	1	~	~	~	~	~	~	~	~	~	1
Environment - Mitigation - general - adequate/support for	2	~	~	2	~	~	~	~	~	~	~
Environment - Mitigation - general - insufficient/will not work	4	~	~	4	~	~	~	~	~	~	~
Environment - Pollution: light - concern	1	~	~	1	~	~	~	~	~	~	~
Environment - Pollution: noise - concern	19	~	~	19	~	~	~	~	~	~	~
Environment - Rivers/streams/water - impact on	12	~	~	12	~	~	~	~	~	~	~
Environment - Visual impact - concern	3	~	~	3	~	~	~	~	~	~	~
Environment - Wetlands/reens - concern	15	~	~	15	~	~	~	~	~	~	~
Environment - Wetlands/reens - will minimise	1	~	~	1	~	~	~	~	~	~	~
Social - Disruption - general	9	~	~	9	~	~	~	~	~	~	~
Social - Equality - economic - concern	1	~	~	1	~	~	~	~	~	~	~
Social - Future generations - concern	2	~	~	2	~	~	~	~	~	~	~
Social - Health - concern	5	~	~	5	~	~	~	~	~	~	~
Social - Health - improve/benefit (general)	1	~	~	~	~	~	~	1	~	~	~
Social - Local community - concern	40	~	~	40	~	~	~	~	~	~	~
Social - Local community - proximity - concern	53	1	~	50	~	~	~	1	~	~	1
Social - Mitigation - property compensation	1	~	~	1	~	~	~	~	~	~	~

Social - Quality of life/well-being - concern	5	~	~	5	~	~	~	~	~	~	~
Social - Quality of life/well-being - will improve/benefit	1	1	~	~	~	~	~	~	~	~	~
Social - Recreation/amenity - impact on	7	~	~	7	~	~	~	~	~	~	~
Social - Respondents property - concern	1	~	~	1	~	~	~	~	~	~	~
Social - School (proximity to) - concern	7	~	~	7	~	~	~	~	~	~	~
Red Route option											
Benefits - do not outweigh negatives (general)	1	~	1	~	~	~	~	~	~	~	~
Benefits - does not benefit Newport (general)	7	~	7	~	~	~	~	~	~	~	~
Construction - concern	18	~	18	~	~	~	~	~	~	~	~
Cost - concern	73	~	70	~	1	1	~	~	~	1	~
Cost - cost effective/cheaper	1	~	~	~	~	~	~	~	~	~	1
Cost - funding	1	~	1	~	~	~	~	~	~	~	~
Design spec - additional measures	1	~	1	~	~	~	~	~	~	~	~
Design spec - insufficient grade road (needs to be motorway grade)	45	~	45	~	~	~	~	~	~	~	~
Design spec - junctions - design	4	~	4	~	~	~	~	~	~	~	~
Design spec - junctions - should be fewer/none	5	~	5	~	~	~	~	~	~	~	~
Design spec - longer/less direct route/slower	10	~	10	~	~	~	~	~	~	~	~
Design spec - must be three-lane motorway	6	~	6	~	~	~	~	~	~	~	~
Design spec - needs to be motorway grade	1	1	~	~	~	~	~	~	~	~	~
Design spec - no roundabouts	1	~	1	~	~	~	~	~	~	~	~
Design spec - no traffic lights	2	~	2	~	~	~	~	~	~	~	~
Design spec - route design - concern	9	~	9	~	~	~	~	~	~	~	~
Design spec - toll - oppose	2	~	2	~	~	~	~	~	~	~	~
Goal: emissions - concern	9	~	9	~	~	~	~	~	~	~	~
Goal: journey times - will achieve	1	~	1	~	~	~	~	~	~	~	~
Goal: journey times - will not achieve	4	~	4	~	~	~	~	~	~	~	~
Goal: sustainable choices - modal shift - will achieve	3	~	3	~	~	~	~	~	~	~	~
Goal: sustainable choices - modal shift - will not achieve	6	~	6	~	~	~	~	~	~	~	~
Goal: sustainable choices - will not achieve	18	~	18	~	~	~	~	~	~	~	~
Goal: transport connections (local) - will improve/benefit	7	~	7	~	~	~	~	~	~	~	~
Goal: transport connections (local) - will not improve/benefit	9	~	8	~	~	~	~	~	~	~	1
Goal: transport connections (regional) - will improve/benefit	1	~	1	~	~	~	~	~	~	~	~
Goal: transport connections (regional) - will not improve/benefit	14	~	13	~	~	~	~	~	~	~	1
Goals (general): short term relief only	8	3	4	~	~	1	~	~	~	~	~
Goals (general): will achieve	2	~	2	~	~	~	~	~	~	~	~
Goals (general): will not achieve	20	~	20	~	~	~	~	~	~	~	~

Goals (general): will partially achieve	7	~	7	~	~	~	~	~	~	~	~
Irreparable impact	16	~	15	~	~	~	~	~	~	~	1
Need case - another dual carriageway (South) unnecessary/ inappropriate	8	~	8	~	~	~	~	~	~	~	~
Need case - challenge	16	~	16	~	~	~	~	~	~	~	~
Need case - route a compromise	13	~	13	~	~	~	~	~	~	~	~
Need case - traffic growth - challenge	20	~	20	~	~	~	~	~	~	~	~
Problem: air quality/pollution - concern	1	~	~	~	~	1	~	~	~	~	~
Problem: air quality/pollution - impact on	19	~	19	~	~	~	~	1	~	~	~
Problem: air quality/pollution - will improve/benefit	1	~	1	~	~	~	~	~	~	~	~
Problem: air quality/pollution - will not improve/benefit	11	~	11	~	~	~	~	~	~	~	~
Problem: capacity - local traffic - will reduce	2	~	2	~	~	~	~	~	~	~	~
Problem: capacity - only local solution	2	~	2	~	~	~	~	~	~	~	~
Problem: capacity - short term only/ not long term solution	7	~	7	~	~	~	~	~	~	~	~
Problem: capacity - will be insufficient	25	~	25	~	~	~	~	~	~	~	~
Problem: capacity - will encourage more traffic/cars - concern	17	~	17	~	~	~	~	~	~	~	~
Problem: capacity - will improve/benefit	2	~	2	~	~	~	~	~	~	~	~
Problem: capacity - will not improve/benefit	1	~	~	~	~	~	~	~	~	~	1
Problem: congestion - local traffic - will not reduce	5	~	5	~	~	~	~	~	~	~	~
Problem: congestion - short term only/not long term solution	10	~	10	~	~	~	~	~	~	~	~
Problem: congestion - will improve/benefit	9	~	9	~	~	~	~	~	~	~	1
Problem: congestion - will not improve/benefit	39	~	39	~	~	~	~	~	~	~	~
Problem: noise pollution - concern	17	~	16	~	~	~	~	1	~	~	1
Problem: noise pollution - will not reduce	5	~	5	~	~	~	~	~	~	~	~
Problem: resilience - least resilient route	1	~	1	~	~	~	~	~	~	~	~
Problem: resilience - will improve/benefit	4	~	3	~	~	~	~	~	~	~	1
Problem: resilience - will not improve/benefit	2	~	2	~	~	~	~	~	~	~	~
Problem: safety - will improve/benefit	3	~	2	~	~	~	~	~	~	~	1
Problem: safety - will not improve/benefit	6	~	5	~	~	~	~	~	~	~	1
Problems (general): short term only/not long-term solution	37	~	37	~	~	~	~	~	~	~	~
Problems (general): will not resolve	46	~	45	~	~	~	~	~	~	~	1
Problems (general): will partially resolve	5	~	5	~	~	~	~	~	~	~	~
Problems (general): will resolve	3	~	2	~	~	~	~	~	~	~	1
Problems (general): will worsen	1	~	1	~	~	~	~	~	~	~	~

Timescale - construct ASAP/overdue	2	~	2	~	~	~	~	~	~	~	~
Timescale - phased delivery - concern	17	~	17	~	~	~	~	~	~	~	~
Timescale - phased delivery - prefer	1	~	1	~	~	~	~	~	~	~	~
Timescale - too long	8	~	8	~	~	~	~	~	~	~	~
WAG commitments - contradicts	8	~	8	~	~	~	~	~	~	~	~
Will encourage more vehicle use	13	~	13	~	~	~	~	~	~	~	~
Economic - Development sites - concern	5	~	5	~	~	~	~	~	~	~	~
Economic - Docks/ports - concern	8	~	7	~	~	~	~	~	1	~	~
Economic - Farming/agriculture - concern	2	~	2	~	~	~	~	~	~	~	~
Economic - Future developments - concern	1	~	~	~	~	1	~	~	~	~	~
Economic - Landfill site - concern	8	~	8	~	~	~	~	~	~	~	~
Economic - Local economy - will improve/benefit	2	~	2	~	~	~	~	~	~	~	~
Economic - Local economy - will not improve/benefit	21	~	20	~	~	~	~	~	1	~	~
Economic - Property value/saleability - concern	7	~	7	2	~	~	~	~	~	~	~
Economic - Specific business - concern	2	~	2	~	~	~	~	~	~	~	~
Economic - Tourism - will not improve/benefit	5	~	5	~	~	~	~	~	~	~	~
Economic - Welsh economy - will not improve/benefit	7	~	7	~	~	~	~	~	~	~	~
Environment - Ancient woodland - concern	4	~	~	~	~	~	~	~	~	~	4
Environment - Ancillary development - concern	4	~	4	~	~	~	~	~	~	~	~
Environment - Biodiversity/wildlife/habitat - concern	112	~	111	1	~	~	1	~	~	~	~
Environment - Biodiversity/wildlife/habitat - minimal impact	3	~	3	~	~	~	~	~	~	~	~
Environment - Countryside/landscape - concern	22	~	20	1	~	~	~	~	~	~	1
Environment - Cultural heritage - concern	13	~	12	~	~	~	~	~	~	~	1
Environment - Designated areas - concern	86	~	86	~	~	~	~	~	~	~	~
Environment - Designated areas - minimal	1	~	1	~	~	~	~	~	~	~	~
Environment - Does not reflect current environmental issues (e.g. climate change)	5	~	5	~	~	~	~	~	~	~	~
Environment - Environment (general) - concern	77	~	77	~	~	~	~	~	~	~	~
Environment - Environment (general) - minimal impact	5	~	5	~	~	~	~	~	~	~	~
Environment - Environment (general) - will minimise	2	~	~	~	~	~	~	~	~	1	1
Environment - Flood risk - concern	3	1	2	~	~	~	~	~	~	~	~
Environment - Gwent Levels - impact on	107	~	106	~	~	~	~	~	~	~	1

Environment - Hazardous sites - impact on	1	~	1	~	~	~	~	~	~	~	~
Environment - Mitigation - general - adequate/support for	1	~	1	~	~	~	~	~	~	~	~
Environment - Mitigation - general - insufficient/will not work	1	~	1	~	~	~	~	~	~	~	~
Environment - Mitigation - suggestion	3	1	2	~	~	~	~	~	~	~	~
Environment - Pollution: light - concern	1	~	1	~	~	~	~	~	~	~	~
Environment - Rivers/streams/water - impact on	10	~	10	~	~	~	~	~	~	~	~
Environment - Visual impact - concern	8	~	8	~	~	~	~	~	~	~	~
Environment - Wetlands/reens - concern	12	~	12	~	~	~	~	~	~	~	~
Social - Disruption - general	8	~	8	~	~	~	~	~	~	~	~
Social - Equality (general) - concern	1	~	1	~	~	~	~	~	~	~	~
Social - Future generations - concern	2	~	2	~	~	~	~	~	~	~	~
Social - Health - concern	2	~	2	~	~	~	~	~	~	~	~
Social - Local community - concern	52	~	52	~	~	~	~	~	~	~	~
Social - Local community - proximity - concern	20	1	16	1	~	1	~	1	~	~	1
Social - Local community - proximity - will minimise	4	~	4	~	~	~	~	~	~	~	~
Social - Local community - will not improve/benefit	1	~	1	~	~	~	~	~	~	~	~
Social - Mitigation - property compensation	1	~	1	~	~	~	~	~	~	~	~
Social - Quality of life/well-being - concern	7	~	7	1	~	~	~	~	~	~	~
Social - Recreation/amenity - impact on	7	~	7	~	~	~	~	~	~	~	~
Social - School (proximity to) - concern	4	1	3	~	~	~	~	~	~	~	~
Preferences											
Black Route - best	179	154	17	13	3	6	~	4	~	11	8
Black Route - equal to others	2	~	~	1	~	~	~	~	1	~	~
Black Route - least worst	3	2	~	~	~	~	~	~	1	~	1
Black Route - worst	4	3	~	~	~	~	1	~	~	~	~
Do Minimum Scenario - best	43	3	~	~	38	1	~	~	~	1	~
Do Minimum Scenario - least worst	7	~	~	~	3	2	2	1	~	1	1
Do Minimum Scenario - worst	4	~	~	~	2	~	~	1	1	~	~
Prefer alternative	149	20	15	6	19	2	1	2	3	70	28
Prefer Black to Do Minimum	9	2	~	~	5	~	~	~	1	1	~
Prefer Black to Purple	73	2	~	71	1	~	~	~	~	~	~
Prefer Black to Red	47	3	41	3	1	~	~	~	~	1	~
Prefer Do Minimum to Black	5	~	~	~	5	~	~	~	~	~	~
Prefer Do Minimum to Purple	5	~	~	~	5	~	~	~	~	~	~
Prefer Do Minimum to Red	9	~	3	~	6	~	~	~	~	~	~
Prefer Purple to Black	5	1	2	3	~	~	~	~	~	~	~
Prefer Purple to Do Minimum	9	~	~	5	2	1	~	~	~	1	~
Prefer Purple to Red	35	2	7	28	~	1	~	~	~	1	~

Prefer Red to Black	13	~	13	~	~	~	~	~	~	~	~
Prefer Red to Do Minimum	6	~	4	~	2	~	~	~	~	~	~
Prefer Red to Purple	14	~	5	10	~	~	~	~	~	~	~
Purple Route - best	9	3	~	6	~	~	~	1	~	~	~
Purple Route - equal to others	8	~	~	8	~	~	~	~	~	~	~
Purple Route - worst	4	~	~	4	~	~	~	~	~	~	~
Red Route - best	3	~	3	~	~	~	~	~	~	~	~
Red Route - worst	9	~	9	~	~	~	~	~	~	~	~
References											
Legal challenge	7	~	~	~	~	~	2	~	~	~	5
Refer to AMs/MPs	6	3	1	1	~	~	~	~	~	~	3
Refer to assessment	5	2	~	~	~	1	~	1	~	~	1
Refer to assessment (EQIA)	1	~	~	~	~	~	~	~	~	~	1
Refer to attachment	27	1	2	2	3	1	1	1	2	6	20
Refer to commercial publication/article	4	1	1	~	~	~	~	~	~	~	2
Refer to elected officials	6	~	~	1	~	~	~	~	~	~	5
Refer to European/international policy	13	~	1	~	~	3	3	~	~	1	7
Refer to Landscape and Historic Interest in Wales Register	1	~	~	~	~	1	~	~	~	~	~
Refer to legislation/national policy	48	8	7	4	5	3	7	1	1	5	22
Refer to local policy	9	~	~	2	2	~	~	~	~	2	3
Refer to other comment/question	215	13	107	152	20	18	37	19	11	11	13
Refer to other communication	3	~	~	~	~	~	~	~	~	~	3
Refer to other country	16	~	~	~	~	~	~	1	1	5	9
Refer to other data/reports/research	61	18	8	7	2	2	3	4	2	13	23
Refer to other interest group(s)	50	17	6	5	1	2	10	~	1	8	15
Refer to other project/experience	102	33	8	8	4	4	7	1	~	21	29
Refer to previous comment/question	4	4	~	~	~	~	~	~	~	~	~
Refer to previous consultations	49	17	2	3	2	2	~	1	1	5	24
Refer to RAMSAR convention	2	~	~	1	~	~	~	~	~	1	~
Refer to Welsh Assembly/Welsh Government	1	~	~	~	~	~	1	~	~	~	~
Support / opposition											
SO - Alternative - prefer	1	~	~	~	~	~	~	~	1	~	~
SO - Alternative - support	79	36	5	4	1	2	1	2	~	16	18
SO - Black Route - oppose	245	239	5	6	~	~	~	~	~	~	2
SO - Black Route - support	156	129	8	9	5	4	4	4	2	26	4
SO - Black Route - support with caveat	13	10	~	~	1	~	~	~	~	1	1
SO - Do Minimum - oppose	162	~	~	~	160	1	1	~	~	~	1
SO - Do Minimum - support	31	~	~	~	29	~	~	~	~	2	~
SO - Do minimum - support with caveat	3	~	~	~	2	~	~	~	~	1	~
SO - Do Minimum Scenario - oppose	5	4	~	~	~	~	~	1	~	~	~
SO - Do Minimum Scenario - support	4	2	~	~	~	~	2	~	~	~	~
SO - Do Minimum Scenario - support with caveat	1	1	~	~	~	~	~	~	~	~	~

SO - No support/opposition mentioned	869	378	335	352	338	338	279	288	251	380	131
SO - Oppose project/all	1016	104	61	57	31	23	27	16	11	86	811
SO - Purple Route - oppose	243	3	1	240	~	~	~	~	~	1	~
SO - Purple Route - support	21	~	2	17	~	1	~	~	~	1	1
SO - Purple Route - support with caveat	12	1	~	11	~	~	~	~	~	~	~
SO - Red Route - oppose	282	6	277	3	~	1	~	~	~	1	~
SO - Red Route - support	16	~	15	1	~	~	~	~	~	~	~
SO - Red Route - support with caveat	7	~	6	~	~	~	~	~	~	~	1
SO - Support project/all	86	19	5	4	10	5	3	4	1	27	23

A2 Guidance and Template Responses from Interested Parties

Calm

Campaign against the levels motorway

- Home
- The CALM Position
- Take Action
- Wildlife
- The Draft Plan
- Iolo Williams



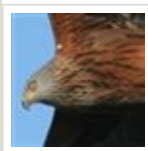
Motorway? No Way!

The Welsh Government have published draft plans to build a new motorway south of Newport. A new motorway will cost more than £1.2 billion of taxpayers money, cut across five nationally important sites for wildlife and will not be completed until 2031.

CALM believes the road is not needed. We continue to champion clever, sustainable transport options to address congestion and resilience problems on the M4 around Newport. BUT if a road is inevitable, CALM believes that Professor Cole's Blue Route provides a cost-effective alternative, with far less economic and environmental impacts.

We can only persuade decision-makers to re-think their plans to build a new motorway across the Gwent Levels with your support.

- Calm Campaign 2013 |
- Email us |
- Facebook |
- Twitter



We love Wales!

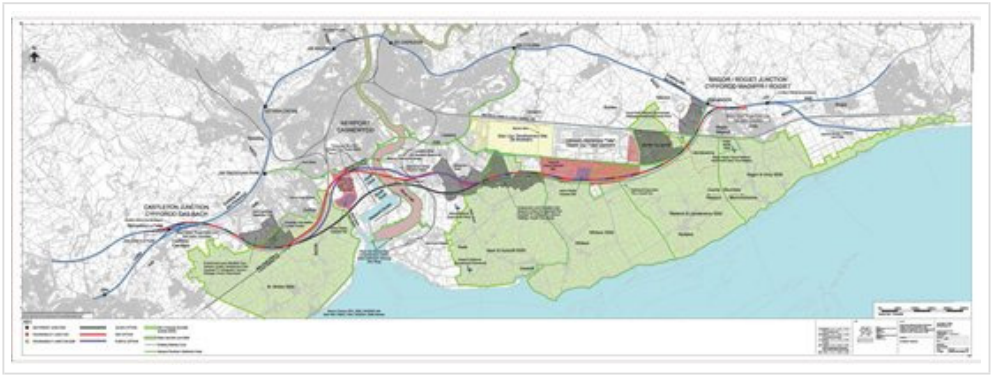
Croeso! If you love all things Welsh and wild then this is the group for you. Here you can chat to other RSPB supporters, share your stories and tips, and post photos of wildlife and wild places.

Upgrading the M4 – a threat to the Gwent Levels



Dana Thomas **4 Oct 2013 9:33 AM** 0 2

The Welsh Government are asking the public for their views on draft plans to build a new motorway around Newport (see image below). The preferred route would cut through five nationally important site for wildlife (SSSIs and destroy the beautiful Gwent Levels.



The Levels, which stretch from East Cardiff to Chepstow, are home to an astonishing array of special birds and other wildlife including lapwings, otters, water voles and one of the UKs rarest bumblebees, the shrill carder bee. The area also hosts a number of specialist plants including frogbit, arrowhead and wolffia – the smallest flowering plant in the world.

RSPB Cymru has serious concerns with the Welsh Government's draft plan to build a new seven-mile stretch of motorway through the Gwent Levels. We believe it contradicts the Welsh Government's commitment to sustainabl development and puts the wildlife that live in the area under serious threat.

You can Help, write to the Welsh Government.

We can only persuade decision-makers to re-think their plans to build a new motorway across the Gwent Levels with your support.

Please take just a few minutes to email the Welsh Government urging them to drop the proposal for a new motorway across the Sites of Special Scientific Interest (SSSIs) on the Gwent Levels. Below are a few points you might like to include in your email.

You can send your email to the consultation at m4newport@arup.com - copy in correspondence.edwina.hart@wales.gsi.gov.uk to let the Minister for Economy, Science and Transport know this matters to you too. Make sure you write before December 16th 2013, when the consultation closes.

If you have time you could also send a copy of your email or letter to your local Assembly Members to show them you think this is important. You can find out who your constituency and regional representatives are here: www.assemblywales.org.

Importance of the site for wildlife and plants:

If you've visited Newport Wetlands National Nature Reserve, you'll be familiar with the Gwent Levels. The area is national importance for wildlife. The Levels are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife, and are special for their unique "reens"; special drainage ditches which provide a home to many invertebrates and small plants.

The Gwent Levels is an unique landscape (below)



A new road would cause major irreversible damage to the wildlife of the Gwent Levels. The path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife (including 5 SSSIs).

Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. Furthermore, building a new road through this beautiful area, could mak the land between it and Newport vulnerable to further development.

The Gwent Levels is an important home to the rare and shy water vole (below)



High public cost of the project:

The cost of the new motorway would be astronomical - over £1billion. What's more, the new motorway wouldn't b fully operational until 2031, whereas more sustainable and cheaper alternatives could be implemented in the next few years.

No need for a new motorway across the Gwent Levels:

The traffic modelling which has been carried out in relation to the new road has been based on out of date data a assumptions we believe are incorrect. The Welsh Government's own traffic figures show that the M4 traffic volum (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.

Instead, the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the wildlife and people of Wales

You can help us to keep track of the progress of our campaign by sending a copy of your email and any response you receive to campaigns.wales@rspb.org.uk.

Want to know more? Join us at RSPB Newport Wetlands Visitor Centre Sunday 3rd November between 11am – 2pm

2

The Wildlife Trusts

Gwent Levels under threat from proposed M4 extension



New fifteen mile motorway-grade road would cut through four Sites of Special Scientific Interest (SSSI)

One of the UK's most precious wetland landscapes is under threat from the Welsh Government's road building plans

If the proposed M4 extension goes ahead, it will fatally undermine the Welsh Government's commitment to make sustainable development their central organising principle.

The Gwent Levels

The Gwent Levels are one of the largest surviving areas of ancient grazing marsh and drainage ditch systems, known as reens, in Britain. It is extremely rich in wildlife including otters, wading birds and many rare plants and insects.

The Gwent Levels is comparable to other iconic wetlands such as the Somerset Levels and Norfolk Broads



Proposed M4 extension

Known as the M4 relief road, the proposed new motorway-grade road is one of four options currently being considered by the Welsh Government to help manage congestion north of Newport on the M4.

The Wildlife Trusts believe that building extra road capacity is not justified as:

1. Traffic levels on the M4 around Newport have fallen below their peak in 2004
2. There are cheaper and less damaging options including integrated traffic management, investment in sustainable transport and improvements to junctions and alternative routes
3. The estimated £830 million cost of the M4 relief road cost would be a significant burden on public expenditure in Wales for many years to come

The Gwent Levels provides benefits such as flood prevention, water management, recreation and tourism estimated to be worth over £60 million a year

In addition to direct loss of habitat, the new road would create a barrier preventing the movement of wildlife and impede water movement which could have a significant effect on the wetland habitat. There is also potential for indirect negative impacts on the internationally important Severn Estuary.

The road would cut through four nationally important Sites of Special Scientific Interest (SSSI):

- Redwick & Llandevenny
- Whitson
- Nash & Goldcliff
- St Brides

The road would also cross the internationally important River Usk Special Area of Conservation (SAC) and pass close to:

- Magor Marsh SSSI
- Newport Wetlands SSSI and National Nature Reserve.

Explore the Gwent Levels

Virtual tour by Mike McFarlane



Wildlife under threat

The Gwent Levels is nationally important for its wildlife and especially for the rare aquatic invertebrate assemblages and wetland plants found in the network of reens across the area, some of which date back to Roman times.

Some of the wildlife found on the Levels includes:

- otters and water voles
- breeding waders - lapwing, snipe, redshank and curlew all breed locally across the Levels
- 144 Nationally Notable or Red Data Book invertebrate species (including water beetles and dragonflies) have been recorded from the Gwent Levels
- the nationally scarce rootless duckweed (Wolffia arrhiza) - considered to be the world's smallest flowering plant and occurs nowhere else in Wales.






What is The Wildlife Trusts' vision for the Gwent Levels?

The Gwent Wildlife Trust is working to restore and recreate habitats for wildlife on the Gwent Levels and reconnect people with nature. Its flagship nature reserve at Magor Marsh lies on the eastern edge of the Gwent Levels. Over the last three years, the Magor Marsh Centre has hosted over 6000 children on educational visits. The Trust also has a nature reserve at Solutia Meadows.

Gwent Wildlife Trust is a lead partner in the Campaign Against Levels Motorway (CALM), an alliance of organisations, community councils and individuals opposing major road building on the levels.



Downloads

Filename	File size
gwent_levels_m4_relief_road_briefing_final.pdf	220.96 KB
gwent_levels_map_with_impacts_of_m4_extension.pdf	818.69 KB

- Our Nature Reserves
- Nature Reserves list
- Nature Reserves map
- Habitat explorer
- Species explorer
- Species A to Z
- Great places to see...
- Outdoor learning
- History: The Rothschild Reserves
- Policy and legislation
- SatNav files for nature reserves
- Our webcams

Gwent Wildlife Trust

M4 Relief Road



Gwent Wildlife Trust has been campaigning against proposals for a new M4 relief road across the Gwent Levels for over 10 years. This nationally important area is home to a wealth of wildlife and we insist a new motorway is not the solution to the traffic problems experienced in the area.

Background

In their latest bid to build an M4 relief road, in the Spring of 2012 the Welsh Government consulted on various measures to tackle congestion on the stretch of M4 around the city of Newport. All the options in the consultation included some sort of highway construction. The most damaging option (Option A) proposed building a new fifteen mile stretch of dual-carriageway to the south of Newport. We believe this consultation was inadequate as it did not consider any sustainable transport only options or a 'do-nothing' option.

In addition, the document used out-of-date traffic data, as since 2007, traffic levels on the M4 have fallen, therefore putting into question the need for damaging additional road-building on the Gwent Levels.

The Welsh Government has recently published a report, known as a Strategic Environment Assessment (SEA), assessing the environmental impacts of the above consultation. We believe this assessment should have been undertaken at the same time as the initial consultation in order to inform the options. The SEA also used out of date information and omitted important data.

Wildlife

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The Gwent Levels is nationally important for its wildlife and designated as such especially for the rare aquatic invertebrate assemblages and wetland plants found in the network of reens across the area. The proximity of the Levels to the internationally important Severn Estuary and River Usk add further value to this wetland complex.

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Some of the wildlife found on the Levels includes;

- Otters – the biggest threat to this wonderful mammal is from road kills
- Water voles – now incredibly rare the Gwent Levels are still a key area
- Breeding waders – lapwing, snipe, redshank and curlew all breed locally across the Levels, with further species on the Newport Wetlands reserve.
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The Levels also supports the nationally scarce rootless duckweed (*Wolffia arrhiza*). This is considered to be the world's smallest flowering plant and occurs nowhere else in Wales.

The Gwent Levels have suffered from severe development pressure over the years which has continually eroded this amazing habitat. If the proposals for road building go ahead, one of the UKs largest surviving areas of ancient grazing marshes and reen systems with its associated, unique, wildlife will be irreparably damaged.

Damage would not be limited to direct loss of habitat where the road is built; the road would create a barrier preventing the movement of wildlife between the protected areas not under concrete. In addition, the road will impede water movement between these isolated pockets and this could have a significant effect on the wetland habitat depends on. The pollution that runs off the road into the reen system could seriously affect the water quality that is so vital for the important inhabitants of the wetlands.

Campaigning

Gwent Wildlife Trust responded in detail to both the M4 options consultation and the SEA consultation (available for download below). We encouraged our supporters to do the same. In January 2013, together with Friends of the Earth Cymru, we wrote to the Welsh Government stating that we were willing to undertake legal action (judicial review) if they were to make a decision based on the flawed consultations.

The response from Welsh Government stated that *'The Welsh Ministers will now need to decide whether to formulate a draft plan, and, if so, which options to include within that draft plan. An environmental report will also be prepared. Any draft plan setting out the proposed measures for the M4 around Newport, and the consequential environmental report, will be published and will be the subject of consultation with statutory and public consultees in accordance with the relevant regulations*.'

Effectively, this means that the Welsh Government are committed to carrying out further consultation, with the appropriate accompanying environmental proceedures.We hope that the new consultation process is informed by up-to-date data on traffic numbers, and includes 'sustainable transport only' and 'do-nothing' options, together with an SEA, prepared and run in parallel with the consultation, which assesses the environmental impacts of all of the options.

Latest News

27th June 2013

The latest news on the progress of the Welsh Government's bid to build the M4 relief road comes as Edwina Hart announced that the Assembly will be launching another public consultation this September. This will build upon consultation that has already taken place for the M4 Corridor Enhancement Measures (CEM), with a finalised draft plan and a new Strategic Environmental Assessment (SEA) report. It has been reported that the Assembly is confident they will be granted funding for the expensive scheme with William Graham, Tory AM for South East Wales, asking that the Treasury and Finance Ministers agree on proposals from the Silk Commission. If the plans go ahead there will be a new motorway built south of Newport, which will cause huge destruction across the nationally important habitat of the Gwent Levels.

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Previous News

There are several press reports that Chancellor George Osborne will announce plans to support a new toll motorway in June's comprehensive spending review. Funding for a relief motorway could be guaranteed by the Treasury to enable the Welsh Government to build the road and then to repay the loan at least in part by raising tolls.

In response to the reports, the Welsh Government have stated that they are opposed to any toll scheme. However, it is clear that there is pressure for road building from the UK Government, and that there are talks taking place. This is a major concern for Gwent Wildlife Trust and other CALM members, but because of our previous action, we are confident that further consultation must take place before any decision is made. Therefore, when a new consultation is published, Gwent Wildlife Trust will be ready to fight for sustainable transport options, and the protection of the amazing Gwent Levels..

CALM

Gwent Wildlife Trust is a part of the Campaign Against the Levels Motorway (CALM) alliance. This is a group of organisations and individuals opposed to road building on the Gwent levels. CALM members include Gwent Wildlife Trust, RSPB Cymru, Friends of the Earth Cymru, Gwent Ornithological Society, Community Councils, and concerned individuals.

Downloads

Filename	File size
m4_cem_gwt_response.pdf	194.4 KB
gwt_sea_response_final.pdf	193.49 KB

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Gwent Wildlife Trust

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Gwent Wildlife Trust responded in detail to both the M4 options consultation and the SEA consultation (available for download below). We encouraged our supporters to do the same. In January 2013, together with Friends of the Earth Cymru, we wrote to the Welsh Government stating that we were willing to undertake legal action (judicial review) if they were to make a decision based on the flawed consultations.

The response from Welsh Government stated that *'The Welsh Ministers will now need to decide whether to formulate a draft plan, and, if so, which options to include within that draft plan. An environmental report will also be prepared. Any draft plan setting out the proposed measures for the M4 around Newport, and the consequential environmental report, will be published and will be the subject of consultation with statutory and public consultees in accordance with the relevant regulations*.'

Effectively, this means that the Welsh Government are committed to carrying out further consultation, with the appropriate accompanying environmental proceedures.We hope that the new consultation process is informed by up-to-date data on traffic numbers, and includes 'sustainable transport only' and 'do-nothing' options, together with an SEA, prepared and run in parallel with the consultation, which assesses the environmental impacts of all of the options.

Latest News

27th June 2013

The latest news on the progress of the Welsh Government's bid to build the M4 relief road comes as Edwina Hart announced that the Assembly will be launching another public consultation this September. This will build upon consultation that has already taken place for the M4 Corridor Enhancement Measures (CEM), with a finalised draft plan and a new Strategic Environmental Assessment (SEA) report. It has been reported that the Assembly is confident they will be granted funding for the expensive scheme with William Graham, Tory AM for South East Wales, asking that the Treasury and Finance Ministers agree on proposals from the Silk Commission. If the plans go ahead there will be a new motorway built south of Newport, which will cause huge destruction across the nationally important habitat of the Gwent Levels.

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Previous News

There are several press reports that Chancellor George Osborne will announce plans to support a new toll motorway in June's comprehensive spending review. Funding for a relief motorway could be guaranteed by the Treasury to enable the Welsh Government to build the road and then to repay the loan at least in part by raising tolls.

In response to the reports, the Welsh Government have stated that they are opposed to any toll scheme. However, it is clear that there is pressure for road building from the UK Government, and that there are talks taking place. This is a major concern for Gwent Wildlife Trust and other CALM members, but because of our previous action, we are confident that further consultation must take place before any decision is made. Therefore, when a new consultation is published, Gwent Wildlife Trust will be ready to fight for sustainable transport options, and the protection of the amazing Gwent Levels..

CALM

Gwent Wildlife Trust is a part of the Campaign Against the Levels Motorway (CALM) alliance. This is a group of organisations and individuals opposed to road building on the Gwent levels. CALM members include Gwent Wildlife Trust, RSPB Cymru, Friends of the Earth Cymru, Gwent Ornithological Society, Community Councils, and concerned individuals.

Downloads

Filename	File size
m4_cem_gwt_response.pdf	194.4 KB
gwt_sea_response_final.pdf	193.49 KB

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Transport

A more sustainable transport system will reduce carbon emissions and air pollution, help build a greener economy, and be fairer for all.

Road transport is responsible for 12 percent of Wales' total greenhouse gas emissions. To reduce our emissions, we have to change the way we travel, improve fuel efficiency and develop low carbon vehicles.

But developing a more sustainable transport system will do more than help tackle climate change. Reducing car use will also reduce economically damaging congestion, help restore healthy air quality, improve road safety and encourage stronger communities.

Reducing need

Reducing the need to travel in the first place is an important part of getting cars off the road. Land-use planning must bring where we live, work and shop closer together, and ensure all are better served by public transport.

Protecting rural services, encouraging tele-working and video-conferencing, and buying more local produce would bring significant transport emission reductions. And all these measures will help build strong communities and local economies too.

Public transport

Government spending must favour sustainable travel over road building, as public transport needs to be frequent and affordable if it's to persuade us to leave our cars at home.

Improving public transport means having a system that's fairer for all, as it will help those without cars to travel to the facilities and services they need. Car-ownership is closely related to income - **only 48 percent of the poorest fifth of households own a car** [http://www.dft.gov.uk/pgr/statistics/datatablespublications/] , compared to 90 percent car ownership in the richest fifth.

Transferring freight from roads to rail and sea is also vitally important. More than 60 percent of freight is moved by road, adding greatly to congestion, pollution and carbon emissions.

Fuel efficiency

Cars are not going to completely go away - they are essential for many of us, and offer benefits to our lifestyles and our society. So when we do drive, our cars need to be as efficient as they possibly can be. And with ever-increasing fuel prices, this will save us money too.

Improving fuel efficiency of conventional engines and semi-electric cars can slash emissions by 20-30 per cent. But totally electric cars use only about a fifth of the energy of today's petrol and diesel engines.

The urgent need to cut climate-changing emissions means that on-going rises in fuel taxes are necessary, and the revenue should be invested in cutting the cost of public transport and improving cycling and walking facilities.

Good for the economy

The Welsh economy will benefit from traffic and congestion reducing policies. There are also great opportunities for Welsh industry in developing and producing electric vehicles, and the renewable energy sources needed to power them.

Stevens Vehicles [http://www.stevensvehicles.co.uk] in Port Talbot and **Connaught Engineering** [http://www.connaughtengineering.com] in Llanelli are already developing electric vehicles and technology, and there is rapidly developing expertise in Wales in the production and use of **hydrogen and renewable fuels for transport** [http://hydrogen.research.glam.ac.uk] .

Pursuing a more sustainable transport system and green technology can put Wales in the driving seat of a global green economy.

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RSPB Upgrading the M4 — a threat to the Gwent Levels

This page contains **6 reader comments**. Click here to view (latest Thu 17/10/13 21:45).

The Welsh Government are asking the public for their views on draft plans to build a new motorway around Newport. The preferred route would cut through five nationally important sites for wildlife (SSSIs) and destroy the beautiful Gwent Levels.

The Levels, which stretch from East Cardiff to Chepstow, are home to an astonishing array of special birds and other wildlife including Lapwings, otters, water voles and one of the UK's rarest bumblebees, the Shrill Carder Bee. The area also hosts a number of specialist plants including Frogbit, Arrowhead and Wolffia — the smallest flowering plant in the world.



An existing junction on the M4 in the area (*Photo: © Copyright Colin Smith and licensed for reuse under this Creative Commons Licence*).

RSPB Cymru has serious concerns with the Welsh Government's draft plan to build a new seven-mile stretch of motorway through the Gwent Levels. We believe it contradicts the Welsh Government's commitment to sustainable development and puts the wildlife that live in the area under serious threat. You can Help, write to the Welsh Government.

We can only persuade decision-makers to rethink their plans to build a new motorway across the Gwent Levels with your support. Please take just a few minutes to email the Welsh Government urging them to drop the proposal for a new motorway across the Sites of Special Scientific Interest (SSSIs) on the Gwent Levels. Below are a few points you might like to include in your email.

You can send your email to the consultation at m4newport@arup.com — copy in correspondence.edwina.hart@wales.gsi.gov.uk to let the Minister for Economy, Science and Transport know this matters to you too. Make sure you write before 16th December 2013, when the consultation closes.

If you have time you could also send a copy of your email or letter to your local Assembly Members to show them you think this is important. You can find out who your constituency and regional representatives are here: www.assemblywales.org.

Importance of the site for wildlife and plants: If you've visited Newport Wetlands National Nature Reserve, you'll be familiar with the Gwent Levels. The area is of national importance for wildlife. The Levels are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife, and are special for their unique "reens"; special drainage ditches which provide a home to many invertebrates and small plants.

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A reen close to the proposed route (*Photo: © Copyright Jaggery and licensed for reuse under this Creative Commons Licence*).

A new road would cause major irreversible damage to the wildlife of the Gwent Levels. The path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife (including 5 SSSIs).

Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. Furthermore, building a new road through this beautiful area could make the land between it and Newport vulnerable to further development.

High public cost of the project: The cost of the new motorway would be astronomical: over £1 billion. What's more, the new motorway wouldn't be fully operational until 2031, whereas more sustainable and cheaper alternatives could be implemented in the next few years.

No need for a new motorway across the Gwent Levels: The traffic modelling that has been carried out in relation to the new road has been based on out-of-date data and assumptions we believe are incorrect. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future. Instead, the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the wildlife and people of Wales.

You can help us to keep track of the progress of our campaign by sending a copy of your email and any response you receive to campaigns.wales@rspb.org.uk.

Want to know more? Join the RSPB at Newport Wetlands Visitor Centre on Sunday 3rd November between 11am and 2pm.

RSPB
Tuesday 8th October 2013

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Reader comments (6)

I'm a bit confused by this. A look at a road atlas shows me that there is already a motorway bypassing Newport. What is the article talking about? #1

Elizabeth Watts, 08/10/13 15:25 Report

Elizabeth - the idea is for a motorway or dual carriageway south of Newport, to relieve congestion on existing sections of the M4 and connecting roads. A map of the proposed route(s) is available online at http://www.m4newport.com/the-draft-plan.html. This is part of the official consultation website, which has lots more detail on the proposals. #2

Dave Dunford (admin), 08/10/13 16:14

If this is such a protected area how can any one come up with an idea to destroy it!! It would be money down the drain unless they thought a government like this one would not object to such an idea!! #3

John Miles, 08/10/13 19:03 Report

The Brynglas tunnel is a notorious bottleneck (motorway is restricted to 2 lanes) and is the main reason for the alternative Newport bypass #4

Neville Root, 11/10/13 11:12 Report

Unfortunately the economy of Wales suffers badly from the extortionate Severn Bridge tolls and the almighty bottle neck at the Brynglas tunnels north of Newport. This section of the M4 is shut by police at some time almost weekly due to an extremely high accident rate and many fatalities. Imagine the effect on London of having the M1 with just two lanes and regular tailbacks of 5/6 miles in both directions without any alternative route and you'll understand the frustration of industry - deliveries - emergency services and commuters. To say nothing of the mooted airport here!!! Its up to the conservation lobby to extract the utmost from planners to increase the wildlife potential in this vast area. Remember much of the reserves now present there were put there to compensate for the loss of Cardiff Bay's mudflats that supported thousands of wintering waders. #5

Richard G Smith, 13/10/13 20:13 Report

1)The mitigation measures hardly compensated for the waders that were displaced from Cardiff Bay as the Newport reserve is a newly created freshwater marsh area. The negative impact on redshank is well documented. 2)'Vast area' Its a precious remnant of coastal lowland. Should not be sacrificed because of poor driving standards; cheaper to educate drivers! It is a bottleneck at peak times but in 18 years of travelling that bit of the M4 fairly regularly at other times of day I have only been held up once by a crash. Doesn't help that seemingly unnecessary lane closures along other bits of the M4 create frustration and speeding when its possible. #6

E Snell, 17/10/13 21:45 Report

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CALM - Campaign Against the Levels Motorway (No New M4)

Lindi Richsend them a message
Tel: 01600 740600
CALM website



To relieve congestion on the M4 around Newport, the Welsh Assembly Government wants to build a new dual carriageway around the south of the city. If built the road would:

- Cost hundreds of millions of pounds
- Increase traffic levels and pollution in South Wales
- Devastate important wildlife sites including six Sites of Special Scientific Interest
- Shatter the tranquillity of the Levels
- Fuel dangerous climate change

Please get in touch for meeting dates and more ways to get involved.

Latest News :

November 2013: The Welsh Government's public consultation on the Levels Motorway is causing some confusion, so CALM has produced this quick guide (PDF) to help you respond.

September 2013: CALM is back in action and holding regular meetings, following the news that plans for a new motorway through the Gwent Levels are back on the table. The Welsh Government's public consultation on the road has started.

Find out more in CALM's newsletter (PDF)

May 2012: Sadly, the threat of a major new road across some of the best wetland in Wales is back. This time, however, it is posed as a dual carriageway rather than a motorway (to bring down the cost) and is one of four suggested options to improve safety and reduce congestion on the M4 around Newport. Our group is of course opposed to the dual carriageway option, but the other choices all involve road-building too and all would impact negatively on communities and wildlife. To make your voice heard on these proposals, please take part in the consultation.

Read CALM's newsletter about the renewed threat (PDF)

August 2009: Read the latest newsletter (PDF) which contains good news about the M4 proposals. STOP PRESS Appointment of a new chairman: James Byrne has taken on the mantle from Julian Branscombe. James has been a very active member of CALM for some time as a representative of RSPB.

July 2009: Great news: the Welsh Assembly Government has just rejected the scheme as too costly and proposed a number of smaller, greener measures in its place.

March 2009: We are currently waiting for the 'outline business case' for the new M4 to be published. This will give us the opportunity to read it and prepare our case for the public inquiry. In the meantime, you can find out about the campaign's progress in CALM's March newsletter (PDF).

November 2008: Plaid Cymru's national council voted unanimously to oppose the Levels motorway. This is deeply significant given that Plaid Cymru's Ieuan Wyn Jones is WAG Transport Minister.

CALM's November newsletter (PDF) has a report about the protest at the Senedd. It was amazing how many people managed to get there, considering it was at lunchtime during the working week. Many thanks to those who did manage to make it - more than 200 of you!

September 2008: Find out about plans for a protest against the Levels Motorway and more in CALM's September newsletter (PDF).

June 2008: CALM's June newsletter (PDF) includes a picture of Britain's biggest beetle, which would be threated by the motorway, as well as news from the Magor Fair where the group held a successful stall.

March 2008: CALM has found some creative ways to spread its campaign message, and has been looking into how the motorway would affect local otter populations. Find out more in the group's March newsletter (PDF).

Attachment	Size
Leaflet about The Big CALM Protest, 2008	378.02 KB

The groups listed in the 'Local campaigning' section have supplied text about themselves. Campaign for Better Transport cannot take responsibility for the accuracy of this text, and does not necessarily share the views expressed.

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Last updated: 12 December 2013

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Campaign Against the Levels Motorway

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Page updated 19th Nov 2013.

CALM is an alliance of organisations, individuals and community groups who are actively opposing Welsh Assembly Government plans originally to build a new 6-lane motorway across the Gwent Levels, and more recently a dual carriageway relief road which will affect the same area.

Latest news Sept 23rd 2013: Plans for a relief road for the M4 around Newport have gone out to public consultation for a 12 week period. The plans would lead to the construction of a new stretch of motorway to the south of Newport between Magor and Castleton. Drop in exhibitions will be held as follows:

- 2nd and 3rd October Ebenezer Baptist Church Magor 12 noon to 7pm
- 8th and 9th October Newport Centre 12 noon to 7pm
- 15th and 16th October All Saints Church Brynglas 12 noon to 7pm
- 29th and 30th October Castleton Village Hall 12 noon to 7pm
- 25th and 26th November Newport Centre 12 noon to 7pm



There is a website with information about the consultation http://www.m4newport.com/ . The consultation closes on 16th December 2013.

Download the latest newsletter (Sept 2013) here

June 2012: We were very relieved that The Welsh Assembly Government's National Transport Plan did not include the construction of the new M4 Relief road. However, a new and equally damaging plan has emerged.

The Welsh Government is proposing a dual carriageway from Magor to Castleton as one of the potential options for alleviating congestion on the existing M4. The Gwent Wildlife Trust has chosen the Levels as one of their Living Landscape areas, because it is so important for wildlife, and is the only landscape of this type and size in Wales. A major road would essentially slice through the landscape, destroying habitats, and polluting the air and water - not to mention ruining a beautiful and special place for the thousands of people who live, work, and visit there. The Wildlife Trust is working with other organisations such as the RSPB and doing everything they can to persuade the government that this shouldn't even be an option, but we need your help.

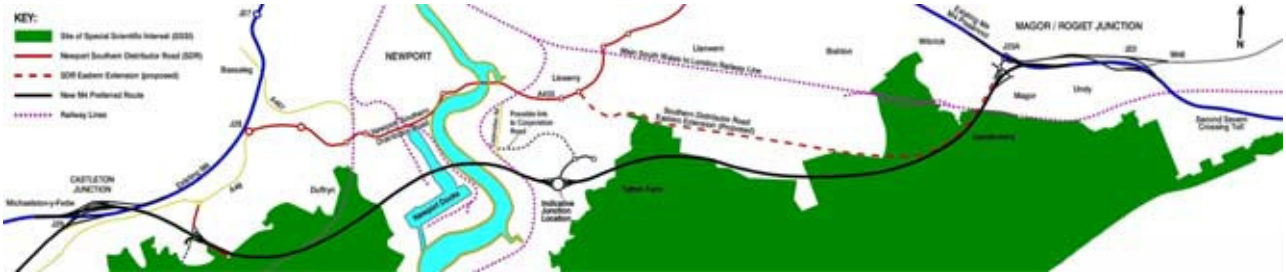
Please visit our website http://www.savethelevels.org.uk/ where there are template letters to your AM, and to respond to the Welsh Government consultation. The deadline for responses is **Friday 6th July**. Your voice, as a voter and taxpayer, really counts. If you don't live in Wales, you can still respond to the consultation.

The new road would destroy a series of nationally important wildlife sites, not just through its construction but would also create a physical barrier between habitats, would impede water movement through damage to ancient drainage systems and cause pollution by run-off from the new road. It would also open up new areas for further development.

Local people share the Gwent Levels with otters, water voles, wading birds, and a wide range of rare insects and plants.

Our supporters include Friends of the Earth Cymru, Gwent Wildlife Trust, RSPB Cymru, World Wildlife Fund Cymru, Campaign for the Protection of Rural Wales and nine local community councils, concerned about the impact of the road on local people's quality of life.

To find out more information, join us or take action visit our website



Contact details:

By phone through ringing Gwent Wildlife Trust: 01600 740600

By email: savethelevels@yahoo.com

By post: CALM c/o Gwent Wildlife Trust, Seddon House, Dingestow, Monmouth, NP25 4DY



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SAVE THE GWENT LEVELS

On November 29, 2013, in Uncategorized, by vic
0

Yet another try to desecrate the Gwent Levels with an unnecessary motorway. The Gwent Levels is a large coastal area adjoining the Severn estuary, similar in many ways to the Somerset Levels on the other side, but unique in Wales and with substantial heritage value – archeology goimg back to the Bronze age (footprints of their children fishing) and further, history from the Roman period, valuable ecology, and in CPRW terms a precious landscape. that has so far escaped concrete and tarmac. But for about the fifth time in the last 15 years there is a proposal to duplicate the M4 from Magor to Castleton (east Cardiff). Why? two main reasons – for some weekday peak traffic periods it is congested. Wow! Just like every other major traffic artery in the UK, then. And secondly, the resilience of the road network in SE Wales – if there is an accident that blocks the M4, there is no easy diversion. This could be solved without a new M4. Of course there is also an unspoken third reason – it would open up more development land, creating a vast urban sprawl from Chepstow to Cardiff.
CALM (Campaign Against the Levels Motorway) is a group of all the main local and national conservation groups, and local community interests, established some 12 years ago, has once again been mobilised to fight the proposal, and asks everyone to object during the current consultation period – ending on 16th December. Why should you do so? Here is a list of solid reasons: -
.• No business case has been made. Can £1.2bn really be spent on a political whim? Wales would be no better than a third world dictatorship
• Capacity & congestion – no certainty that the proposed new road will help – Cardiff will be more congested with more traffic on A48(M) and other major routes in peak periods.
• Current traffic flows on the M4 are not overwhelming, traffic levels are the same as 2003. Congestion can be managed by initiatives such as 50mph control and managing junctions better
• Rail electrification will encourage a modal shift from road to rail
• Resilience – a much improved A48 route would provide this in emergency (Prof Cole has submitted a scheme at about a third of the cost)
• Newport – the new route would be a Newport Bypass, not assisting Newport trade and business
• What is needed is a S Wales metro system, not a new M4, and this is the subject of a WG investigation

Then there are all the environmental points: -

- New roads, and this new road across the Gwent Levels in particular, conflict directly with the Wales sustainability policy
- The road will directly and indirectly affect several SSSIs and be a barrier to movement of species
- New roads attract traffic, it will not reduce CO2, quite the reverse
- The total area of loss of open countryside will be much greater than the figures given, without allowing for the 'collateral damage' of adjacent greenfield development opened up by the new road
- Wales has failed to achieve biodiversity targets, this new road will make a bad situation worse in SE Wales
- The landscape of the unique Levels will never be the same, WG will have destroyed another part of Wales heritage
- The effects of changed drainage, air pollution and noise are unquantified, but there is likely to be unforeseen damage
- Adjacent communities and residents will suffer various disbenefits, including likely decreased property values

Iolo Williams passionately supported CALM at a packed meeting recently, and a new name for the folly was coined – the Edwina Hart White Elephant, because if it is built, with car use plateauing, internet use increasing, rail electrification and a S Wales Metro, it will soon be obvious that there was no need in traffic terms. But the White Elephant will have trampled all over the Gwent Levels. What a legacy she will leave.

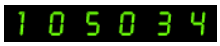
PLEASE OBJECT – see http://www.m4newport.com/ and the CALM website www.savethe**levels**.org.uk

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Vic Warren's Green Stuff

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CALM Newsletter

The Welsh Assembly Government needs to hear your voice

We are now nearly half way through the Government consultation for the M4 Relief Road. Some of you have already tried to respond to the consultation by filling in the form and found it confusing, so we are outlining in this newsletter how we think you can avoid the confusion and get your point across.

We really need everyone to get in a response before the closing date of 16th December so that our voice is heard and the Welsh Government HAVE to take notice. The consultation and form can be found at the website: **www.m4newport.com**

If you are short of time and really want to put in a quick effective response, find a 'quickie 'guide in the box overleaf. If you struggle with forms on the web then write a letter or email instead.

The consultation refers to 3 options; the **black** and **purple** options are both plans for a new 3 lane motorway. The **red** option is a new dual carriageway. All three options cut through the Gwent Levels landscape and its SSSI and will have a damaging effect on wildlife. CALM believes that all three routes have an unacceptable impact on wildlife.

The next CALM meeting will be held on Monday 4th November at 7pm at the Newport Civic centre. All are welcome.

If you go on the website you can submit your form from there. If you wish to send your response by mail send it to Freepost M4 Consultation (no stamp needed).

Quickie Guide: Consultation response form

Fill in your name and details. Leave 'organisation' blank as CALM will be submitting its own representation.

Page 1: our travel habits: tick the relevant boxes and don't be put off, the consultation is open to anyone regardless of where you live or how you travel. If you want to be kept informed, fill in your address or email here.

Question 1, 2 and 3:

If you don't want a motorway or major dual carriageway across the Gwent Levels, make sure you fill in Questions 1 3, using the word object . One sentence will do Or a few more if you have time, explaining in your own words how the routes will damage the Gwent Levels, the area you know, the wildlife and SSSI.

When answering Questions 1 – 3, don't be distracted by the sentence "In-particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport".

Question 4, 5, 6, 7 and 8:

These questions can be left blank if you don't have time to answer them or don't understand the question.

Question 9: - Any Additional Comments

This is your chance to say if you support any alternatives e.g.:

- **Public transport improvements**
- **Improved rail services and additional stations**
- **An upgrade of the A48/Southern Distributor Road**
- **The south east Wales Metro**
- **Are there better things that 1billion can be spent on in Wales?**

If you are unhappy with the consultation, or have had problems understanding it, make that point here.

Well Done ou have finished, now email it or pop a paper copy in the post.

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biodiversity rating for #BlueRoute more positive than @assemblywales motorway - Welsh Transport Planning and Appraisal Guidance March 2013.

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FoE Cymru@foecymrucydd·Mar 12
You can download Professor Cole's alternative plan for reducing traffic pressure on the #M4 around Newport here foe.co.uk/sites/default/…
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FoE Cymru@foecymrucydd·Mar 12
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CALM @CalmCampaign·Mar 12
The #Blueroute provides significant economic benefits to Newport iwa.org.uk/en/publication…
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CALM @CalmCampaign·Mar 12
The Blue Route an affordable solution to M4 congestion that protects the Gwent levels. iwa.org.uk/en/publication… #blueroute #gwentlevels
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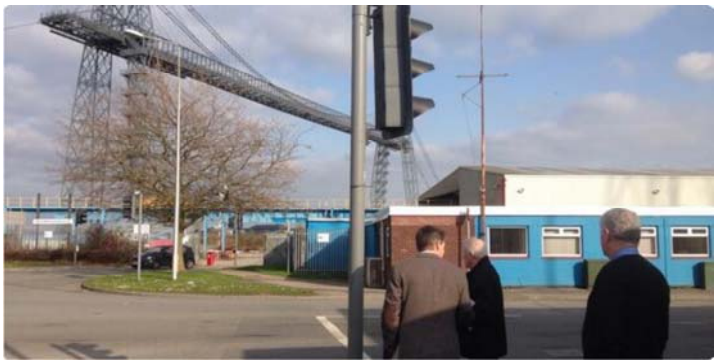
CALM @CalmCampaign·Mar 11
What would you wish for?welshwish.wwf.org.uk #BlueRoute #Save the levels
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Gideon Calder@gideoncalder·Mar 9
@calmcampaign As ever: the merits of the #BlueRoute: M4 Road Proposals | Wildlife Trusts Wales wtwales.org/wildlife-issue…
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Nick Ramsay@NickRamsayAM·Mar 10
Comprehensive tour of the alternative M4 #BlueRoute with @Byron_Davies courtesy of @WTWales & Prof. Stuart Cole pic.twitter.com/th7bATRyJA
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CALM @CalmCampaign·Mar 10
follow @MMNNAction & add your voice to help protect #nature & #greenspaces in the UK
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CALM @CalmCampaign·Mar 10
Lets get Gwent Levels on the Newport Monopoly Board! southwalesargus.co.uk/news/11040667....
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CALM @CalmCampaign·Mar 10
see Nigel Pugh's atmospheric photos of the areas under threat from M4 plans: flickr.com/photos/6536563…
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Rob@GlamBirder·Mar 9
Worms Head #Gower pic.twitter.com/qp1yYIBY55



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nigel pugh@nspugh·Feb 27
M4 relief Rd - more roads to fill? - Read Professor Coles #BlueRoute via @WTWales wtwales.org/wildlife-issue… @CalmCampaign
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CALM @CalmCampaign·Mar 9
Gwent levels - wildlife haven
Photo by Nigel Pugh
#Blueroute pic.twitter.com/yzje6eYzbv
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CALM @CalmCampaign·Mar 4
@fordy_deluxe @TweetNewport tell us why... but only after reading Professor Cole's report
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CALM @CalmCampaign·Feb 26
Professor Stuart Cole, proposes the #BlueRoute as a cheaper more sustainable quicker solution to M4 congestion around Newport
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Save Our Green Belt@OurGreenBelt·Feb 25
.@CalmCampaign Ancient woodland is also protected. Unless it's in the way, of course. #SEMMMS #HS2 #WhatOnEarthIsThePoint?
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CALM @CalmCampaign·Feb 26
The #BlueRoute can provide a solution to M4 congestion without environmental damage wtwales.org/wildlife-issue…
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CALM @CalmCampaign·Feb 25
WAG has duty to consider sustainable development, climate change reductions, & halting the loss of biodiversity by 2020. #BlueRoute???
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CALM @CalmCampaign·Feb 25
Welsh Government - please show an exemplar approach to sustainable development duty by adopting alternative sustainable transport options.
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CALM @CalmCampaign·Feb 25
WAG plans for M4 lead to pollution, habitat loss, disturbance and fragmentation of the Gwent Levels.
#BlueRoute avoids this devastation

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CALM @CalmCampaign·Feb 25

The Gwent Levels are protected due to their rich biodiversity, & are home to birds, shrill carder bees, brown hare, otter and water voles

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nigel pugh@nspugh·Feb 24

coal to roads: @CalmCampaign 'The Blue Route' @WTWales flickr.com/photos/6536563… … The M4 Relief Rd? #Wales

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nigel pugh@nspugh·Feb 24

Destruction caused around Manchester Airport & its related road plans MT @Roads2Nowhere theecologist.org/News/news_anal… M4 relief Rd? @CalmCampaign

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CALM @CalmCampaign·Feb 24

Read why the M4 relief plans could be so damaging to wildlife wtwales.org/wildlife-issue… #BlueRoute

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RENEWPORT@RE_NEWPORT·Feb 21

To find out more about our proposals for Newport's future visit renewport.co.uk #cityontherise

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CALM @CalmCampaign·Feb 21

Please follow us to learn more about the Blue Route as a solution to traffic congestion on the M4 at Newport

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James Byrne@Cardiffbatman·Feb 21

Watch @itvnews at 10 tonight to see @MontWildlife talking about the science of flooding - how blanket bogs reduce impacts of flooding

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Frances Taylor@Frances4magor·Feb 21

@CalmCampaign Let's hope the Metro proposals are prioritised and go far enough. #Southwalesmetro

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MAGOR@magorstation·Feb 21

@CalmCampaign We would love Magor station to become a tram-train interchange. More sustainable, less environmental impact.

from unknown

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CALM @CalmCampaign·Feb 21

Tram Networks introduced in Newcastle and Bordeaux reduced peak traffic flows by 30% #BlueRoute #Gwentlevels

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CALM @CalmCampaign·Feb 21

Family Fun day at Magor Marsh tomorrow. Find out more about the #GwentLevels and it's wonderful wildlife: gwentwildlife.org/events/2014/02…

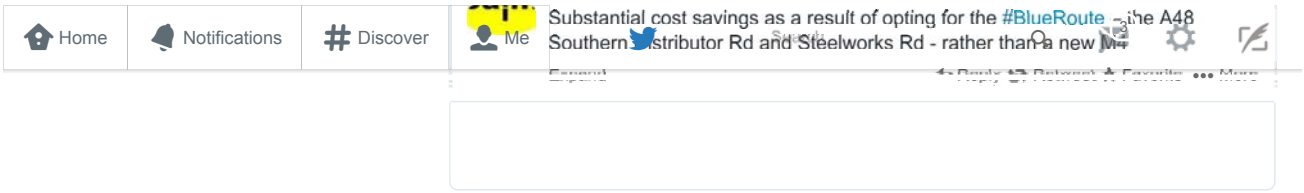
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CALM @CalmCampaign·Feb 21

An integrated transport policy for South Wales is needed with all modes of transport considered in transport plans. iwa.org.uk/en/publication…

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CALM @CalmCampaign·Feb 20


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Substantial cost savings as a result of opting for the #BlueRoute - the A48
Southern Distributor Rd and Steelworks Rd - rather than a new M4

CALM guide to responding to the M4 Consultation

You don't have to complete all nine questions.

If you only complete question 9 "any additional comments" or write directly to the consultants and Welsh Government. Your voice will still be heard.

Understand the black, purple and red options

The black and purple options are both plans for a new 3 lane motorway. The red option is a new dual carriageway. All three options cut through the Gwent Levels SSSI and will have a damaging effect on wildlife. CALM believe that all three routes have an unacceptable impact on wildlife.

Do you support an alternative?

There are a number of alternatives to the options included in the consultation. If you support an alternative include it in your answer to question 9.

Use your own words.

The aim of a consultation is to collect the views of the public, so try to avoid copying and pasting. Give your own reasons for objecting to the black, purple and red route.

Do not be put off by questions about your travel patterns

The consultation is open to anyone, regardless of where you live and how you travel.

Don't want to answer that question?

If you can't or don't want to answer a question, leave it blank.

Unhappy with the consultation?

If you have any problems with the consultation e.g. questions too complex. Include this in your answer to question 9.

Want to be kept informed after the consultation?

Make sure you state this on page 1 of the document

Don't be put off by complex questions.

Some questions will ask you to consider "to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport". Simply set out your thoughts on the black, purple and red options.

Support the do minimum option?

If you support the "do minimum" option include this in your answers but remember that support for this option will not count as an objection to the black, purple and red route. You must object to these separately.

Use the word "object"

This shows you are clearly against the proposals.

Calm

Campaign against the levels motorway

- Home
- The CALM Position
- Take Action
- Wildlife
- The Draft Plan
- Iolo Williams

Take Action

The Welsh Government public consultation closed on Monday December 16th but the campaign doesn't stop here!

Supporters can still take action to persuade decision makers to re-think plans to build a new motorway

- Contact your regional and constituency Assembly Members and tell them about your concerns, you can find out who your local representatives are here

- Tweet @WelshGovernment with your thoughts on the draft plans to build a new motorway

We can only persuade decision-makers to re-think their plans to build a new motorway across the Gwent Levels with your support.

- Calm Campaign 2013 |
- Email us |
- Facebook |
- Twitter

Wildlife Trusts Wales

Circuit of Wales proposals damage valuable habitats
Badgers and Vaccination
M4 Road Proposals
Ash Die-Back
State of Nature 2013
Welsh Water Consultation (closed)

M4 Road Proposals



One of the UK's most precious wetland landscapes is under threat from the Welsh Government's road building plans.

The Gwent Levels is a unique landscape, and one of the largest surviving areas of ancient grazing marsh and ditch systems in Britain. It is extensively farmed within a complex network of ditches and reens that are home to a vast array of rare invertebrates and aquatic plants including notable assemblages of water beetles and dragonflies.

As a result of this rich biodiversity, much of the Gwent Levels are afforded national protection. Farmland birds, the shrill carder bee and important mammal species such as brown hare, otter and water vole also add to the areas wealth of wildlife.

However, the Welsh Government's latest consultation on the M4 sets out three options for easing congestion on the

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M4 corridor around Newport. Its preferred “black route” option is to build a £1.25bn relief road does through the heart of these wildlife sites and would be ready in the mid-2020s. This would cause irreversible damage to biodiversity through pollution, habitat loss, disturbance and fragmentation of this important landscape.

Wildlife Trust Wales and Gwent Wildlife Trust strongly oppose the Welsh Government’s proposal and have given evidence to the Welsh Assembly’s Environment and Sustainability Committee.

This proposal from Welsh Government is at odds with its own duty to consider sustainable development, climate change reductions, halting the loss of biodiversity by 2020. We think the Welsh Government should show an exemplar approach to its sustainable development duty by adopting alternative and more sustainable transport options.

One such solution, proposed by Professor Stuart Cole, a leading transport economist, is called the ‘The Blue Route’. This proposal uses a combination of the A48 Newport Southern Distributor Road (SDR) around Newport and the former Steelworks Road to create a dual carriageway to motorway / expressway standard. The Blue Route would open in 2018.

In the report, Professor Cole also advocates the use of sustainable transport including the introduction of the South Wales Metro.

Although both proposals would both deliver the required capacity (20% by 2035), Professor Cole’s option would cost £380 million instead of the estimated £1.25 billion solution offered by Welsh Government. The Institute of Welsh Affairs believes that Welsh Government plans would use all of Wales’s new borrowing powers. These concerns have also been raised by the Federation of Small Businesses.

Downloads

Filename	File size
the_blue_route.pdf	724.71 KB

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Wild About Gwent

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The last chance to save our wildlife on the Gwent Levels from a new motorway?

Friday 8th November 2013



The Welsh Government needs to hear your voice

Many of you will be aware that the Welsh Government is currently consulting the public on plans for a new motorway across the Gwent Levels. The consultation refers to three options: the black and purple options are both plans for a new three lane motorway; the red option is a new dual carriageway. All three options cut through the nationally important Gwent Levels landscape and will have a hugely damaging effect on wildlife and therefore we believe that all three routes are not acceptable.

> We recognise that congestion on the M4 needs addressing but we support the development of sustainable public transport and enhancement of the EXISTING road network.

We need as many members as possible to respond to the consultation by the closing date of 16th December so that our voice is heard and the Welsh Government HAVE to take notice. The consultation and response form can be found at the website: www.m4newport.com

Some of you have already tried to respond to the consultation by filling in the form and found it confusing, so we have outlined how we think you can avoid any confusion and get your point across using the 'Quickie guide' below. And we also wish to remind you of the key wildlife and landscape features of the Gwent Levels which follows the Quickie Guide.

If you struggle with the forms on the website then please write a letter or email instead as every bit of support is vital. If you go on the website you can submit your form from there or if you wish to send your response by mail send it to Freepost M4 Consultation (no stamp needed).

Quickie Guide: Consultation response form

Fill in your name and details. Leave 'organisation' blank as we (Gwent Wildlife Trust) will be submitting our own representation.

Page 1 - your travel habits: tick the relevant boxes and don't be put off; the consultation is open to anyone regardless of where you live or how you travel. If you want to be kept informed, fill in your address or email here.

Questions 1, 2 and 3:

If you don't want a motorway or major dual carriageway across the Gwent Levels, make sure you fill in Questions 1 – 3, using the word "object". One sentence will do! Or a few more if you have time, explaining in your own words how the routes will damage the Gwent Levels, the area you know, the nationally important wildlife, and the landscape forever.

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When answering Questions 1 – 3, do not be distracted by the sentence: “In-particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport”.

Questions 4, 5, 6, 7 and 8:

These questions can be left blank if you don’t have time to answer them or don’t understand the question.

Question 9: Any Additional Comments

This is your chance to say if you support any alternatives e.g.:

- Public transport improvements
- Improved rail services and additional stations
- An upgrade of the A48/Southern Distributor Road
- The south-east Wales Metro
- Are there better things that £1 billion can be spent on in Wales?

If you are unhappy with the consultation, or have had problems understanding it, make that point here.

Well done and thank you! You have finished, now email it or pop a paper copy in the post.

The Gwent Levels – A Living Landscape



The Gwent Levels is one of the largest surviving areas of ancient grazing marshes and reen (drainage ditch) systems in Britain and is the largest area of its kind in Wales. The Gwent Levels has also been registered as a Landscape of Outstanding Historic Interest. The Gwent Levels is extremely rich in wildlife with otters, water voles, wading birds such as lapwing, snipe, redshank and curlew, 25 rare plants including the world’s smallest flowering plant Wolffia arrihiza and 144 rare species of insects.

The future of this precious landscape is under threat. The Welsh Government is proposing to build a fifteen mile major road through the environmentally sensitive area which will:

· Cut directly through **four nationally important Sites of Special Scientific Interest** with a direct loss of valuable wetland habitat;

· Irreversibly damage the integrity of the **whole Gwent Levels ecosystem** by leaving habitats degraded and fragmented and making rare species more vulnerable;

· Cut across the **River Usk, a Special Area of Conservation** designated under European legislation.

Lindi Rich, Conservation Officer lrich@gwentwildlife.org

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A3 M4 Corridor around Newport External Media Coverage

M4 Corridor around Newport in the Media

Introduction

The M4 Corridor around Newport Consultation and its draft Plan have attracted media attention throughout the consultation period September-December 2013. Over the consultation period, the M4 Corridor around Newport and transport in South Wales has featured in local, regional and national media by a range of sources. This section summarises the M4 Corridor around Newport in the media, including the following sources:

- News articles;
- Web activity;
- Radio;
- Television; and
- Social media, blogs and online forum activity.

News Articles

Throughout the M4 Corridor around Newport consultation period, a number of news articles have been published both in paper and online, associated with the consultation and travel along the M4 Corridor. The predominant media sources for news articles published, include: Wales Online, the South Wales Argus and BBC Cymru Wales. The project team has monitored news articles for informal information purposes. Copies of identified articles have been recorded and are presented at the end of this appendix A13.

Articles have generally addressed the launch of the M4 Corridor around Newport consultation and represented views on the Black Route and its reasonable alternatives. In summary, common subjects in the news have included:

- The launch of the M4 Corridor around Newport;
- The need for the relief road;
- The expected benefits of the Black Route if it is adopted;
- Promoting public exhibitions;
- The potential environmental harm of the Black Route and its reasonable alternatives;
- Debate surrounding traffic forecasting;
- Discussions surrounding Professor Stuart Cole’s Blue Route and;
- Queries about funding mechanisms after borrowing powers were announced.

Web Activity

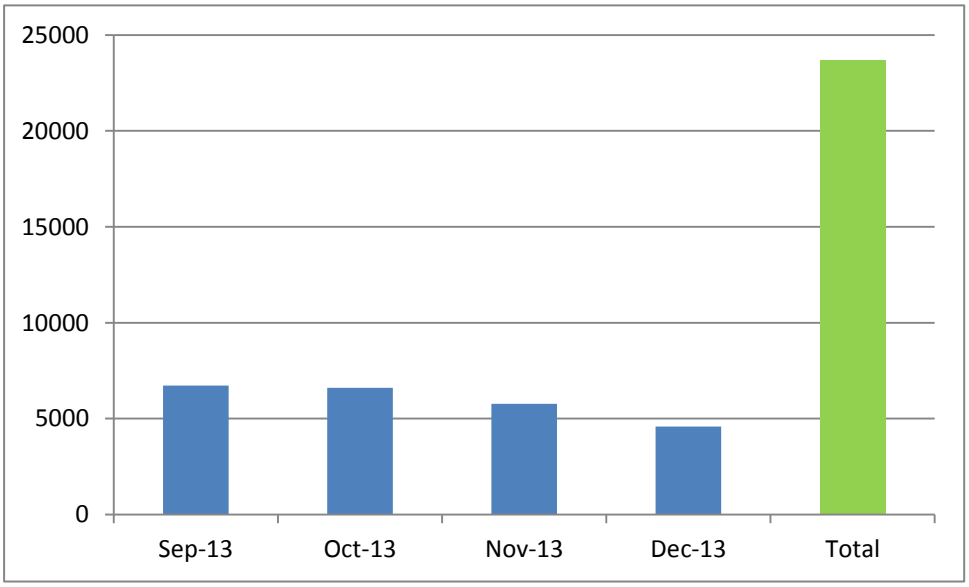
A dedicated engagement website www.m4newport.com, open to all, was launched in September 2013 to provide an online facility to support the M4 Corridor around Newport public consultation. The website provided links to all consultation documents allowing visitors to view and download all published reports and materials relevant to the consultation and engagement process. The website also contained a link to the online consultation website www.m4newport-en.dialoguebydesign.net which allowed visitors to leave their formal comments to the draft Plan consultation.

This www.m4newport.com website was managed by Arup on behalf of Welsh Government. A separate consultation website www.m4newport-en.dialoguebydesign.net facilitated online consultation responses and was managed by Dialogue by Design on behalf of Arup and the Welsh Government.

The m4newport.com website received nearly 24,000 visits during the consultation period.

Figure A below illustrates that visits peaked in September and October, following the launch of the M4 Corridor around Newport Consultation, with over 13,400 visits combined. The number of visits fluctuated slightly in the second half of the consultation, averaging around 5,000 visits per month.

Figure A- Visits to www.m4newport.com



Radio

As part of an M4 Corridor around Newport Consultation advertising campaign, Real Radio ran a series of bilingual adverts across south Wales between September and December 2013. The radio station ran two adverts which both advertised the public drop-in exhibitions.

Real Radio's advertising package included a 'text mechanic' where listeners were invited to text 'M4Newport' to an advertised number in order to receive a response with a link to the www.m4newport.com webpage. 36 texts were sent to the mechanic during the consultation period.

Television

The M4 Corridor around Newport Consultation and travel in South East Wales attracted regional television coverage at the start of the consultation period.

Social media, blogs and online forum activity

Facebook

Whilst the Welsh Government does not operate a Facebook page, the project team monitored www.facebook.com for any activity associated with the M4 Corridor around Newport Consultation or engagement process.

'Campaign Against the Levels Motorway' (CALM) operated an active site with over 2,000 'likes'. The Facebook page attracted a number of comments on the draft Plan. It was also used by CALM to advertise upcoming events and articles surrounding the M4 Corridor around Newport.

The activity recorded on the Facebook site have been included in Appendix A8.

Twitter

The Welsh Government, members of the project team and third parties have posted comments on their twitter accounts to promote the launch of the M4 Corridor around Newport Consultation and its events throughout the consultation period.

Comments on online articles

A large number of comments have been observed by the project team, attributed to a range of online articles. These comments have been monitored and recorded for informal information purposes. Whilst comments cannot be considered as responses to the consultation, they do illustrate a wide range of social, economic and environmental interests.

A4 External Media Articles

BBC NEWS

SOUTH EAST WALES

23 September 2013 Last updated at 08:09

£1bn M4 relief road plan for Newport out to consultation

Plans for a £1bn M4 relief road aimed at cutting traffic congestion around Newport have gone out to a public consultation.

It could lead to a new stretch of motorway being built south of Newport, between Magor and Castleton.

But there is controversy about how it will be funded, with businesses opposed to Severn Crossing tolls being used as a future "cash cow".

Ministers said they were committed to tackling congestion.

Now a 12-week consultation period is starting, including public exhibitions from next month.

Transport Minister Edwina Hart said congestion on the M4 around the city was commonplace, particularly during rush hour.

Mrs Hart said: "Traffic congestion and unreliable journey times, particularly during rush hour, are common occurrences on the M4 around Newport.

"The Welsh government is committed to addressing capacity and resilience problems on this key artery widely recognised as essential to support the Welsh economy."

She said the latest draft plan was building on work already done when consultation took place on earlier M4 improvements.

The main element of the new plan is for a section of three-lane motorway between junction 23 at Magor and junction 29 at Castleton.

This would include reclassifying the existing M4 between Magor and Castleton and creating a new single carriageway link between the M48 and B4245.

The draft plan also has two "reasonable alternative" routes and another option which considers the consequences of doing nothing above what is already planned.

Earlier this month business leaders opposed any plans to use tolls from the two Severn bridges to finance the relief road.

Toll income

The Federation of Small Businesses said using tolls as a "cash cow" for the scheme was unacceptable.

It followed remarks by a Welsh government adviser who said borrowing for the project could be funded from toll income.

But the Welsh government contradicted the adviser's remarks and said it would seek to reduce toll levels if control of the bridges was devolved.

However, it said it had not yet reached agreement to borrow the estimated £1bn needed to finance the relief road.

Plans to ease congestion on the M4 in south Wales were unveiled by the Welsh government in 2004.

Five years later the then Labour-Plaid coalition in Cardiff Bay shelved the idea when the estimated cost rose to £1bn.

Gwent Wildlife Trust has been campaigning against proposals for the relief road which it claims could destroy habitats and "create a barrier" preventing the movement of wildlife on the Gwent Levels.

The trust said the area was a nationally important location for wildlife.

The first exhibition will be held at Ebenezer Baptist Church, Magor, on 2 and 3 October and people will also be able to **respond online.**

BBC

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SOUTH WALES Argus NEWS

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Fresh consultation on Newport M4 relief road plans

12:02am Monday 23rd September 2013 in News



A map of the routes being analysed by the new M4 consultation which starts today (1186688)



FROM today, people can have their say on plans which could see a new motorway built through the Gwent Levels.

The Welsh Government has opened its consultation into the so-called M4 Relief Road that could see a new motorway built to the south of Newport.

Plans include a new link to the M48 and seeing the old M4 downgraded to a non-motorway road.

However, a deal with officials in London over whether the Welsh Government would be allowed borrowing powers is still under negotiation. Without agreement, it would be difficult for Cardiff Bay to get the road built.

Business minister Edwina Hart said: "Traffic congestion and unreliable journey times, particularly during rush hour, are common occurrences on the M4 around Newport.

"The Welsh Government is committed to addressing capacity and resilience problems on this key artery, widely recognised as essential to support the Welsh economy."

People in Wales have already been through other consultations for their thoughts on possible relief roads and Ms Hart says the new one builds on a study last year on measures to reduce congestion.

That consultation looked at several routes, including a new tunnel at Brynglas, before recommending an earlier route for the M4 Relief Road.

Under the new draft plan, the new M4 would see a three-lane motorway built between junction 23 Magor and junction 29 at Castleton, crossing the Newport docks and the River Usk.

The route, shown in black on the map, has been protected for planning purposes since 2006 and would require the Grade II listed Magor Vicarage

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6. Newport man locked up for teen sex attacks
7. Torfaen school plans to be reconsidered
8. Police probe Ebbw Vale boy's death
9. Delays on M4 in Newport after Brynglas Tunnel crash
10. Cordon lifted from scene in Newport murder probe
11. Pair seriously injured after Ynysddu crash, A4048 re-opens
12. Newport West MP Paul Flynn walks out of committee amid claims he was silenced
13. Stagecoach boss and Valleys AM clash over depot cuts
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5. UPDATE: Man dies following Blaenavon car crash
6. CCTV PICTURES: Hammer-wielding robber takes cash from Newport store
7. Cordon lifted from scene in Newport murder probe
8. Torfaen school plans to be reconsidered
9. Newport man dies after 'medical emergency' on A4042 at Harlequin roundabout
10. PICTURE UPDATE: Newport man who raped child jailed

MOST RECENT
1. Newport woman arrested on suspicion of attempted murder of two children
(33 minutes ago in News)
2. I'm no troublemaker, says Ryan Burge after Exiles exit
(38 minutes ago in Sport)
3. Woman found dead at Newport home named
(55 minutes ago in News)

to be demolished and a standing stone scheduled ancient monument at Llanfiangel to be relocated.

It also crosses 8.5 kilometres of land on Sites of Special Scientific Interest.

Officials would also want the existing M4 between Magor and Castleton to be reclassified as a non-motorway, with a long-sought-after link between the M48 and the B4245.

The latter road would allow quicker access to the motorway network from Caldicot. Cycle and walking “friendly” infrastructure would also be provided as part of the draft plan.

Two alternatives are also being considered, shown in red and purple on the map.

A series of drop-in exhibitions are to take place in Magor’s Ebenezer Baptist Church on October 2 and 3, in Newport Centre on October 8 and 9 and November 25 and 26 and Brynglas’ All Saints Church on October 15 and 16.

Castleton’s Village Hall will host an exhibition on October 29 and 30. All sessions will be held from 12pm to 7pm.

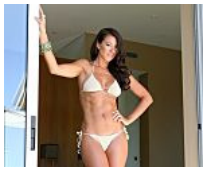
For more information on the consultation, which closes on December 16, visit www.M4newport.com

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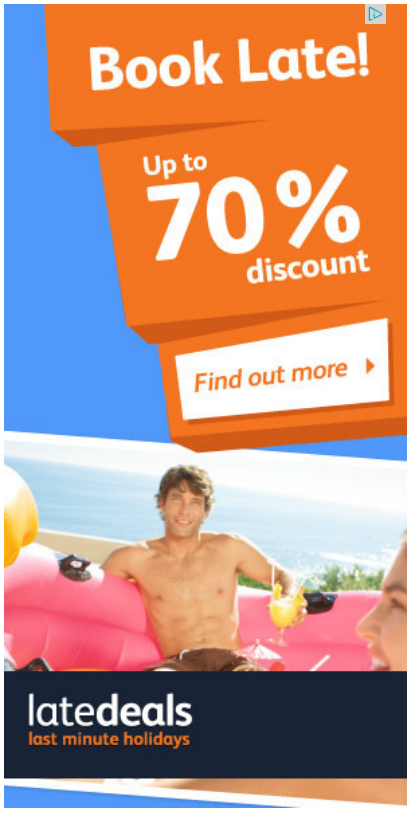
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rightsideup says... 9:04am Mon 23 Sep 13

So when is it anticipated this will all be completed?.....
.....

Score: 5 | Report this post »

keithbob says... 9:13am Mon 23 Sep 13

Been mentioned many times,and cant see it happening without goverment funding,but this new motorway is long overdue,when you have a permanent 50 mile speed limit (tunnels).on one of the worst stretches of motorway in the country,ask any lorry driver! also with the amount of crashes we have had causing major congestion around newport,i dont think an extra tunnel would be the answer, but the magor to castleton has to be the best option.probably wont see it in my time though!

Score: 4 | Report this post »

jerymp says... 9:23am Mon 23 Sep 13

If you could show a map with better definition we could view it alongside Google Earth and get a much better idea of the impact a relief road would have on the area

Score: 12 | Report this post »

jerymp says... 9:53am Mon 23 Sep 13

The present route of the M4 through Newport is an unsuccessful compromise between a motorway and a ring road and any tinkering with another tunnel etc wouldn't work but remember the vast majority of accidents are not caused by roads but by drivers not intelligently adapting too prevailing conditions or to put it another way stupid buggers going too fast and too close.

Score: 14 | Report this post »

Roggie girl says... 10:13am Mon 23 Sep 13

Need a new road from Newport to Caerphilly as it's a nightmare in Bassaleg etc with massive lorries that are way too big pass through at (speed most of the times)

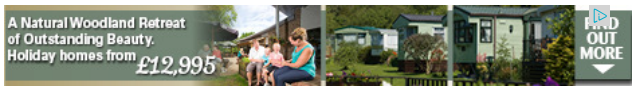
constantly and a very high volume of traffic through the village :(The roads weren't built for such traffic and not safe.. why don't they sort this out instead :(

Score: 2 | Report this post »

Vox Dei says... 10:57am Mon 23 Sep 13

Reclassifying the existing M4 as an all-purpose road would be a mistake as then we'd be likely to see it burdened with traffic lights, new roundabouts and a lower speed limit. This would make journey times longer for those that currently have good motorway access. It would make logical sense to extend the M48 classification to the existing M4 J29.

Score: 8 | Report this post »



jerymp says... 11:33am Mon 23 Sep 13

> **Vox Dei** wrote:
> Reclassifying the existing M4 as an all-purpose road would be a mistake as then we'd be likely to see it burdened with traffic lights, new roundabouts and a lower speed limit. This would make journey times longer for those that currently have good motorway access. It would make logical sense to extend the M48 classification to the existing M4 J29.

Everyone seems to be obsessed by speed and journey time.
The distance between junction 24 and 28 is about 7 miles and at a speed of 70 mph would take about 6 minutes at 50 mph less than 9 minutes considering the obvious advantages of driving at this safer speed with extended reaction times and proven figures that accidents are less serious is it worth it for just 3 minutes? Once you are past Newport do 70 or more if you must but adapt your driving to the situation.

Score: 4 | Report this post »

Vox Dei says... 11:50am Mon 23 Sep 13

> **jerymp** wrote:
>
> > **Vox Dei** wrote:
> > Reclassifying the existing M4 as an all-purpose road would be a mistake as then we'd be likely to see it burdened with traffic lights, new roundabouts and a lower speed limit. This would make journey times longer for those that currently have good motorway access. It would make logical sense to extend the M48 classification to the existing M4 J29.
>
> Everyone seems to be obsessed by speed and journey time.
> The distance between junction 24 and 28 is about 7 miles and at a speed of 70 mph would take about 6 minutes at 50 mph less than 9 minutes considering the obvious advantages of driving at this safer speed with extended reaction times and proven figures that accidents are less serious is it worth it for just 3 minutes? Once you are past Newport do 70 or more if you must but adapt your driving to the situation.

It is not just about speed, but safety. Adding traffic lights and roundabouts would compromise safety as well as increase travel time. There is no need to downgrade the existing road which has been a motorway for 46 years. Can you imagine coming down the Malpas Straight to be confronted by a red traffic light or roundabout? Downgrading would remove many of the benefits of a new road as you would then lose the motorway-standard resilience that the new motorway is supposed to provide.

Score: 10 | Report this post »

jerymp says... 12:41pm Mon 23 Sep 13

"Can you imagine coming down the Malpas Straight to be confronted by a red traffic light or roundabout? "
Is that a serious question? Traffic lights and roundabouts are quite common in my neck of the woods. If the light is red slow down and stop at a roundabout slow down and give way to the right.

Score: -2 | Report this post »

jerymp says... 12:49pm Mon 23 Sep 13

> **Roggie girl** wrote:
> Need a new road from Newport to Caerphilly as it's a nightmare in Bassaleg etc with massive lorries that are way too big pass through at (speed most of the times) constantly and a very high volume of traffic through the village :(The roads weren't built for such traffic and not safe.. why don't they sort this out instead :(

Probably 90% of the heavy traffic through Bassaleg is heading for Bedwas and beyond and much of it is taking a short cut to the valleys.
Some way is needed to make them use the motorway between Coryton and junction 28

Score: 1 | Report this post »

commentariat says... 2:54pm Mon 23 Sep 13

The main problem is not with the route of the road (although that has issues), but with the proposed mechanism for paying for it.
In order to pay for it the tolls on the Severn bridge would need to stay astronomically high for another 20 years, instead of dropping to perhaps £1 (or maybe zero) in 2 years time.
The tolls reduce the attractiveness of Wales as a business or tourist destination, and a shiny new road will not outweigh this.

Score: 5 | Report this post »

Magor says... 5:28pm Mon 23 Sep 13

What about the last consultation,wheres all that data gone? The M4 is part of the UK motorway network and should be funded from Whitehall .Nothing to do with WAG or the Severn Bridges.

Score: 3 | Report this post »

Mervyn James says... 7:26pm Mon 23 Sep 13

Just run the new road straight through the town centre, that would silence the greenies, and sort it out too....

Score: -1 | Report this post »

Mervyn James says... 7:26pm Mon 23 Sep 13

Just run the new road straight through the town centre, that would silence the greenies, and sort it out too....

Score: -4 | Report this post »

altom23 says... 7:58pm Mon 23 Sep 13

> **Mervyn James** wrote:
> Just run the new road straight through the town centre, that would silence the greenies, and sort it out too....

Love it what a brill idea!!

Score: -6 | Report this post »

rightsideup says... 9:51pm Mon 23 Sep 13

> **Magor** wrote:
> What about the last consultation,wheres all that data gone? The M4 is part of the UK motorway network and should be funded from Whitehall .Nothing to do with WAG or the Severn Bridges.

Yes.That was obviously money well spent!.....
.....

Score: 2 | Report this post »

bobmech1 says... 8:59am Tue 24 Sep 13

I agree with the comment about wheee has the data from the last consultation gone
Why is there a need for a new consultation and waste more money
At the end of the day no group will be entirely satisfied with whichever route is taken, but for the sake of the economy, future job prospects, the chance for regeneration a compromise must be agreed upon as our children's future is more important than ever

Score: 1 | Report this post »

Bryan says... 3:55pm Tue 24 Sep 13

Oh look, just what the WAG was after... an excuse to keep charging tolls on the bridge after the existing contract expires.

Score: 0 | Report this post »

Ian MacKinlay says... 12:44pm Wed 25 Sep 13

> **jerymp** wrote:
> If you could show a map with better definition we could view it alongside Google Earth and get a much better idea of the impact a relief road would have on the area

Avery good idea, "jerymp".

Score: 0 | Report this post »

Ian MacKinlay says... 12:52pm Wed 25 Sep 13

If you capture this map/picture and enlarge it, you will see that the letters which say "Newport" are literally just two pixels high. This from the newspaper that has recently relaunched itself, with a view to charging for internet axis soon!

Score: 1 | Report this post »

Mervyn James says... 6:56pm Fri 27 Sep 13

> **Ian MacKinlay** wrote:
> If you capture this map/picture and enlarge it, you will see that the letters which say "Newport" are literally just two pixels high. This from the newspaper that has recently relaunched itself, with a view to charging for internet axis soon!

Sad, I buy the argus every day and they STILL want to charge me for online... surely for those that buy the paper they should have free access ? They can put a bar code or something on it we can scan in...

Score: 0 | | Report this post »

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SOUTH WALES Argus GWENT NEWS

ARGUS COMMENT: Have your say on M4 relief road plans

10:01am Monday 23rd September 2013 in Gwent news



ARGUS COMMENT: Have your say on M4 relief road plans

WE would urge every Argus reader to have their say as the consultation begins on plans for a M4 relief road.

Our position is clear - a new motorway to ease the often horrendous traffic congestion around Newport is absolutely vital for the Gwent and wider South Wales economy.

Whether the money is there to build a new motorway between Magor and Castleton is still in doubt as the Welsh Government waits to see whether Westminster will allow it to have borrowing powers.

However, the signs are good given the statements Chancellor George Osborne made earlier this year.

There is still much to be debated about the proposed new route for the M4, which would see the current motorway stretch around Newport downgraded to A-road status.

The planned three-lane motorway goes through parts of the Gwent Levels designated as a site of special scientific interest.

We know many people will be against the plans but we suspect the majority will be in favour of a solution to the current traffic problems that all too often cause gridlock in and around Newport.

Looking for a...



It is vital it has public backing.

Exhibitions start next month in Newport, Magor and Castleton as part of a consultation that continues until mid-December.

It is important that everyone with a view on this scheme takes the time and trouble to have their say.

This plan has been decades in the making.

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M4 relief road consultation launched as business leaders highlight economic benefit

Business leaders and environmental campaigners prepare to make their case as Welsh Government launches public consultation

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The Brynglas Tunnels at Newport - currently a major traffic bottleneck on the M4

The creation of an M4 relief road near Newport would generate £2.1bn for the South Wales economy, business leaders have claimed as a new consultation on the scheme was launched today.

The Welsh Government has launched its public consultation on the draft plans to improve the M4 corridor around Newport, including a new stretch of motorway to the south of the city.

Transport Minister Edwina Hart said tackling congestion on the motorway was vital for the Welsh economy.

“Traffic congestion and unreliable journey times, particularly during rush hour, are common occurrences on the M4 around Newport,” she said.

“The Welsh Government is committed to addressing capacity and resilience problems on this key artery widely recognised as essential to support the Welsh economy.

“Building upon the work done in the M4 Corridor Enhancement Measures consultation, we are now consulting on a draft Plan and associated assessments.”

Ill-fated plans for an M4 relief road around Newport were first revealed in 1991 but it took until 2004 for the Welsh Government to unveil its original draft Plan.

Five years later the then Labour-Plaid coalition in Cardiff Bay shelved the idea when the estimated cost rose to £1bn.

The main element of the latest draft Plan, if implemented, is the provision of a section of three-lane motorway between Junction 23 Magor and Junction 29 Castleton on the south side of Newport.

The plan and associated assessments also consider two “Reasonable Alternatives” and a “Do Minimum” option which considers the consequences of doing nothing above what is already planned.

Graham Morgan, director of the South Wales Chamber of Commerce, said: “We are delighted that the Welsh Government is launching a consultation exercise into the M4 relief road as it demonstrates that the plans are moving in the right direction.

“We believe that the M4 relief road is an essential piece of infrastructure for south Wales that will reap rewards in terms of economic growth and job creation.

“Currently the M4 around Newport is not fit-for-purpose and suffers from major congestion, causing serious delays for those entering the country.

“The new M4 relief road would help to overcome this, providing clear economic advantages with research indicating that this would be in the region of £2.1bn.

“In addition to the long-term advantages to South Wales businesses looking to expand, there would also be short-term economic advantages during the construction phase and we would hope that much of this work is earmarked for local companies.”

Despite the launch of a consultation process, questions remain over who will pay for the new road.

In his Spending Review in June Chancellor George Osborne signalled his support for the scheme – although he said a decision on how it will be financed has been delayed until after the Government gives its response to the Silk Commission.

Last week a Welsh government adviser said borrowing for the project could be funded from toll income but the Federation of Small Businesses (FSB) said using tolls as a “cash cow” for the scheme was unacceptable.

Meanwhile, Friends of the Earth (FOE) said there was no evidence for the economic benefit of extending the M4 around Newport.

Gareth Clubb, director of FOE Cymru, said: “The UK Government is eagerly looking forward to finance a scheme the Welsh Government admits has no proven economic benefits.

“There’s not a bank manager in Wales who’d lend to a business without a plan, yet George Osborne appears keen to pour austerity cash into a project that could be a catastrophic waste of money.”

It is also hoped in Cardiff that any M4 development could kick-start the completion of the Eastern Bay Link Road and the creation of a new railway station in the east of the city.

Long seen as the missing link in Cardiff’s transport network, the road, from the city’s east to the Bay would effectively complete a circular dual-carriageway system when added to the M4 to the north and the existing A4232 Ely link road to the southwest.

Speaking earlier this summer Cardiff council’s economy boss Russell Goodway said: “If Edwina Hart does announce those projects then it will make a vast difference to Newport and Cardiff and the entire region and completely change the dynamic of the city once more in favour the Cardiff Bay.”

Mr Morgan added: “Our members are continually feeding back that the M4 relief road is one of their top priorities in terms of transport infrastructure, so it is good that they will now be able to feed into the consultation process and tell the Welsh Government their views directly.

“I would urge companies to take an active part in this debate and make sure their voices are heard.”

The consultation document and response form are available to download from the Welsh Government consultation website www.wales.gov.uk/consultations. The consultation will close on December 16.





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Consultation starts on £1bn Newport M4 relief plan

Aaron Morby | Mon 23rd September | 6:03

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Plans for a £1bn M4 relief road aimed at cutting traffic congestion around Newport have gone out to a public consultation.

The draft plan, if implemented, would see a new stretch of motorway being built south of Newport, between Magor and Castleton.

It would also see the existing M4 between Magor and Castleton reclassified as a non-motorway.

Even though the Welsh Government is pressing ahead with the consultation process, there is still a big questions hanging over who will pay for the new road.

Chancellor George Osborne signalled his support for the scheme in the June spending review. But he said a decision on how it will be financed would be delayed until after the Government gives its response to the Silk Commission.

Last week a Welsh government floated the idea of funding borrowing for the project from tolls from the two Severn Crossings, although this plan was blasted by small businesses.

Plans to ease congestion in south Wales were first announced back in 2004. But the idea was scrapped five years later when the estimated cost rose to £1bn.

Transport Minister Edwina Hart said tackling congestion on the motorway was vital for the Welsh economy.

“Traffic congestion and unreliable journey times, particularly during rush hour, are common occurrences on the M4 around Newport,” she said.

“The Welsh Government is committed to addressing capacity and resilience problems on this key artery widely recognised as essential to support the Welsh economy.

“Building upon the work done in the M4 Corridor Enhancement Measures consultation, we are now consulting on a draft Plan and associated assessments.”

The consultation will close on 16 December 2013.

Talk to the Enquirer. To share your stories email Grant Prior or Aaron Morby... always off the record


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Consultation launched on M4 relief around Newport

Published in News. Last updated on Monday September 23rd, 2013 at 10:07

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The Welsh Government has launched a public consultation on a draft plan to build a £1 billion M4 relief road to the south of Newport.

Minister for Economy, Science and Transport, Edwina Hart said: "Traffic congestion and unreliable journey times, particularly during rush hour, are common occurrences on the M4 around Newport.

"The Welsh Government is committed to addressing capacity and resilience problems on this key artery widely recognised as essential to support the Welsh economy. Building upon the work done in the M4 Corridor Enhancement Measures consultation, we are now consulting on a draft Plan and associated assessments."

The three lane relief motorway between Junction 23 Magor and Junction 29 Castleton on the south side of Newport would see the current M4 re-classified as a non-motorway. Under the plans, a new single carriageway link between the M48 and B4245 would also be built.

The draft plan also considers two 'Reasonable Alternatives' and a 'Do Minimum' which considers consequences of doing nothing above what is already planned.

The consultation document can be downloaded from the Welsh Government consultation website www.wales.gov.uk/consultations and from the www.M4newport.com website.



A series of meetings will be held to discuss the plan. *Credit: David Jones/PA Wire*

The Welsh Government's launched a consultation on a draft plan to improve the M4 corridor around Newport.

If the green light's given a new 3 lane motorway will be built South of the City between Magor and Castleton.

The existing M4 between Magor and Casteleton will be re-classified non-motorway.

A new single carriageway link will be built between the M48 and B4245.

The Welsh Government says cycle and walking friendly infrastructure will also be provided.

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M4 relief road would be 'Newport by-pass' - Gwent wildlife group

9:12am Tuesday 24th September 2013 in Gwent news



South Wales Argus: CONCERNS: Tom Clarke of Gwent Wildlife Trust




THE HEAD of a Gwent wildlife charity said it would be a shame if the M4 relief road became a bypass to Newport.

But one business leader said the new M4 could bring economical advantages of more than £2 billion to South Wales.

Yesterday the Welsh Government began consulting on moving the M4 motorway to the Gwent Levels, downgrading the current M4 road to a non-motorway.

Tom Clarke, chief executive of the Gwent Wildlife Trust and also speaking on behalf of the Campaign Against the Levels Motorway, questioned "whether a relief road would act as a Newport bypass, which would be bit of a shame".



"We are naturally concerned about the implications to wildlife and indeed the implications to Newport. This needs to be consulted on properly," he added.

However Matthew Evans, Tory group leader on Newport council, said people are getting "sick and tired" of all this consulting and warned the road could suffer a "death by consultation".

"This is at least the third time its' gone to consultation," Cllr Evans said.

"Why go through all the unnecessary expense and consultation and delay when we have already been consulting, we just need to get on with it."

Richard White, Tory councillor for Marshfield ward where the road's western end will terminate, was sceptical about the case for the project.

"To be honest I don't think it's necessary," Cllr White said, arguing for the Southern Distributor Road to be linked up from Newport Saracens to Coedkernew.

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(45 minutes ago in News)
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(1 hour ago in News)

"Obviously the problem with the motorway crossing the levels like that is that will bring the noise of traffic into the area".

Graham Morgan, director of the South Wales Chamber of Commerce, said: "We believe that the **M4 relief road** is an essential piece of infrastructure for south Wales that will reap rewards in terms of economic growth and job creation.

"Currently the M4 around Newport is not fit-for-purpose and suffers from major congestion, causing serious delays for those entering the country.

"The new M4 relief road would help to overcome this, providing clear economic advantages with research indicating that this would be in the region of £2.1bn.

"In addition to the long-term advantages to south Wales businesses looking to expand, there would also be short-term economic advantages during the construction phase and we would hope that much of this work is earmarked for local companies."

The consultation runs until December 16. A drop-in exhibition is set to take place in Magor's Ebenezer Baptist Church on October 2 and 3.

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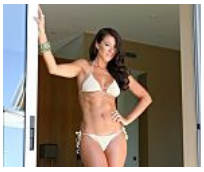
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Woodgnome says... 9:45am Tue 24 Sep 13

Presumably the argument being that people will get to Cardiff and beyond that much quicker and have a perfect excuse to ignore Newport altogether.

Score: 1 | Report this post »

whatintheworld says... 10:12am Tue 24 Sep 13

ive no opinion either way on this road.

but the tory group leader matthew evans seems to be treating consultation as a tick-box excercise.

you are supposed to consult, then compromise. not say "right, we've gone to consultation 3 times so that's that. better get on with it".

Score: -6 | Report this post »

Vox Dei says... 10:27am Tue 24 Sep 13

> **Woodgnome** wrote:
> Presumably the argument being that people will get to Cardiff and beyond that much quicker and have a perfect excuse to ignore Newport altogether.

That is a nonsensical argument though.

Score: 4 | Report this post »

Woodgnome says... 1:00pm Tue 24 Sep 13

That's Welsh Wildlife's argument not mine.

Score: 0 | Report this post »

Vox Dei says... 5:25pm Tue 24 Sep 13

> **Woodgnome** wrote:
> That's Welsh Wildlife's argument not mine.

Yes indeed; The concept of a bypass being good for the bypassed place in terms of less congestion, pollution, &c. seems to have been totally lost on them. Also a Newport Bypass already exists and has existed since 1967.

Score: 1 | Report this post »

NATIONAL NEWS

Ex-bank boss in court over drugs



Updated 3:28am Wednesday 7th May 2014

Disgraced former Co-op Bank boss Paul Flowers will appear in court today charged with possessing drugs including cocaine and crystal meth.

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Lord coed melyn says... 6:55pm Tue 24 Sep 13

yes we do need a relief motorway to the south.
(BUT) it must benefit newport, and wales.
don't bridge the usk put a power generating barrage with the road on top.
get the river to one level we need the power from it to get the welsh carbon foot print down we may need the water in the future so use it don't lose it.
england needs water we can sell it to them . we then don't need nuclear power plants in wales.
The river at one level will generate business on the river both sides up as far as cearleon.
There WILL be less pollution IN THE CITY we can use the river for leisure and transport. buss boats from pill under the transporter bridge to stops on the river mabe river boat housing.
GET YOUR ACT TOGETHER NEWPORT THINK AHEAD THINK OF THE FUTURE. DON'T LET IT RUN AWAY

Score: -2 **Report this post »**



Woodgnome says... 7:22pm Tue 24 Sep 13

You cannot overlook the adverse environmental impact the line of the proposed road will have on the Gwent Levels and the residents thereof and I suspect that there will be considerable opposition on that ground alone. In addition to that, to add a dam or barrage to the river Usk that will benefit only Newport would be a step too far and create another large tranche of objectors which would probably tip the balance against the whole thing. The only way it will have a chance within the next 2 decades will be with the minimum environmental impact.

Score: 0 **Report this post »**

Gisport says... 3:07pm Wed 25 Sep 13

Newport needs a bypass road there is no doubt. Unfortunately someone is going to be affected by this road. The minimum disruption to nature and the population the better. To this end I favour the option of extending and upgrade of the existing dual carriageway through Llanwern steelworks site and upgrade of the southern distributer road which would take you to Tredegar Park junction bypassing Brynglas tunnels which is the main obstruction to the existing M4.

Score: 2 **Report this post »**

Gisport says... 3:22pm Wed 25 Sep 13

There is no doubt that Newport needs a relief road. Unfortunately it is not possible to build this road without disruption to someone's life. The road should be constructed with the minimum damage to nature and wildlife and the population at large. My preferred option would be for the existing road through Llanwern to be upgraded and linked to the distributer road which also would be brought to motorway standard. This would link to Tredegar park junction avoiding Brynglas Tunnels which is the main obstruction on the existing M4.

Score: 2 **Report this post »**

rightsideup says... 7:24pm Wed 25 Sep 13

> **whatintheworld** wrote:
> ive no opinion either way on this road.
>
> but the tory group leader matthew evans seems to be treating consultation as a tick-box excercise.

you are supposed to consult, then compromise. not say "right, we've gone to consultation 3 times so that's that. better get on with it".

How many more 'consultations'do we need?One more be enough?.

Score: 0 | | Report this post »

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EDITOR'S CHAIR: New M4 will be a relief for everyone

10:02am Thursday 26th September 2013 in News



Argus-Mark 15-03-13Traffic congestion approaching J28 on the M4 after a fatal accident in the Brynglas Tunnels (1223255)

LIKE most Newport residents, I received the **M4** relief road consultation document in the post this week.

I have to say I was tempted to send it back to the Welsh Government with 'just build the bloody thing' scrawled across the front of it.

I've been working at the Argus - with the exception of a four-year period when I edited a daily newspaper in England - for almost 25 years. The **M4 relief road** has been on the news agenda for most of that period.

And while the debates and seemingly-endless consultations have dragged through the decades the traffic problems in and around Newport have worsened.



The opening of the Southern Distributor Road brought some short-term relief but it becomes just part of a gridlocked city when there is any problem on the M4 around Newport.

The stark reality is the motorway around Newport is not fit for purpose.

The major problem has always been the stretch leading to and from the Brynglas tunnels - a three-lane motorway narrows to two lanes and when accidents happen they tend to happen on that part of the M4.

Yet this is one of the busiest stretches of motorway in Britain and is the key arterial route in and out of Wales.

The M4 between junction 24 at The Coldra and junction 28 at Tredegar Park is an absolutely vital link for hundreds of businesses employing thousands of people.

Everyone has known about the problems with the M4 around Newport for decades. And yet we still wait for something to happen.

The latest consultation comes a year after the last one. That looked at a number of options for the M4 corridor. This one focuses on one - a new motorway from Magor to Castleton that,

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MOST RECENT
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2. Long delays as collapsed manhole closes lane on M4 in Newport (1 hour ago in News)

controversially, would be built across parts of the Gwent Levels.

It is, in all but name, the same route proposed for the original M4 relief road a decade ago.

That was scrapped on cost grounds and it is impossible to ignore the fact that money remains the biggest stumbling block for the new proposal.

Westminster will have to grant the Welsh Government new borrowing powers if the new M4 is to be built.

An announcement is yet to be made on this although Chancellor George Osborne has dropped enough hints over the last six months to suggest it will happen.

The Welsh Government certainly seems confident enough to launch this week's new consultation, which will continue until just before Christmas.

I haven't mentioned the environmental concerns surrounding the proposed new M4 yet but I am certainly not ignoring them.

There is already vociferous opposition to any part of the new motorway being built across the Levels and these protests will undoubtedly increase, particularly if the proposal gets the go-ahead.

Tom Clarke, chief executive of the Gwent Wildlife Trust, is obviously opposed to the plan because of its potential impact on wildlife. It is an opinion I can understand and respect.

But I disagree with Mr Clarke's view that a new M4 would act as a Newport bypass. The current M4 can already be used in such a way if drivers so wish.

The new motorway will ease congestion, making it easier to get in and out of Newport and provide new opportunities for businesses, including many in the city.

The South Wales Chamber of Commerce suggests the M4 relief road could be worth in excess of £2 billion to the local economy.

This whole issue has dragged on for far too long. Former Newport council leader Matthew Evans says the project runs the risk of 'death by consultation' and I tend to agree.

Let's get the finance sorted, find a way around the environmental issues, and get this road built.

It is too important to the economic future of Newport and the surrounding area to continue to delay a project that should have been completed years ago.

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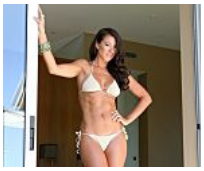
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Vox Dei says... 10:34am Thu 26 Sep 13

While I agree that the M4 relief road is a much-needed project, slightly worrying is the mention of downgrading the existing motorway. A lot of businesses make use of their proximity to the motorway to attract investment. It is also good for tourism to give simple directions from the motorway. What would make sense is to keep the motorway status and simply extend the M48 number along the bypassed section. This will provide motorway-standard resilience, which of course is one of the stated aims of the project.

Score: 7 | Report this post »

Bryan says... 10:36am Thu 26 Sep 13

Build the new motorway by all means, but why do ALL options include downgrading the existing M4 betwen J24 and J28 to a trunk road? This will inevitably lead to "trafic calming" measures being introduced making this stretch of road practically unusable.

I'm also concerned about how the new motorway will be funded. Although it isn't mentioned in the consultation document, don't be surprised if the WAG announce the need to maintain Severn bridge tolls at their current levels once the existing contract expires in order to pay for this work

Score: 6 | Report this post »

Port0214 says... 12:49pm Thu 26 Sep 13

NATIONAL NEWS

Ex-bank boss in court over drugs



Updated 3:28am Wednesday 7th May 2014

Disgraced former Co-op Bank boss Paul Flowers will appear in court today charged with possessing drugs including cocaine and crystal meth.

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Forget it, the WAG are involved this is almost certainly the kiss of death, they seem to have a track record of incompetence and failure in just about everything they do, remove them completely from the process.

As for funding this should come from central government and not some PFI based fraud the only hope we have from the shower down the bay is the fact it affects their people in Cardiff and the vale so maybe and that's a big maybe.

Score: 1 | Report this post »

Magor says... 5:08pm Thu 26 Sep 13

If the existing road becomes bus lanes and cycle tracks then that is the end for Newport and even Cwmbran.

Score: 0 | Report this post »

podger76 says... 5:22pm Thu 26 Sep 13

as you stated in the argus go ahead and build the bloody thing good on you mate .Im retired but travelled for many many years to the llanwern steelworks via the m4. But coming home after a shift and enter the m4 west coming towards the tunnels getting through forget it but luckily at the time I could branch off at the caerleon slip road.The unlucky ones had a long long wait .It was a good many years ago now but ive noticed how more busy it is new road bring it on podger78

Score: 2 | Report this post »

ninebalehigh says... 6:20pm Thu 26 Sep 13

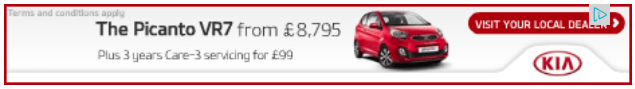
I'm not in favour of it, new roads only solve the congestion temporarily - as you mentioned with the Southern Distributor road - in no time at all the new road becomes as congested as the old one.

Nothing is fit for purpose forever, that's a pointless argument, the Royal Gwent Hospital, the Kingsway Centre, the old Severn bridge, Newport bus/railway stations were all fit for purpose when they were built.

If you listen to the travel news the whole of the UK grinds to a near-halt every rush hour, it's not a problem unique to this area.

It's hardly a relief to everyone, not everyone drives or uses the motorway, and it's obviously not going to be welcomed by those whose homes may be affected.

Score: -3 | Report this post »



Magor says... 7:45pm Thu 26 Sep 13

> **ninebalehigh** wrote:
> I'm not in favour of it, new roads only solve the congestion temporarily - as you mentioned with the Southern Distributor road - in no time at all the new road becomes as congested as the old one.
>
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>
> It's hardly a relief to everyone, not everyone drives or uses the

motorway, and it's obviously not going to be welcomed by those whose homes may be affected.

The roads are there 24/7 but everyone wants to use them for the same few hours .

Score: 0 | Report this post »

Nospin_1 says... 11:01pm Thu 26 Sep 13

There are two problems:-
a) down grading the existing motorway - this must not happen. When the new Severn bridge opened the old Chepstow spur wasn't downgraded, neither must the existing m4 through the tunnels be.

b) Funding. - if we have to borrow we have to be 100% certain every penny borrowed goes on the motorway not usurped to fund shortfalls and WAG schemes. Anyway why on earth has WAG got to pay for it, my taxes builds roads in England, all motorways should be a UK concern (as in the USA where trunk roads come under the federal gov not state gov), just reduce the transport element of the Barnet grant,

Score: 2 | Report this post »

Nospin_1 says... 11:17pm Thu 26 Sep 13

Actually there are 3 problems, the third is the route across the Gwent levels, I remember my father telling me about the problems when constructing the M5 across the Somerset levels.

This link gives a fair indication of the problems, in some places the allium was 100ft thick

http://www.ciht.org.
uk/motorway/m5edwisc
heme.htm

Score: -1 | Report this post »

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Sep 30, 2013 09:59 | 4

OPINION

BY STEVEHOWELL



Steve Howell argues the consultation over the M4 relief road is missing out an important part of the discussion

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The consultation over an M4 relief road was launched last month

When training clients for media interviews I always tell them they do not have to accept the premise of the question.

For a good example of this, look at how Ed Miliband handled coverage of his promise to introduce a 20-month freeze on energy prices.

For some pundits, “Red Ed” was being anti-business. Yet most companies – especially in manufacturing – suffer as much from high energy prices as consumers do.

The premise was wrong, and the Labour leader had to battle his way through the questions to challenge it.

Public consultations can be similarly skewed by assumption or omission. When the UK Government consulted over the summer on its trade union administration proposals, it did not ask if data protection laws should be over-ridden to give the Government powers to require unions to hand over members’ personal details.

The questions were solely about the practicalities of the legislation, and the TUC was left with no choice but to challenge the premise of the whole exercise.

Sadly, I now find myself in the same position in relation to the consultation on the building of an M4 relief road.

Of course, as a daily user of the M4 for 20 years, living in Newport and travelling to and from work in Cardiff, I would like to see the traffic flowing more smoothly. As a business person, I also appreciate how important transport is to the Welsh economy.

But the consultation is not giving me a chance to comment on all the options that could improve mobility in and around the Cardiff city region.

To be fair, the consultation website does mention that the Welsh Government has commissioned a separate report on a Metro system for south-east Wales.

But there is no reference to this in the A4 leaflet that dropped through my letterbox or on the response form itself.

And most of the coverage that followed the launch of the M4 consultation last week did not mention the Metro alternative either.

The premise was that we have a straight choice, for or against another motorway, with business on one side and wildlife activists on the other.

But what about those of us who believe a Metro would be better for both the economy and the environment?

Why not frame the question: a Metro and a motorway would each cost a billion pounds, which would you prefer your taxes to be spent on?

The 60-page document accompanying the consultation, while ignoring the Metro completely, does acknowledge that 43% of journeys on the M4 around Newport are of less than 20 miles. So, clearly, a Metro is a direct alternative to the relief road, especially if it is a turn-up-and-go system with 140 stations serving every community and key locations for business, industry, education and health.

The Metro vision, as proposed two years ago by the Cardiff Business Partnership, is of business parks along the M4, such as at Celtic Springs and Cardiff Gate, having their own stations and being easy to reach by public transport from any part of the region.

As David Stevens of Admiral said at the time: “Aspiring city regions such as Manchester, Leeds, Sheffield, Nottingham and Edinburgh are pushing ahead with the development and expansion of modern urban transit systems to boost their economies.”

Greater Manchester has raised £1.5bn for a 10-year investment programme to expand its existing system. Edinburgh is building a nine-mile tram line at a cost of £800m.

Even Los Angeles – that bastion of 1960s freeway culture – has built six Metro rail lines with 100 stations and 88 miles of track, and is planning to spend nearly twice as much on public transport as on the highways over the next 30 years.

Last week, climate scientists said we are 30 years away from a calamity if we carry on pumping carbon dioxide into the atmosphere at current rates.

Yet the consultation document accepts without question the UK Government’s premise that motorway traffic will rise more than 20% over the next 20 years.

It looks like we’re planning for calamity. Surely, it is not too late to re-frame the question.

FROM AROUND THE WEB

The Villager

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Community Magazine and Business Directory Magor // Undy // Redwick // Rogiet

September/October 2013



In this issue

Memories of WW2
Business in Focus
The Levels Motorway
New Houses for Undy?
Undy Fun Day 2013
Magor School Drama Club
Pictures of Days gone by...
Plus much more...

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From the Editor

Welcome to the latest issue of The Villager, a community magazine and business directory that has been delivered free of charge to every home in Magor, Undy, Redwick and Rogiet, Wilcrick and Llandevenny.

This issue is the largest to date with a couple of new sections - recipe and colouring page competition.

Every issue I have local residents saying how they enjoy reading The Villager and in particular looking at the old pictures that are published. With that in mind, a resident from Llanwern village that collects old postcards, was kind enough to let us have copies from her collection, and over the next few issues we will be including some of them, starting in this issue. Maybe you recognise some of the places, all of which are from the early 1900s.

Also, have a look at the 'What's On' section on page 50 to see some of the events that are happening locally over the next couple of months. If you have an event you would like to include please let us know.

Earlier this year I mentioned about the fantastic outdoor Christmas light displays that residents did last year. If you are decorating your home this year for the Christmas season, please send in a picture (with the lights on), and in the New Year the winner will receive a £50 voucher to be used in B&Q.

Do you have any articles that you would like included in future issues? If so, please email the editor - **info@the-villager.net** or telephone 01633 882259 or drop them into our new shop, Magor Printing & Stationery Company, The Hayloft, The Square, Magor. NP26 3HY (just behind the Post Office, next to the Church in Wales gates). Please feel free to drop in and have a chat, pick up an additional copy or drop in an article. The deadline for the next issue is 25th October 2013.

Happy reading,

Jonathan Croft.
Editor

Copy deadline for the November/December edition is 25th October 2013

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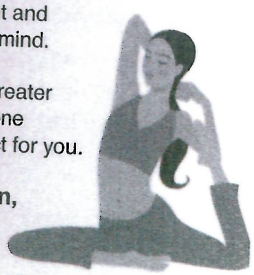
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THE LEVELS MOTORWAY IS BACK ON THE AGENDA

Readers may be aware that the Welsh Government is actively considering building a Relief Road for the M4 across the Gwent Levels. A new consultation is expected this September. Expected costs are believed to be around £1.2 Billion. This could be funded by a loan from the Tory-led government to the Labour-led Welsh Government. If this loan were 0% interest, for 20 years it would cost Wales £50 Million a year to pay back. Think of what nearly £1,000,000 a week could be spent on to improve healthcare or schools in Wales.

The planned route would start at Magor, go across the south of Newport and finish near Tredegar House – similar to the route outlined on previous occasions. Its purpose is to reduce the traffic pressure on the M4 at Newport, partly caused by the Bryn Glas tunnels, which give the perception that traffic has nowhere else to go.

A number of local organisations have got together to begin to look at this objectively under the title of CALM – the Campaign Against the Levels Motorway. The organisations include the Gwent Wildlife Trust, the RSPB, local community councils such as Magor/Undy, Friends of the Earth and others.

Aside from the obvious implications of permanent scarring of the Gwent Levels and impact on wildlife, CALM believes there are some serious implications for local residents, which include:

- Construction of a Relief Road would require a larger junction or interchange than currently at 23A on the M4. This would see Magor and Undy effectively hemmed in.
- Permanent scarring of the Gwent Levels to the South and East of Magor, Undy and Rogiet, as well as to the North of Redwick.
- Significant air/noise/watercourse pollution, affecting people and wildlife.
- Removal of the green space currently enjoyed by the local community.
- The likelihood of a Relief Road being very under-used outside of peak times, especially if it becomes a toll road.

CALM would prefer no new roads at all, but we understand the perception that traffic congestion on the M4 at Newport causes economic problems in Wales. Therefore, CALM believes that enhancement to the existing A48 distributor road constitutes a feasible Relief Road in place around Newport. In addition, the new road through Llanwern is nearing completion, thus relieving M4 traffic pressure still further. Both these routes offer a viable alternative to relieving peak traffic congestion. Enhancements to make the A48 flow better are estimated at £200 Million: this is 1/6 the estimated cost of a new relief road.

So CALM is asking local residents to actively support its recommendation of no new expensive M4 Relief Road, but instead to support the more cost effective enhancements to the existing A48 distributor road. This will mean letting Welsh Government know what you think when the anticipated consultation starts this September.

The CALM website is being reactivated we will endeavour to keep it updated. Please visit at: http://www.savethelevels.org.uk/

You can write to the First Minister via email (carwyn.jones@wales.gsi.gov.uk) or by post:

Rt Hon Carwyn Jones AM
First Minister, Welsh Government
Ty Hywel, Cardiff Bay
Cardiff .CF99 1NA

Together, we can make common sense prevail.

Tom Clarke
CEO Gwent Wildlife Trust and Chair of CALM

Please mention **The Villager** when responding to adverts



495 HOUSES PROPOSED FOR UNDY



Jessica

By Councillor Jessica Crook

I have been very busy going door to door with a petition against the 495 houses that are proposed in Undy. The main issue behind this being the already overstretched, and in some cases, complete lack of services, facilities and infrastructure for the already existing population, let-a-lone the amount of new people and cars these developments will bring.

You can view the full proposed plans at http://www.planningpolicy.monmouthshire.gov.uk/wp-content/uploads/2013/08/Amended-and-Additional-Sites-Consultation-Report-July13.pdf

In other news I was newly elected as the chairman of the Severnside Dog Mess Committee which will hopefully be successful in further reducing the dog mess problem in the area. I know it is a problem that affects everyone. There have been many new bins and bag dispensers installed since I was elected but we still do have a problem, albeit a reduced one. Hopefully this committee can make some large changes across the Severnside area and reduce the problem even further.

If you have any issues at all I am contactable on:

07542720055
JessicaCrook@Monmouthshire.gov.uk

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Birdwatch News Archive



Newport Wetlands RSPB is home to many scarce bird species, as well as much more marshland wildlife. Photo: Mrjohncummings (commons.wikimedia.org).

Welsh motorway threat to wildlife

Posted on: 07 Oct 2013

RSPB Cymru says it is seriously concerned about the Welsh government's plans to build a new extension of the M4 motorway around Newport.

The government's preferred route would cut through five SSSIs (Sites of Special Scientific Interest), nationally important for wildlife, and destroy the beautiful Gwent Levels, which stretch from East Cardiff to Chepstow. The levels, whicih include the flagship Newport Wetlands RSPB, are home to a wide array of birds and other wildlife, including Northern Lapwings, Otters, Water Vole and Shrill Carder Bee, one of Britain's rarest bumble bees. The area also hosts a number of specialist plants including Frogbit, Arrowhead and Wolffia, the smallest flowering plant in the world.

RSPB Cymru believes the plans contradict the Welsh government's commitment to sustainable development and puts the wildlife that lives in the area under serious threat.

They suggest that birders and RSPB members can write to the Welsh government to express their concerns, and say that they can only persuade decision-makers to re-think their plans to build a new motorway across the Gwent Levels with public pressure. They would like birders to write an email of support, urging them to drop the proposal for a new motorway across the Sites of Special Scientific Interest (SSSIs) on the Gwent Levels.

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The levels area of national importance for wildlife, being Wales's largest and most important coastal and floodplain grazing marsh, home to many species of scarce wildlife, and are special for their unique 'reens' – special drainage ditches which provide a home to many invertebrates and small plants.

The RSPB believes that a new road would cause major irreversible damage to the wildlife of the Gwent Levels. The path of the motorway would run directly through five SSSIs. Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed, but would effectively cut the levels in half and create a lethal barrier for many species. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect the fragile wetlands, while building a new road through the area could make the land between it and Newport vulnerable to further development.

There is also likely to be a high public cost – perhaps over £1 billion. The new motorway wouldn't be fully operational until 2031, whereas more sustainable and cheaper alternatives could be implemented in the next few years.

They also believe that there is no need for the new motorway: traffic modelling that has been carried out has been based on out-of-date data and is possibly based on incorrect assumptions. The Welsh government's own traffic figures show that M4 traffic volume has now stabilised after a decline, and there is no robust evidence to support a significant rise in the future.

Emails in protest about the development can be sent before 16 December 2013 to the consultation at m4newport@arup.com – copy in correspondence.edwina.hart@wales.gsi.gov.uk to let the Minister for Economy, Science and Transport know this matters to you, too. A copy of the email and any response received can also be sent to campaigns.wales@rspb.org.uk. There is a public meeting organised by the RSPB at RSPB Newport Wetlands Visitor Centre Sunday 3 November between 11 am and 2pm.

Other News



IUCN proposes 'Black List' of destructive introduced species

Posted: 06 May 2014
In the 50th anniversary of the first publication of the Red List of Threatened Species, an international team has suggested a Black List of destructive species introduced by humans.

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Red Kites breed for first time in Moray and Nairn

Posted: 05 May 2014
A pair of Red Kites has set up home near Cawdor Castle, Moray and Nairn, the first to attempt breeding in the county since the early 19th century.

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RSPB win European conservation awards

Posted: 04 May 2014
Several BirdLife partner organisations including the RSPB have European Commission awards for their bird conservation work.

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Beer for Bitterns



Posted: 03 May 2014
A Barnsley brewery has teamed up with the RSPB to launch a new beer inspired by Bittern, to raise funds for bird conservation.

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Millionth bird sighting for BirdGuides

Posted: 02 May 2014
Bird news service BirdGuides has now processed its millionth sighting since the company began – and it was sent in by a *Birdwatch* employee.

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YOUR MP WRITES: Newport East MP Jessica Morden

4:01pm Monday 14th October 2013 in News

Gwent Labour MPs have rightly been critical about how and why Carmel Napier from Gwent Police left her role. However, I know we all wish the proposed new Chief Constable Jeff Farrar the best in his new job and we will offer him our full support.

On taking up the post (subject to the ratification of the Police and Crime panel), he takes charge of Gwent Police at a very challenging time due to unprecedented budget cuts. Among the many other challenges he and the Force face, reassuring the public following the major incidents in Newport over the summer should be a priority.



Whilst the incidents were not linked, and not random in nature, I do know from talking to people locally that there are real concerns about the perceived threat of serious violent crime. The fact is that the number of armed response incidents in Gwent has fallen as reported in last week's Argus. However, the nature of the incidents over the summer and the short space of time between them have understandably heightened fears.

Following the incidents, I have, along with local councillors, met with senior officers at Gwent Police to convey the concerns of our constituents, and we've been briefed on the action the Police are taking.

Two weeks ago I also joined officers from the Armed Response Unit and Roads Policing team to learn first hand about the challenges locally, and how the Police are tackling them on the ground. During my time out on the streets with Gwent officers and CSO's, they have never failed to impress on me how demanding and difficult their job is, particularly at a time when the Police service faces 20% cuts. Recognising the work they do is important, and the bravery of Gwent officers will be honoured this week in the House of Commons when a number of officers receive awards for the role they played in responding to a recent fire in St Julian's.

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Whilst we rely on the Police to keep us safe they can't do this alone, and as residents we all have a part to play in the fight against crime. I know from my surgeries that from time to time constituents wish to give information anonymously. That's why I think it is important to highlight the work of the charity Crimestoppers which is this year celebrating its 25th anniversary. If you call 0800 555111 (or go online) you have a guarantee that you will not be asked to reveal your name or details, your call will not be recorded and no calls are traced. The Crimestoppers promise of anonymity has never been broken and I would urge anyone with any information about criminality in their community to contact the Police or Crimestoppers. We expect the Police to do their duty at all times, but for the fight against crime to succeed we must also do our bit when we can.

****

I recently attended one of the Welsh Government's public exhibitions in Magor as part of the consultation on the drafts plans to improve the M4 corridor around Newport. Major congestion on the M4 is a constant complaint, but it's important for those potentially affected in Magor and the levels that we consider the options and get any route right. To view the

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5. Delays on M4 in Newport after Brynglas Tunnel crash
6. Cordon lifted from scene in Newport murder probe
7. Pair seriously injured after Ynysddu crash, A4048 re-opens
8. Newport West MP Paul Flynn walks out of committee amid claims he was silenced
9. Stagecoach boss and Valleys AM clash over depot cuts
10. Mum of 'miracle' boy praises Cwmbran school's fundraising
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19. M4 borrowing powers 'early priority' - Welsh Government
20. Exiles boss Justin Edinburgh happy with contract talks

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10. PICTURE UPDATE: Newport man who raped child jailed

MOST RECENT
1. Newport man to cycle Great Wall of China
(48 minutes ago in News)
2. Long delays as collapsed manhole closes lane on M4 in Newport
(1 hour ago in News)

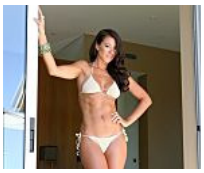
draft plans you can visit www.m4newport.com and attend the public exhibitions listed on the website. The deadline for responses is 16 December 2013.

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Magor says... 6:39pm Mon 14 Oct 13

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NATIONAL NEWS

Ex-bank boss in court over drugs

Updated 3:28am Wednesday 7th May 2014



Disgraced former Co-op Bank boss Paul Flowers will appear in court today charged with possessing drugs including cocaine and crystal meth.

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Wales may be on road to nowhere if it spends billion on relieving M4

Oct 09, 2013 14:23 | 3

OPINION

BY JANETJONES



Wales may be on road to nowhere if it spends billion on relieving M4, according to Janet Jones, policy chair of the Federation of Small Businesses (FSB) in Wales

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Looking west to the M4 J29 A48(M)

Every day as consumers we make decisions about the things we buy.

Every time we go into a shop we assess the value of the goods on display, and whether they are good value.

Perhaps we might look for special offers to ensure we get the best value for money possible.

But could we make decisions on what to purchase without being able to see the price of things?

I would suggest not.

Yet that is exactly the situation that exists when it comes to the Welsh Government's current consultation on the proposed M4 relief road.

Three options are presented, but none of them carries any costing whatsoever.

Previous estimates suggest the options on the table could cost around £1bn.

That is almost as much money as Wales may be able to borrow if it was granted borrowing powers in line with the Silk Commission's recommendation.

Given that, we have to ask if any of the options being consulted on provides acceptable value for money.

Last week another of this newspaper's columnists, Steve Howell of Freshwater, rightly challenged the premise of the public consultation, saying it does not allow the consideration of other transport options.

He highlighted the case for a South Wales Metro, but that is just one of a number of schemes that could have an important role in improving connectivity within Wales.

If the Welsh Government commits the vast majority of its transport budget to an expensive M4 relief road then it will severely limit its capacity to fund other transport infrastructure projects across Wales.

Other valuable projects could include the electrification of the main rail line in North Wales and improvements to the A55 Expressway, not to mention smaller, but equally important schemes in Mid and West Wales.

At FSB Wales we are firmly of the belief that improvements to the A48 to the south of Newport could make a significant impact on the congestion problems on the M4 in South East Wales.

As Steve Howell rightly noted in his column, 43% of the journeys on the M4 around Newport are of less than 20 miles and by making improvements such as flyovers instead of roundabouts on the A48 we could provide a speedy and alternative route for those local journeys.

Such a scheme could also be put in place far more quickly than the options being considered in the current consultation.

The A48 option can also be extended through the old Llanwern steelworks road to bypass a further stretch of the M4.

Yet the impact of that stretch of road, which was itself purchased by the Welsh Government, does not seem to be adequately accounted for in the current consultation.

Estimates previously prepared for the Welsh Government suggest that a scheme based on the current A48 would cost around a third of that of the sort of M4 relief road currently being consulted upon.

It is not just FSB Wales that favours the cheaper and quicker option.

In the pages of this supplement last Wednesday respected Welsh transport expert Professor Stuart Cole also noted the benefits of an upgraded A48.

The current consultation document also suggests a trend of rising traffic along the M4 in the years to come, yet, looking at the figures for recent years, it seems questionable whether such a trend exists.

And, if we are to add capacity, should we just be thinking in terms of road transport?

What about alternative measures, such as building capacity on the Ebbw Vale to Newport rail line.

Another questionable feature of the options that are being consulted upon is the suggestion that a new relief road may provide facilities for walkers and cyclists.

This does seem somewhat odd.

If money is to be spent on encouraging people to cycle and walk then surely the common sense approach would be to spend that money in town and city centres in line with the recent Active Travel Bill rather than roll it into a major roads project.

Sadly, common sense seems to be the one thing that is sorely lacking from the current consultation, and we can only hope that the Welsh Government comes to its senses before it commits the vast majority of Wales' future borrowing capacity to a single project which is not in the best interests of the wider Welsh economy.

FROM AROUND THE WEB



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YOUR AM WRITES: Newport East AM, John Griffiths

4:01pm Tuesday 8th October 2013 in News



YOUR AM WRITES: Newport East AM, John Griffiths

IN the political calendar, September is party conference season. The media cover Party Conferences pretty thoroughly, with the most attention normally being put on each party leader's speeches.

This year the Welsh Assembly was back in session during my party's conference and I didn't go, but like many people I watched the coverage on TV and in the papers.

Obviously you'd expect me to support Ed Miliband and Labour, and I'm going to try to avoid simply writing about that. Regardless of which party you support or what you thought of his speech, though, I think it's worth noticing one policy announcement he made: he said he would repeal the bedroom tax.

I wrote in this column back in April how this policy was cruel and poorly thought through. Many politicians and housing campaigners in Wales have spoken out against it (as has the Argus) because of its impact, but the UK government has stuck with the policy so far.

Leaving aside party politics and whether you support the policy or not, it seems clear that UK political debate is going to involve some real debates over the next few years, on issues that affect many people in Wales, and it's going to be an interesting time for those who think political activity can make a difference.



I Welsh Government has started consultation on the draft plans to deal with traffic problems on the M4 corridor around Newport. You'll probably have seen this reported, but the consultation runs until December 16 and I want people to have a look and respond with their views.

You can see the consultation and respond online at www.m4newport.com or come along to an exhibition: today and tomorrow in the Newport Centre, and October 15 and 16 at All Saints Church, Brynglas; October 29 and 30 at Castleton village hall, or November 25 and 26 in the Newport Centre.

One exhibition has already taken place in Magor, but residents there can still see the documents in Magor Post Office and the Caldicot One-Stop shop.

I Last Saturday was Senior Citizens' Information Day at Newport Centre. This event has taken place every autumn for years, and a whole host of organisations have stalls about the different kinds of support and services available to older people. It's really helpful to have all these sources of information in one place, and congratulations to everyone involved.

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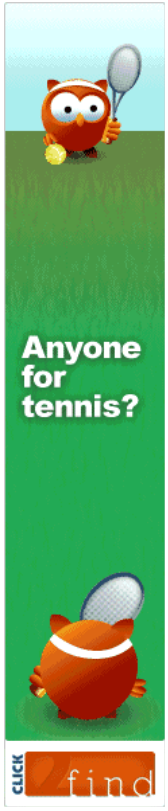
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MOST RECENT

1. Newport man to cycle Great Wall of China
   (49 minutes ago in News)
2. Long delays as collapsed manhole closes lane on M4 in Newport
   (1 hour ago in News)

Maybe John Griffiths could support his constituents in finding out key information from the local authority especially as the development of the city centre has been partly WAG or should I say WG funded.

Score: 1 | Report this post »

PaulHalliday says... 7:49pm Tue 8 Oct 13

Can't believe he didn't mention the mural at all!

Score: 0 | Report this post »

GwentVoice says... 7:54pm Tue 8 Oct 13

Problem is he is an AM - they like the MP's aren't interested in constituencies until it comes to elections. Don't see any of them in the locality until it comes to near polling day.....strange that.

Score: 0 | Report this post »

Severn40 says... 8:51am Wed 9 Oct 13

We really can't complain to be honest. John Griffiths has been elected four times by the people of Newport on the back of doing the minimum level of work. Until we start to make our local representatives sweat and work for their money, we will continue to read inane articles like this.

Score: 0 | Report this post »

Comments are closed on this article.

NATIONAL NEWS

Ex-bank boss in court over drugs

Updated 3:28am Wednesday 7th May 2014



Disgraced former Co-op Bank boss Paul Flowers will appear in court today charged with possessing drugs including cocaine and crystal meth.

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'A Berlin wall for wildlife': battle looms over Gwent Levels motorway plan

Conservationists and villagers are up in arms over a proposed M4 extension that threatens important species and habitat



Steven Morris
The Guardian, Friday 18 October 2013 18.41 BST



The Gwent Levels in South Wales are threatened by proposed M4 motorway changes that are in consultation at present. Photograph: Gareth Phillips for the Guardian

The Gwent Levels is a tucked-away gem: a flat land with huge skies providing a haven for precious flora and fauna including wading birds, otters, rare insects and unique aquatic plants that thrive in the murky-looking drainage ditches criss-crossing the area.

But the peace and quiet of this sparsely populated corner of south-east Wales is about to be shattered as conservationists and villagers fight a scheme to build a new motorway that would cut through four sites of special scientific interest (SSSI) and change the nature of daily life in the levels for ever.

"This is a unique place," said Tom Clarke, chief executive of Gwent Wildlife Trust. "The levels is one of the largest surviving areas of ancient grazing marshes in Britain. It is a nationally important habitat but also incredibly important from a historical and cultural point of view."

Clarke, who is also chairman of the Campaign Against the Levels Motorway (Calm), a group including the RSPB, Friends of the Earth and community councils on the levels, argues that a new motorway would slice the flatland in two, creating a deadly barrier for wildlife. He claims pollution from the cars speeding along the road would harm the fragile ecosystem.

Among the creatures and plantlife that would be affected are one of the UK's rarest bumblebees, the shrill carder, threatened birds such as the lapwing, and flora including frogbit, arrowhead and *Wolffia* (better known as duckweed), which colonise the hundreds of manmade ditches (or reens).

Clarke says a motorway would also isolate the people who live here, many of them farmers who look after the cattle and sheep-grazing pasture, which has been reclaimed from the sea since Roman times. It may also have an impact on tourism – the long, flat roads with glimpses of the Somerset hills across the Severn estuary are a magnet for cyclists – and there is concern that a motorway would open the door to more development. "This is a tranquil place full of life of all sorts. The levels must be protected," he said.



Calm's campaign tactic is not just to say that the motorway plan should be scrapped because of the impact on the levels – it is trying to build the case that a new motorway does not make sense economically. "We're not a load of beardie-weirdies shouting that nothing must change," said Clarke. "We don't think the figures add up. There are cheaper and better ways."

The motorway is being proposed as a way of easing congestion on the M4 around Newport and Cardiff. Some business leaders and politicians argue that traffic problems in south Wales, especially in and around the notorious Brynglas tunnels, blight the country's economy by discouraging investors. They say the congestion is likely to get worse in the coming decades.

The Labour-controlled government in Wales is currently consulting on options but its favoured solution is for this seven-mile motorway sweeping through the levels and crossing the Usk (designated a special area of conservation) at Newport. The current M4 would be reclassified as a trunk road.

In its draft consultation document, the government acknowledges the potential impacts on the landscape. It says the preferred route would cross more than five miles of SSSI land and recognises this area as "an important wildlife corridor, an essential migration route and key breeding area for many nationally and internationally important species".

The document also accepts that the route crosses a "landscape of outstanding historic interest". A listed vicarage would have to be demolished and a standing stone that has been designated a scheduled ancient monument moved. In addition, it highlights that a new motorway could lead to "adverse affects" on the water table and may increase the risk of floods on the levels.

It concedes the plan goes against the government's objective of achieving a "cultural shift" away from the car to more sustainable forms of transport. However, a Welsh government spokesperson said that if the plan were adopted, it would be "subject to a full environmental impact assessment which would give careful consideration to any potential effects on the Gwent Levels and the associated SSSIs".

There are no costings in the government's document but opponents including Calm believe it would cost £1bn. Prof Stuart Cole, a transport expert at the University of South Wales, is championing an alternative scheme to improve existing roads east and south of Newport including a straight, relatively quiet stretch built to provide access to the huge steelworks south of the current motorway.

"This would provide a safety valve for the M4 at a fraction of the cost of a new motorway," said Cole. Neither he nor Calm believe it is clear that the volume of traffic on the motorway is rising. They hope that a proposed south Wales metro system and improvements to train lines will help ease traffic congestion.

At Gwent Wildlife Trust's Magor Marsh site, which the motorway would pass desperately close to, volunteers Vaughan and Trina Thomas were in their wellies checking for signs of water voles and were delighted to spot dragonflies flitting around the reens this late in the year.

Vaughan Thomas sighed deeply when asked about the road. "It will create a Berlin wall for the wildlife," he said. "It's hugely expensive, a fantastic undertaking. Life would never be the same here. I don't think we need it and we certainly don't want it."


The Gwent Levels is a haven for precious flora and fauna. Photograph: Gareth Phillips for the Guardian

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News - Wales

UK must act to allow Newport investment - Hutt

Last updated: 25th Oct 2013 at 08:52am
Keyword tags: Jane Hutt, M4 relief road, Newport, Silk commission, Welsh Government

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The Welsh Government's finance minister has urged the UK to follow through with its pledge to devolve more borrowing powers to Wales so it can invest in major infrastructure projects in Newport and South East Wales.

Jane Hutt made the comments on the anniversary of an agreement between the UK and Welsh governments concerning the devolution of tax-varying and borrowing powers, as recommended by the Silk commission.

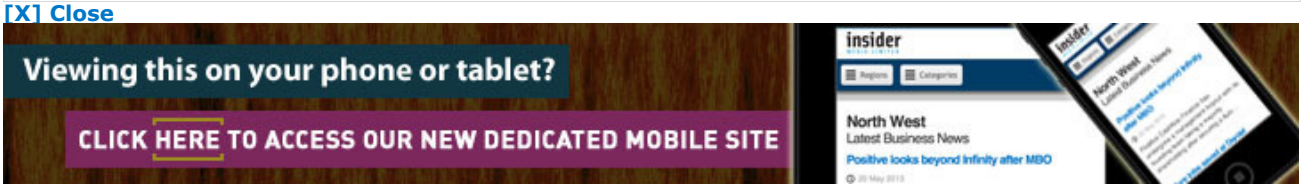
The Welsh Government says it needs the UK government to give it the financial tools before it can press ahead with flagship infrastructure schemes such as the M4 relief road in Newport and the South East Wales Metro.

Originally, the UK was expected to respond to the commission's findings in the spring of 2013 but this has since been delayed several times.

Hutt said she was growing "impatient for a response" and described the M4 relief road as the biggest relief project since devolution.

She added: "Without borrowing powers, there will be no M4 relief road. Without a relief road, the economy of South Wales will suffer."

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News round-up 26 September 2013

Golf and hotel development block challenge

Mole Valley District Council has confirmed that it is seeking Appeal Court permission to challenge a High Court judge's ruling that the Surrey planning authority's consent for an exclusive golf and hotel development near Leatherhead should be quashed.

At issue is the fate of development proposals for Cherkley Court, the former Beaverbrook estate located in Metropolitan Green Belt and on the edge of the Surrey Hills Area of Outstanding Natural Beauty.

Both the planning authority and the estate owners, Longshot Cherkley Court Ltd, have applied to appeal the ruling. Council chief executive Yvonne Rees said: "This is the most complex planning application Mole Valley District Council has ever had to consider.

"After carefully reviewing the decision documents and having taken external legal advice, Mole Valley District Council considers that the Judge's decision is flawed and will make an application to the Court of Appeal for permission to appeal.

"Work on the site has been suspended whilst the appeal process is followed, which may take several months," she explained.

Minister refuses Green Belt Gypsy development

Planning Minister Nick Boles has refused appeals by Gypsy and Traveller families against four enforcement notices at Goatswood Lane, and, separately, a change of use application to allow a pitch for a mobile home, touring caravan, two log cabins and a stable building at Albyns Lane, all in Essex Green Belt.

All the enforcement notices and the change of use application involve land at Navestock, Essex, in Community Secretary Eric Pickles' Brentwood constituency.

The decision letters made it clear the minister did not agree that special circumstances justified approval of the change of use or the grant of temporary permission for the pitches Brentwood Borough Council had issued enforcement notices over. The minister, though, decided that the compliance period for the enforcement notices should be extended from three to 12 months.

Download the Goatswood Lane decision letter.

Download the Albyns Lane decision letter.

Newport motorway consultation

The Welsh Government has launched a consultation on a draft plan to improve the M4 Corridor around Newport. This would involve a new motorway being built to the south of the city.

The main element of the draft plan, if implemented, is the provision of a section of three- lane motorway between Junction 23 Magor and Junction 29 Castleton on the south side of Newport. This would also include complementary measures to:

- re-classify the existing M4 between Magor and Castleton as a non-motorway
- create a new single carriageway link between the M48 and B4245
- provide cycle and walking friendly infrastructure.

Read the Welsh Government news release.

Cheltenham urban extension proposed

An outline planning application for an urban extension of up to 650 new homes has been lodged with Cheltenham Borough Council by developers Bovis Homes and Miller Homes.

The scheme – earmarked for a 33-hectare site at Leckhampton on the southern edge of the Gloucestershire town – also includes proposals for a local centre, a care home, primary school, offices, a children's nursery and/or a cottage hospital as well as allotments, public open space and landscaping.

Consultation on the draft Joint Core Strategy (JCS) for North Gloucestershire – an initiative between Gloucester City Council, Cheltenham Borough Council, and Tewkesbury Borough Council, supported by Gloucestershire County Council – is due to start next month (October). The draft JCS anticipates provision of some 33,000 new homes over the plan period up to 2031.

Read the Cheltenham Borough Council news release on the consultation.

Cash for community and district heating projects

A new £6m grant funding programme has been launched to help local authorities in England and Wales develop new heating and cooling networks, and expand existing networks.

To win a share of the funding from the Department of Energy and Climate Change, local authorities must bring forward ambitious and innovative proposals to develop and deliver heat networks that - as much as possible - draw their heat energy from renewable, sustainable or recoverable sources.

This could include any system in which heat is generated off-site by renewable or recovered sources such as waste heat from industry, energy from waste plants and biomass combined heat and power.

He said: “Again we have seen modest growth from Q2 to Q3 of 2013, which is another step in the right direction, and further evidence that recovery in the UK is gathering momentum.

“Our priority now must be to stimulate economic growth here in Wales.

"We have spent the year listening to businesses across south and mid Wales, and in our manifesto, launched this month, we outlined the key issues we believe must be addressed to make a real difference to the economic future of businesses up and down the country.

“This includes improving the physical and virtual infrastructure of Wales, increasing the available support to businesses of all sizes, and addressing the lack of a skilled workforce we are seeing across certain sectors.

“Rising energy prices remain a worry for businesses, especially with the major price rises announced recently by the UK’s leading energy providers.

"We need to see greater support for businesses in this regard, in particular investment in renewable energy sources such as micro solar, wind and heat generation that will help ease this financial burden.

“The rising GDP figures reflects our own business surveys which have shown a growing confidence within the businesses community over the last year.

"We need to build on this by pushing forward with key projects, such as the M4 relief road, which mustn’t be allowed to stagnate.

"We need to find every way possible to provide the mechanism that allows construction to start and if the devolution of Stamp Duty Land Tax is the catalyst to progress, there needs to be a groundswell of support from the private sector to get appropriate support from Westminster.”

Federation of Small Businesses Welsh Policy Unit Chair Janet Jones said: “The fact that today’s first estimate shows that UK GDP rose by 0.8% in the third quarter tallies well with our UK Voice of Small Business Index, which shows that small firms are increasingly confident about the future.

“But while we know from our own polling that small firms in Wales are at their most confident in three years, today’s figures from the ONS tell us little about the performance of the Welsh economy.

“Given that, we reiterate our call for proper economic statistics for Wales, something that we believe will be essential should the Welsh Government ever get fiscal powers.”

Chancellor George Osborne said on Twitter: “This shows that Britain’s hard work is paying off & the country is on the path to prosperity.”

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Business in demand over roads revamp

By South Wales Evening Post (/people/South Wales Evening Post/profile.html) | Posted: October 25, 2013

By Liz Perkins

Comments (0)

BUSINESS leaders have called for major investment in the Swansea Bay road network after a rush-hour pile-up forced the closure of the M4 Briton Ferry bridge.

Motorists came to a halt along the route on Wednesday at 7.12am because three cars were ablaze on the carriageway.

Four vehicles were involved in the accident and quick-thinking fire fighters had to winch a van packed with explosives away from the scene. Thanks to the inferno traffic was backed up to junction 46 Llangyfelach, leading to concerns about the knock-on effect for business.

Three people had to be taken to Swansea's Morriston Hospital with minor injuries.

Julie Williamson, Swansea Bay branch chairwoman of the Federation of Small Businesses, said more needed to be done to improve the region's road network.

She said the Welsh Government was focusing most of its investment on the £1 billion M4 Newport relief road. But a Welsh Government spokeswoman said that proposed scheme would not hit other plans for the motorway. Ms Williamson said: "Small businesses in the Swansea Bay area will undoubtedly have been hit by the problems caused by the crash which closed the eastbound carriageway of the Briton Ferry bridge during the morning rush-hour.

"There has been much focus by the Welsh Government in recent times on the problems of the M4 further east at Newport, but this incident really underlines that Newport is not the only pinch point on the major roads network in Wales.

"That is why at FSB Wales we are in favour of transport infrastructure investment schemes that will benefit the whole of Wales, and are concerned that the Welsh Government is considering spending £1 billion on a new M4 relief road at Newport, which would leave little money left for road and rail improvement schemes in other parts of Wales."

The accident led to a road closure to be in operation before junction 41 westbound and traffic travelling eastbound was diverted along the old Briton Ferry Bridge.

A Welsh Government spokesman said: "Claims that improvements to the M4 at Newport would prevent expenditure on other areas of the M4 in South Wales are not correct and any improvements around Newport would have benefits for the whole region. A public consultation on the draft plan for improvements to the M4 is currently under way and we would encourage the FSB and all other business organisations to participate."

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SOUTH WALES Argus GWENT NEWS

M4 Relief Road on cards for Newport with Wales set to get borrowing powers



By David Deans - Politics reporter

10:31am Friday 1st November 2013 in Gwent news



New M4 on cards for Newport with Wales set to get borrowing powers

UPDATE 11.06am:

Reaction has begun to flood in to today's announcement on borrowing and taxation powers for Wales.

Rosemary Butler, presiding officer of the National Assembly and Newport West AM, said it "reaffirms, in my view, the need for an Assembly with greater capacity and with more AMs to robustly scrutinise the Welsh Government on what will be important and difficult decisions around Welsh taxation and borrowing."

She had previously stated that the number of Assembly members needs to increase from 60 to 80 to reflect the body's increasing workload, after the Assembly got further law making powers in 2011.



The Federation of Small Businesses Welsh Policy Unit chair Janet Jones welcomed the announced mbut said there were unanswered questions, "cruically over the full devolution of business rates to Wales."

Andrew RT Davies AM, Tory leader of the opposition in the Assembly, said: "Carwyn Jones' lazy Labour Government has shown how easy it is to spend other people's money without responsibility for raising any of it, but now it is time to stop Labour's whingeing and introduce some financial accountability."

Welsh Liberal Democrat leader Kirsty Williams said it had been an "uphill struggle" to get the Tories to agree to the Silk Commission recommendations.

She said: "I am very pleased that we will be able to make advances on the Silk Commission's recommendations.

"It is no secret that the opposition and delay to this announcement has come from the Conservative side of the coalition. It has been an uphill struggle to get them to agree to implement these key recommendations."

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UPDATE 10.58am:

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First minister Carwyn Jones has suggested that money could be borrowed to build the Specialist Critical Care Centre in Cwmbran.

Welcoming David Cameron and Nick Cleggs's announcement, Mr Jones said today was an important day in the history of Wales - "the announcement today shows that we are being treated as equal partners."

As well as the **M4** Relief Road Mr Jones suggested in a press conference that money could be borrowed to build a "new hospital".

The Argus asked if he meant the yet-to-be-built Specialist Critical Care Centre in Cwmbran.

Mr Jones wouldn't be drawn on a specific hospital, but added: "Having the ability to borrow means that we have more options on the table with funding projects like that."

Mr Jones said that the package proposed by the UK Government was "substantial", although he said the Welsh Government was disappointed that air passanger duty for long haul flights is not being devolved.

"It means we will be able to consider the option of an **M4 relief road** but borrowing powers are much wider than that. We will be able to look at substantial projects around Wales in future," he said.

Mr Jones said they had been told legislation would be gotten through before the end of the current Parliament, which ends in 2015.

He welcomed that there would be a mechanism for a income tax referendum, but said it shouldn't be devolved until there is reform to how Wales is funded, known as the Barnett Formula.

"We're underfunded. We're told we have to raise a portion of our income. That underfunding is not addressed," he said.

The first minister said the Welsh Government will be able to borrow for the M4 relief road ahead of general borrowing powers being made available to the Assembly.

"It's very difficult to give an absolute time table, we don't know what obstacles might lie ahead. It's a major project, we're looking towards the end of the decade before the road will be open if that is what we do, bearing in mind the views of people in the consultation process," he said.

David Cameron announces borrowing and taxes for Wales

THE M4 Relief Road could be open by 2020 after Wales was given the tools it will need to borow for it – with some taxes being devolved to Cardiff.

This morning prime minister David Cameron and deputy prime minister Nick Clegg announced in Cardiff that Wales will be given responsibility for stamp duty and landfill tax as well as borrowing powers.

Those powers will allow for the Welsh Government to build the new M4 – which is currently under consultation – with the First Minister saying it could be ready by the end of the decade.

A bill will also be provided in the House of Commons that will allow the Assembly to call for a referendum to allow it to vary income tax.

It means the UK Government agrees at least in part with the conclusions of the first part of the Silk Commission - with proposals to devolve air passenger duty were not to be seen this morning.

Mr Cameron told journalists in the Senedd that this was a further significant act of devolution, saying: "We believe in a strong Wales within a strong United Kingdom. I think it is good for a government to be responsible for raising some of the money that it spends."

He announced that the Welsh Government would be given borrowing powers which he said were essential to allow it to "get on with the vital act of improving the M4."

"This at the moment is like a foot on the windpipe of the Welsh economy," he said, saying the powers would be put in place as fast as possible.

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He said landfill tax and stamp duty land tax would be devolved to “help them manage these new borrowing powers and responsibilities”.

He added: “We will be providing through a bill in the House of Commons for a referendum, so if the Welsh Assembly want to hold a referendum on the devolution on part of income tax they will be able to hold that referendum.”

Wales’ first minister Carwyn Jones said in a later press conference that it was difficult to give a timescale on the M4 but said it could be ready towards the end of the decade.

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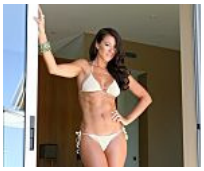
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Updated 3:28am Wednesday 7th May 2014

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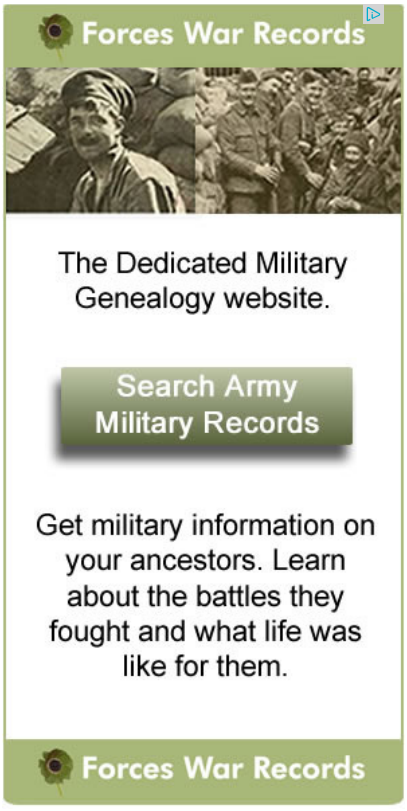
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Vox Dei says... 10:50am Fri 1 Nov 13

They need to win a referendum first. I for one will be voting against borrowing powers, but I want infrastructure development. Why can't the UK government build it?

Score: 17 **Report this post »**

KarloMarko says... 11:05am Fri 1 Nov 13

The trick with referenda is to keep asking the question until you get the result you want....like forty more AMs called Rosemary and a slick salary hike for massive new "responsibilities".

It's a one track train. The Wales gravy express.

Score: 5 **Report this post »**

Magor says... 11:17am Fri 1 Nov 13

Borrowed money has to be paid back.Who will be paying it back? The Taxpayer

Score: 14 **Report this post »**

Bryan says... 11:24am Fri 1 Nov 13

So the WAG are celebrating because they now have tyhe ability to borrow money.

This reminds me of the hedonistic days of my youth as a late teenager, when I was accepted for a credit card and promptly treated my friends to a (then expensive) meal out. It didn't matter what it cost, after all it wasn't REAL money, was it?

I learnt my lesson but I'm not convinced the WAG will ever do so

Score: 13 **Report this post »**

Bryan says... 11:32am Fri 1 Nov 13

Talking about the current M4 bottlenecks David Cameron said "This at the moment is like a foot on the windpipe of the Welsh economy"

So close Dave.

What is actually strangling the economy of South Wales is the entry tax on the bridge which discourages companies from setting up shop this side of the Severn, coupled with the ridiculous requirement to produce signs and documentation in a dying language which the majority of people don't speak or understand.

Score: 21 **Report this post »**

subbie says... 12:16pm Fri 1 Nov 13

Will the last person to leave Wales switch the lights off! God help us! Can you imagine the glee of the Welsh Socialists as they rack up the debt. Very, very clever Mr Cameron.

Dear Mr Editor, now more than ever we need the Welsh media to scrutinise the Assembly as they would be by the English media. The NHS in Wales is a disgrace. Ann Clwyd criticises a Welsh hospital and then does a report for the NHS in England. The public still do not realise the difference as the Welsh media make no comment. Please help us!

Score: 1 | | Report this post »



white white says... 1:09pm Fri 1 Nov 13

> **subbie** wrote:
> Will the last person to leave Wales switch the lights off! God help us! Can you imagine the glee of the Welsh Socialists as they rack up the debt. Very, very clever Mr Cameron.
>
> Dear Mr Editor, now more than ever we need the Welsh media to scrutinise the Assembly as they would be by the English media. The NHS in Wales is a disgrace. Ann Clwyd criticises a Welsh hospital and then does a report for the NHS in England. The public still do not realise the difference as the Welsh media make no comment. Please help us!

The English nhs is in a worse shape,plus the mp cannot take
On a role for the Welsh nhs since it is a devolved matter . And outside
The role of Westminster .

Score: 2 | | Report this post »

Llanmartinangel says... 1:15pm Fri 1 Nov 13

> **subbie** wrote:
> Will the last person to leave Wales switch the lights off! God help us! Can you imagine the glee of the Welsh Socialists as they rack up the debt. Very, very clever Mr Cameron.
>
> Dear Mr Editor, now more than ever we need the Welsh media to scrutinise the Assembly as they would be by the English media. The NHS in Wales is a disgrace. Ann Clwyd criticises a Welsh hospital and then does a report for the NHS in England. The public still do not realise the difference as the Welsh media make no comment. Please help us!

The Welsh socialists and Plaid will load taxes on middle income earners. They'll win a referendum because so few here pay tax. Nightmare.

Score: 5 | | Report this post »

white white says... 1:31pm Fri 1 Nov 13

> **white white** wrote:
>
> > **subbie** wrote:
> > Will the last person to leave Wales switch the lights off! God help us! Can you imagine the glee of the Welsh Socialists as they rack up the debt. Very, very clever Mr Cameron.
> >
> > Dear Mr Editor, now more than ever we need the Welsh media to scrutinise the Assembly as they would be by the English media. The NHS in Wales is a disgrace. Ann Clwyd criticises a Welsh hospital and then does a report for the NHS in England. The public still do not realise the difference as the Welsh media make no comment. Please help us!
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> The English nhs is in a worse shape,plus the mp cannot take
> On a role for the Welsh nhs since it is a devolved matter . And outside
> The role of Westminster .

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Prime Minister David Cameron says it's time to get on with M4 relief road

5:25pm Friday 1st November 2013 in News



Prime Minister David Cameron visiting Owens Logistics Depot in Newport. Prime Minister David Cameron is shown around the site. (2282058)



THE M4 relief road could be open to motorists by the end of the decade after Prime Minister David Cameron said Wales will get the borrowing and taxation powers that will allow for it to be built.

For the first time Wales will have control over some of the taxes people and businesses pay in Wales – with the option in future of holding a referendum to allow the Assembly to vary income tax.

However first minister Carwyn Jones said that shouldn't happen until the way Wales is funded is reformed.

Two small taxes – landfill tax and stamp duty land tax – will be devolved to help fund the borrowing with Mr Cameron saying the M4 was like a foot on the windpipe of the Welsh economy.

There is still some way to go before the first digger reaches Magor to build the **M4 relief road**, with a consultation on the project running until December 16.

However it means that Welsh Government will likely be able to afford a project that was dropped in 2009 due to its £1.2 billion cost.

The announcements were made by the Prime Minister and Deputy Prime Minister Nick Clegg at a highly-stage managed event in the Senedd this morning.

It means that the UK Government has accepted the findings of the Silk Commission at least in part, which a year ago proposed Wales get borrowing powers with some ability to tax.

But the study's proposals for air passenger duty to be devolved were nowhere to be seen today.

Mr Cameron said the Welsh Government would be given borrowing powers which were essential

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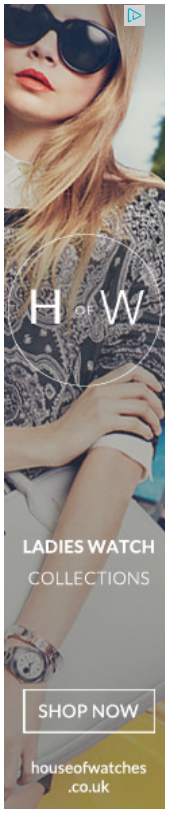
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to allow it to “get on with the vital act of improving the M4.”

In Newport Mr Cameron visited Owens Road Service depot in Newport, where he said lorry drivers told him of hours of delays.

He said: “I said to the First Minister today with these new borrowing powers everything that could be done to speed things up should be done."

Mr Cameron said the M4 has been “a real foot on the windpipe of the Welsh economy because the queues and traffic backs up from the tunnels.”

Earlier in the day the Prime Minister told journalists in Cardiff it would be good for government to be “responsible for raising some of the money that it spends”, saying that landfill tax and stamp duty land tax would be devolved to help Wales manage its borrowing.

Mr Cameron said a bill would be introduced to the House of Commons to allow for the Welsh Assembly to hold a referendum on devolution of income tax, if it wants to.

Mr Clegg, who later visited the Glan Llyn housing development in Llanwern, said: “It’s a real milestone in the devolution of powers to Wales and a big step forward in our shared economic recovery.

“I’ve been a lifelong supporter of devolution generally. We’re a stronger family of nations together, a family of communities together, where you can devolve as much power as possible.”

Once the measures are passed in Parliament, the rate of stamp duty paid on the purchase of a house will go to the Welsh Government instead of the Treasury, with AMs able to vary the tax.

In 2010/11 revenues from the tax were worth £115 million. Landfill tax, also to be devolved, was estimated by the Silk Commission to be worth £50 million in Wales in 2010/11 and is paid for by operators of landfill sites.

Legislation on the measures is likely not to come into effect until after the general election, according to the first minister Carwyn Jones who indicated that the new M4 could be ready by 2020.

He told journalists that the Welsh Government will be able to borrow for the M4 relief road ahead of general borrowing powers being made available to the Assembly.

Mr Jones said it was very difficult to give an absolute time table on when the M4 relief road could be built: “We don’t know obstacles might lie ahead”.

But he added: “It’s a major project, we’re looking towards the end of the decade before the road will be open if that is what we do, bearing in mind the views of people in the consultation process.”

Mr Jones said borrowing powers could be used for other projects as well such as a new hospital.

He wouldn’t be drawn on whether that could include the Cwmbran Specialist Critical Care Centre but said: “Having the ability to borrow means that we have more options on the table with funding projects like that.”

Mr Jones said that the package proposed by the UK Government was "substantial", although he said the Welsh Government was disappointed that air-passenger duty for long haul flights was not being devolved.

He welcomed that there would be a mechanism for a income tax referendum, but said it shouldn’t be devolved until there is reform to how Wales is funded, known as the Barnett Formula.

“We’re underfunded. We’re told we have to raise a portion of our income. That underfunding is not addressed,” he said.

Environmentalists have continued their long running opposition to the plans for a motorway on Gwent Levels.

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The Campaign Against The Levels Motorway's Tom Clarke said: "What could we buy as a nation for the same sum of money that is being lined up to spend on this unnecessary road?

"A motorway through this special area will result in damage to biodiversity, local businesses, agriculture, recreation and local tourism and may well open the doors to much more built development in this specially protected area," he said.

Rosemary Butler, Newport West AM and presiding officer of the National Assembly for Wales, welcomed the announcement, saying devolution of financial powers was supported by all parties.

But she added: "This announcement today reaffirms, in my view, the need for an Assembly with greater capacity and with more AMs to robustly scrutinise the Welsh Government on what will be important and difficult decisions around Welsh taxation and borrowing."

Andrew RT Davies AM, Tory leader of the opposition in the Assembly, said: "Carwyn Jones' lazy Labour Government has shown how easy it is to spend other people's money without responsibility for raising any of it, but now it is time to stop Labour's whingeing and introduce some financial accountability."

But Welsh Liberal Democrat leader Kirsty Williams said it had been an "uphill struggle" to get the Tories to agree to the Silk Commission's recommendations.

She said: "It is no secret that the opposition and delay to this announcement has come from the Conservative side of the coalition. It has been an uphill struggle to get them to agree to implement these key recommendations."

Newport-based South Wales East AM William Graham, who has campaigned for the relief road for 25 years, said: "After years of indecision by the Welsh Government, the impetus for the enhancement of the major road transport artery across South Wales has been driven forward by the Conservative led Westminster Government".

Leanne Wood, Plaid leader, warned that the Welsh Government should move ahead as quickly as possible to devolve Income Tax powers.

"The Welsh Government must be responsible for raising a material proportion of its revenue – following the practice of other OECD countries," she said.

David Jones, Secretary of State for Wales, said: "The current road of course is a huge bottleneck, it's a huge impediment to businesses and to commerce."

He added that if the Assembly take the decision to have a referendum, Wales could have the opportunity of "make Wales a more prosperous and richer place" by going for a low-rate of income tax.

Silk Commission chairman Paul Silk said today's announcement "is an important step in bringing greater empowerment and responsibility to the National Assembly for Wales, which we believe is necessary for devolution in Wales."

The second part of the Silk Commission's work – on the powers of the Assembly – is expected to report back next year.

Rupert Joseland, Regional Director for St. Modwen in Wales which is responsible for the Glan Llyn housing development Mr Clegg visited, said the devolution of stamp duty was good news.

"It remains to be seen how this new power will be used. Putting up stamp duty would generate additional revenue for the economy but to stimulate more house building stamp duty would need to come down," he said.

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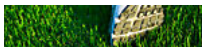




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Comments (10)

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richie55 says... 6:03pm Fri 1 Nov 13

Just get on and build this road which anyone who has ever driven along the M4 through Newport knows is urgently needed!

Score: 10 | Report this post »

Rogers48 says... 6:55pm Fri 1 Nov 13

Will Cameron be actually assisting with the construction himself, or just overseeing matters from Downing Street - its a bloody road for God's sake and its getting headlines - now if he were announcing the building of a Severn Barrage I'd jump for joy!!!!!!!!

Score: 2 | | Report this post »

Katie Re-Registered says... 7:56pm Fri 1 Nov 13

Who's the man in the dark blue suit?

Score: -4 | | Report this post »

Katie Re-Registered says... 8:08pm Fri 1 Nov 13

"He welcomed that there would be a mechanism for a income tax referendum, but said it shouldn't be devolved until there is reform to how Wales is funded, known as the Barnett Formula."

Hmmm.. the Barnett Formula? That sounds like the name of some product those fake rug salesmen the Argus tells us to watch out for might be trying to push. On that note, has anyone questioned Messrs' William Hague, Chris Grayling and IDS as to whether they think this will stimulate growth?;)

Score: -1 | | Report this post »

keithbob says... 9:16am Sat 2 Nov 13

for god sake this has to built,everyday we get reports of accidents causing major tailbacks along the m4 and surrounding roads in newport.i dread driving down to the tunnels westbound due to a stupid permament 50 m.p.h.causing drivers to brake and causing traffic almost coming to a standstill through the tunnels,it truly is an accident blackspot and we have to get the new motorway built,though i hope im still around to see it happen!

Score: 3 | | Report this post »

jimmysmith says... 2:10pm Sat 2 Nov 13

the sooner camerons gone and the welsh assembly come to that the better .both are as beneficial to wales as a flu outbreak

Score: 2 | | Report this post »



NakedDancer says... 2:30pm Sat 2 Nov 13

It was time to get on with it years ago. Stop talking and posturing. Get it built !

Score: 0 | | Report this post »

jimmysmith says... 4:33pm Sat 2 Nov 13

> **Katie Re-Registered** wrote:
> & quot;He welcomed that there would be a mechanism for a income tax referendum, but said it shouldn't be devolved until there is reform to how Wales is funded, known as the Barnett Formula."
>
> Hmmm.. the Barnett Formula? That sounds like the name of some product those fake rug salesmen the Argus tells us to watch out for might be trying to push. On that note, has anyone questioned Messrs' William Hague, Chris Grayling and IDS as to whether they think this will stimulate growth?;)

as soon as that crowd in the welsh assembly have powers to change the rate of income tax .Then wales and its people will suffer even sterner hardships .Lets none of us be further conned by these Tories on that score

Score: 0 | | Report this post »

Jonnytrouble says... 5:35pm Sat 2 Nov 13

Quote ' COULD be open by the end of the decade ' well this has been going on for so long now (was it started in 1988/1990 ?) that no wonder Newport
(The gateway into S Wales) is in a mess,,just get on with it, the M4 was a massive mistake going through the Brynglas tunnels and the pollution/noise around for those living nr it...
For that idiot Tom Clarke,get a life what you say is rubbish and when the relief M4 is built you will see that YOUR wrong,wonder if YOU live nr the Motorway !

Score: 0 | | Report this post »

Magor says... 10:29am Sun 3 Nov 13

Without cheaper Air Duty I cant see a future for Cardiff Airport.That money would have been better spent reducing the Bridge Tolls.

Score: 0 | | Report this post »

Comments are closed on this article.

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BBC NEWS

WALES POLITICS

1 November 2013 Last updated at 20:42

Wales offered tax raising powers

COMMENTS (450)

The Welsh government will be offered some control over income tax subject to a referendum, Prime Minister David Cameron has said.

Speaking in Cardiff Bay, he and deputy PM Nick Clegg announced new financial powers for the devolved administration.

They include control of the stamp duty paid by house buyers and powers to finance upgrades on the M4.

It follows the publication of a report last year which said the Welsh government should have new tax powers.

At present Wales' devolved administration cannot vary taxes or borrow money, and gets its budget in a grant from the Treasury.

Last November the Silk Commission, set up by the Westminster coalition, said the Welsh government should be responsible for raising some of the money it spends.

'Opportunity to decide'

It included a recommendation to devolve powers to vary a portion of income tax by 2020, following a referendum.

Mr Cameron said Wales will be given borrowing powers, control of landfill tax and stamp duty, and a House of Commons bill giving permission to hold a referendum on the devolution of income tax.

"Today is about a strong and responsible future for Wales," he announced at the Senedd in Cardiff Bay.

"Today we are announcing more power for the Welsh people and the Welsh government.

"Power that's about building this country up, power that's about making sure we have real accountable government here in Wales.

"And power that's about ensuring what I want and what I know what the deputy prime minister wants and the first minister wants, which is a strong Wales inside a strong United Kingdom."

Mr Cameron said the decision will give new borrowing powers to make improvements of the M4 which, is a "foot in the windpipe of the Welsh economy".

Land tax and stamp duty will also be devolved.

"I think it is good for a government to be responsible for raising some of the money it spends," Mr Cameron said.

Mr Clegg said it was a "significant" moment for Wales and "further conversations" could be had in the future about more devolution powers.

"It is not the end, we look forward to seeing the recommendations in the second part of Silk," he added.

Mr Cameron went on: "We are going to put forward a bill in the House of Commons for a referendum. It will be their (Welsh government) decision whether to trigger the referendum.

"If they do, it will be for the Welsh people to decide if they want these new powers."

Mr Cameron also announced the Nato summit will be held in Wales in 2014.

'Showcase modern Wales'
"There will be as many as 60 heads of state and government coming to this important Nato conference, it will be the first time since 1990 that the United Kingdom has hosted this conference - the most important defence alliance that we have," he said.

"I'm delighted we're going to be doing it right here in Wales. I think it will be an excellent opportunity to showcase the best of what modern Wales has to offer the whole world.

"It'll be good for jobs, it'll be good for investment, it'll be good for business. It'll be a great advertisement for the success that Wales and the Welsh economy is."

Mr Cameron went on: "Scotland has got the Commonwealth Games, London had the Olympics, Northern Ireland the G8, now it's Wales' turn."

First Minister Carwyn Jones said he was "delighted" at the announcement of the Nato conference.

"Dozens of heads of government will attend the Nato Summit," said Mr Jones.

"Obviously these will include the Heads from Nato's Member States in Europe and North America but also, I understand, delegates from many countries beyond Nato's borders.

"This is a brilliant chance to showcase Wales," he said.

Speaking about the announcement of the tax raising powers, Mr Jones, who had previously criticised the delay in the announcement from the UK government, said: "Today is an important day for Wales. We are now being treated like equals in the UK.

"We are not in favour of devolution of income tax until the Barnett formula is reformed to provide fairer funding for Wales.

"We need to be able to borrow to improve our infrastructure, such as the M4 around Newport as well as the A55 in north Wales.

"This announcement today goes a long way to show devolution works and further strengthens the UK."

Mr Jones later told BBC Wales that the M4 relief road proposal was still out to consultation and there had been "no final decision".

"We know there's an issue surrounding the traffic flows around the Brynglas tunnels that will need to be addressed somehow but, of course, that consultation is still ongoing," he added.

Welsh Secretary David Jones said on Twitter the UK government is committed to giving the Welsh government "tools it needs to renew" its infrastructure.

"These measures will make the Assembly & the Welsh Government more accountable to the people of Wales who elect them," he added.

Following the announcement, Finance Minister Jane Hutt revealed a new Welsh treasury will be established.

"We've always said we want these powers for a purpose. We now have the tools we need to boost the Welsh economy.

'Significant step forward'
"This is a step forward for a maturing democracy. We will now press ahead with establishing a Welsh treasury.

"Powers for a purpose. Borrowing for a purpose. We now need to get on and improve our infrastructure and boost our economy."

After the announcement, Presiding Officer Rosemary Butler repeated her call for more AMs.

"This is a significant step forward in our growing institutional maturity as a fully fledged legislature," she said.

"This announcement today reaffirms, in my view, the need for an assembly with greater capacity and with more AMs to robustly scrutinise the Welsh government on what will be important and difficult decisions around Welsh taxation and borrowing."

After the press conference, Mr Cameron and the Welsh secretary visited Owens Logistics, in Newport, to discuss the importance of the M4 upgrade. Meanwhile Mr Clegg visited a £1bn sustainable community called Glan Llyn being built on the former Llanwern steelworks site.

Your comments (450)

Comments

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Editors' Picks All Comments (450)

178.paul1000
1ST NOVEMBER 2013 - 15:06 -5
Whoever is in power in the Welsh Assembly in 10 years time, will they have the courage to reduce Income Tax to 10% and give the Welsh Economy a much needed boost?

More money to spend means a boost for businesses who then expand and take on more staff. New firms starting up. More Investment from outside Wales.

All good for Wales.

115.Keith
1ST NOVEMBER 2013 - 14:18 +38
All we in wales will end up with is more higher taxes and far more politicians and civil servants
Politicians only ever want more of our money for themselves and their friends.

62.RonC
1ST NOVEMBER 2013 - 13:48 +26
How on earth would income tax work? You live in Wales but work in England or vice versa.

Mind you Wales could become a tax haven offering a 10% rate, afterall 10% of something is better than 30% of mass unemployment.

13.S Thomas
1ST NOVEMBER 2013 - 13:25 +8
Make no mistake, Cardiff are spenders and the only way taxes for us poor sods on the wrong side of the border will go is up.

The only question is whether you will be more deafened by the stampede leaving for England or property prices crashing.

6.CSMT
1ST NOVEMBER 2013 - 13:19 -11
Not being resident in Wales, I've no problem if they want to raise taxes but would object if they reduced them- England subsidises Wales as it is.

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BBC NEWS

WALES

1 November 2013 Last updated at 10:02

Wales offered tax raising powers

By Daniel Davies
BBC Wales political reporter

Does the phrase silk road make you think of ancient trading routes between Europe and Asia? Or an underground online black market in illegal goods, recently shut down by the FBI?

If so, you're probably not a Welsh politics buff.

Political animals are more likely to associate the phrase with a new motorway in south-east Wales.

The **Silk Commission** was an inquiry into how Wales is funded. And it's become bound up with the future of the M4 motorway.

Last November the commission recommended giving the Welsh government new powers to borrow money and vary some taxes.

First Minister Carwyn Jones has been eager to get his hands on those borrowing powers in particular. After today's announcement in Cardiff Bay by the prime minister and his deputy about more powers, Mr Jones will get his chance

Without them, Mr Jones has said £1bn worth of improvements to the M4 will not happen.

Relief
There are **plans out to consultation** to build a new stretch of motorway around the south of Newport.

The relief road, as it's known, has become a symbol of the tussle over the Welsh government's financial clout.

The Silk Commission was set up by the UK government to think about how Wales is funded.

It published its first report - or Silk Part 1, as it's known - last November.

The Westminster coalition was due to give its response in the spring, and at last it has delivered it.

Silk says the existing arrangements for funding the Welsh government "do not meet the requirements of a mature democracy" and are "anomalous" because the assembly can change the law, but not your tax bill.

The Treasury gives Welsh ministers more than £14bn a year to spend on education, NHS, economic development and all the other responsibilities that have been devolved to the assembly.

Silk says that should change. It says the Welsh government should get some power to vary income tax by 2020, following a referendum.

Control over other smaller taxes should be devolved sooner, it says, as should new powers to borrow money.

The report would give the Welsh government control over, among other things, the stamp duty paid by house-buyers and air passenger duty for long-haul flights. The former is on its way to Cardiff. The latter stays in Westminster.

Taken together the report's 33 recommendations would make the Welsh government responsible for raising around a quarter of its own budget.

The timetable for implementing the report has caused a lot of rowing between the politicians, but Friday's announcement will give a new impetus.

In the 12 months since the report was published, it hasn't been a smooth ride for Silk.

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THE NEWSDESK: Nato summits come and go, but the M4 relief road is for life



By Maria Williams 6:17pm Sunday 3rd November 2013 in News



Traffic queue at Junction 28 of the M4 as an accident is cleared from the Eastbound carriageway (1067889)



I SUPPOSE that one five star resort looks pretty much like another five star resort anywhere in the world.

Everything must look, well, shiny.

That, essentially, must be the Nato leaders' summit experience.

Like shopping malls the world over - from Doha to Minnesota to Johannesburg - the life of a Nato leader must, surely, be one of corporate similarity wherever he or she is in the world.

So, they may as well be coming to Newport. And if there is an economic benefit to be gained from the summit, we may as well reap the rewards here in Wales.

The 2010 Ryder Cup in Newport boosted the Welsh economy by £82.4m, according to an economic impact study which took into account money spent on and off site, local travel, and any extended stays by visitors.

The total attendance for the week of the match at the Celtic Manor was 244,000.

During the week of the event, south east Wales had a benefit of £74.6m and Newport had £28.3m.

The study was conducted by IFM Sports Marketing Surveys, involved more than 1,250 face-to-face interviews with spectators during the event, followed by nearly 3,000 online.

Of the spectators interviewed, 69 per cent had come from outside Wales, including seven per cent from the USA and Canada.

The problem with the 2014 Nato summit is that while there will be large delegations brought by

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the nations, who will obviously be spending in the area during the conference, this is not the same as 244,000 Ryder Cup visitors who were essentially on a holiday, wanting to spend and wanting to see the area.

It is unlikely that anyone who is here for the summit will be spending large swathes of time outside the resort. These people are here to work - and security is a major issue for them.

So there will no doubt be press calls where leaders are photographed, there will be charming quotes from them about how lovely the area is, one or two of them might even try out a word or two in Welsh - thereby telling the rest of the world how aware they are of what is going on in it - we are unlikely to see Barack Obama, Angela Merkel or Francois Hollande undertaking photo opportunities outside the cloisters of the Celtic Manor.

Interestingly, apart from the 'big three' how many more Nato leaders could any of you name?

How anonymous they have all become since the start of the recession.

For me, the most important announcement about Newport last week was not the Nato summit, but the news that borrowing powers are to be given to the Senedd to allow the **M4** relief road to be built.

Few of us who use the M4 every day would doubt the need for solutions to the bottleneck at the **Brynglas Tunnels** or alternatives when the motorway has to be closed because of a serious accident.

The Southern Distributor Road simply cannot cope when this happens - we sit in queues for hours on end because for large sections the SDR is 50mph, has roundabouts and traffic lights.

It was never meant to be a motorway substitute.

I agree to some extent with opponents who say not enough work has been done to look at public transport alternatives - there should be rail and bus links which get commuters like me to where we need to be.

They are often overcrowded, or a drive of 45 minutes would turn into a two hour journey involving walking, a train and a bus trip, and a two-hour journey home, if the car was let at home.

The Assembly's draft plan to solve the serious transport problems around Newport is currently out for public consultation, a process which ends in December.

If implemented, the draft plan would lead to a relief motorway being built to the south of Newport, reclassification of the existing M4 between Magor and Castleton as a non-motorway, a new link between the M48 and B4245 and provision of cycle and walking friendly infrastructure.

That's what's on the table. And we need to act soon so that another generation of people in Gwent is not facing the same old problems.

So while it's nice to think Barack will be the first serving US President to set foot in Wales, solving Newport's transport misery will have a far greater economic impact than any Ryder Cup or Nato summit.

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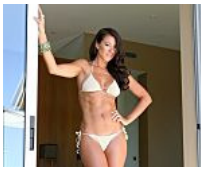
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Katie Re-Registered says... 7:16pm Sun 3 Nov 13

1.) Like shopping malls the world over - from Doha to Minnesota to Johannesburg - the life of a Nato leader must, surely, be one of corporate similarity wherever he or she is in the world.

2.) So, they may as well be coming to Newport. And if there is an economic benefit to be gained from the summit, we may as well reap the rewards here in Wales.

1.) Has to be said, mostly he;

2.) Has to be said, mostly he.

Score: -4 | Report this post »

KarloMarko says... 8:10pm Sun 3 Nov 13

What a wonderful journalistic tool Google is! Without it this "think piece" would just not exist.

NATIONAL NEWS

Ex-bank boss in court over drugs



Updated 3:28am Wednesday 7th May 2014
Disgraced former Co-op Bank boss Paul Flowers will appear in court today charged with possessing drugs including cocaine and crystal meth.

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BUT if you had actually read the BBC report of the report you would have seen that the Ryder Impact Study was commissioned and PAID FOR by the events organisers and has about as much economic validity and factual grounding as my cats re working of Keynes in his litter tray.

But it "puffs" well. Just like my ageing ginger tom, Ricadro.

Score: 1 | Report this post »

Port0214 says... 2:19am Mon 4 Nov 13

True enough, these big resorts and luxury hotels are the same the world over.

A short car ride takes you to another world, a world of deprivation, drugs and alcohol misuse. Do we honestly think the delegates are going to spend money in the local area.

Highly unlikely, unless they have a penchant for jäger bombs and kebabs.

Score: 2 | Report this post »

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SOUTH WALES Argus GWENT NEWS

Gwent levels "under threat" from M4 relief road

10:32am Monday 4th November 2013 in Gwent news



Gwent levels "under threat" from M4 relief road



AMONG those concerned about the proposal to create a new M4 relief road by 2020, is James Byrne, the living landscapes manager at Wildlife Trust Wales.

He said: "We think that borrowing £1.2bn to fund a motorway is bad for the environment and a bad deal for Welsh tax payers, especially as the Gwent levels are home to so many wildlife species.

"The Gwent levels bring £67m worth of benefits – such as flood relief – every year.

"The wetland system has been around since Roman times. This is a very unique area and the threat to wildlife is significant.

"The Welsh Government is striving to be a world leader in sustainable development, but here they are ripping up that commitment."

Mr Byrne will be giving evidence to the environment and sustainability committee in the Senedd on Wednesday.

"They believe these proposals are so serious in terms of impact, they are having an enquiry into it," he added.

"There are better ways with dealing with congestion but the consultation doesn't consider any other options other than building a motorway. They haven't looked at the alternatives to pouring concrete over 9km of nationally protected wetlands."

Frances Taylor is also concerned about the lack of options provided in the consultation so far.

Miss Taylor, a county councillor for Monmouthshire Council said: "There are alternatives to having a relief road that crosses the Gwent levels and has a significant impact for the people of Magor."

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Ms Taylor, who represents the Magor and Undy wards, believes there are other alternatives which aren't being explored, such as upgrading the Llanwern road or developing public transport.

The Magor resident said: "Some of the problems could be solved with better traffic management on the M4. A lot of the traffic is local traffic. But also, a public transport option would allow people to get to work in a much better way.

"All these things could reduce the need for a relief road."

The plans aren't detailed enough for Ms Taylor to truly access the impact for residents in Magor. But she believes this could be an opportunity to improve the transport infrastructure in south east Wales, in line with sustainability.

She added: "I think the Welsh Government's starting point is flawed. In my view, the proposal is not economic and it's also quite environmentally damaging. Both these factors should be equally important.

"I think to suggest that building a motorway will solve Wales' economic problems is crazy. That is all our money for a generation for transport. "

The federation of small businesses has also raised the issue of the vast amount of funding required for the road.

Janet Jones, Welsh policy unit chairwoman for FSB, said: "While the devolution of borrowing powers is undoubtedly welcome, we remain concerned there is a danger that too much of the available funding could be swallowed up by the proposed M4 relief road, leaving little for vital infrastructure **investment** in other parts of Wales."

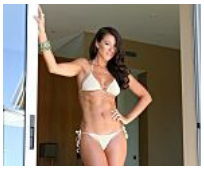
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BBC NEWS

WALES POLITICS

6 November 2013 Last updated at 14:39

M4 relief road: 'Three years of argument' warning

A new M4 motorway around Newport is not likely to be built on time and to budget, a transport expert has told a committee of assembly members.

Prof Stuart Cole said environmental objections would mean at least "three years of argument" before construction of the £1bn road begins.

He told the environment committee costs could rise "substantially" as a result.

UK ministers announced last week Welsh ministers could borrow the money needed to fund the relief road.

The committee is considering plans for the new stretch of motorway south of Newport, between Magor and Castleton.

Prof Cole from the University of South Wales told AMs: "We're not likely to see this new M4 by 2020....construction costs are rising by about 10% a year; we could see all of these figures being substantially more if there is a delay in building any of the schemes, so the total cost of building the motorway will undoubtedly increase as we go along."

He is proposing an alternative scheme to deal with congestion around Newport.

Prof Cole questioned whether Welsh government projections of rising traffic on the existing M4 were correct, saying traffic growth had "plateaued out".

The Federation of Small Businesses (FSB) and a number on environmental groups have already said they oppose the idea of a new motorway.

The Welsh government has previously said that cutting motorway congestion in the area is essential for the Welsh economy.

But a spokesperson said it was currently conducting a public consultation on the draft plan, adding that "it would be inappropriate to comment further at this stage".

The 12-week consultation period is due to end before Christmas.

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Welsh Government's handling of M4 relief road plans 'risks years of delays'

Iestyn Davies, from the FSB, tells AMS there should be a 'more thorough approach' from the Welsh Government on consultation

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Plans for a relief road for the M4 have provoked controversy

The Welsh Government is leaving itself open to judicial challenge and years of delays to its M4 relief road plans due to its the handling of a consultation into the project, business leaders have warned.

Addressing a National Assembly committee during an inquiry into proposals for an M4 relief road, the Federation of Small Businesses (FSB) in Wales criticised the Welsh Government's handling of the consultation, saying it "looks like it's been drawn up with just this project in mind".

Iestyn Davies, from the FSB, said there should be a "more thorough approach" from the Welsh Government on the issue.

He said: “Ultimately, as the consultation shows, if you say to somebody or a group of people ‘here’s an option you’re very familiar with, that looks attractive and the only one we’ll ask you to consider’, then you shouldn’t be surprised however you consult, however you ask people’s option, that’s the option they come up with, because you are defining the consultation in those terms. And that seems very much the case as we see it.

“Fundamentally, if you rule out the value for money options, better transport options, the National Assembly and Welsh Government has a responsibility to consider the sustainable development issue and agenda and the impact on this.

“And we would say, on two fronts, this is leaving the Welsh Government open to judicial challenge.”

Representatives from a transport consortium of 10 South Wales councils, the South East Wales Transport Alliance (Sewta). told Assembly Members they were “disappointed” at the scope of the consultation, which doesn’t include options to improve public transport.

It also said previous estimates of traffic flows on the stretch near Newport had outdated figures, and more recent surveys had shown traffic had either plateaued or reduced.

It came after evidence from transport expert Professor Stuart Cole, an emeritus professor at the University of South Wales, who said he thought the Welsh Government were pursuing a more expensive option because it represented “an engineer’s dream”, compared to a previously favoured option of upgrading the A48 with the Llanwern steelworks road being upgrades to a four-lane high

Prof Cole warned disputes and arguments could last years, delaying the 2020 target for completion of the project.

And he added: “The total cost of building the motorway will undoubtedly increase as we go along”.

He said a new option, which he suggested was favoured by the Welsh Government, of building a new relief road to divert traffic away from the notorious bottleneck, would cost more than £930m, while the A48 option would cost around £380m.

Assembly Members are also hearing from environmental groups, who oppose proposals on the grounds of the impact on wildlife and ecosystems around the Gwent Levels.

Gareth Clubb, director of Friends of the Earth Cymru, said the plans “went contrary” to all advances made on the environment by the Welsh Government, and said there had been “absolutely nothing” produced as an economic analysis for the scheme.

He said: “If there was evidence to show there was a need for this road, perhaps we could have a fuller discussion on benefits and disadvantages of this road. But there is no evidence at all.”

Mike Webb, senior conservation officer for planning at the RSPB, said Prof Cole’s option for a redeveloped A48 road were preferable.

He said: “Prof Cole’s option is one that would be far, far less damaging to the environment and would cost less than a third of the cost of a new motorway.

“Therefore we have to ask ourselves how circumspect is...to use so much financial resources on one scheme.”

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Backlash from business leaders at plans to build M4 relief road

The Federation of Small Businesses in Wales has said economic, environmental and affordability concerns have not “been sufficiently balanced”

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A committee will today here evidence during a consultation on the M4 relief road

Plans to build a £1.2bn relief road for an M4 bottleneck have provoked a backlash from business leaders and a regional transport consortium.

The National Assembly’s Environment and Sustainability Committee is due to hear evidence from environmental and transport groups today on proposals set out in a consultation on the M4 relief road.

In evidence provided to the committee, the Federation of Small Businesses in Wales (FSB) said economic, environmental and affordability concerns around the proposed road have not “been sufficiently balanced”, and does not contain clear indications of the cost of the project.

It comes after the UK Government's official response to the Silk Commission's recommendations on the future of devolution, which included the devolution of taxes to fund a borrowing stream to Wales for the first time.

In its evidence, the FSB said: "FSB Wales is firmly of the view that focusing a significant proportion of spending on a narrow section of motorway in South East Wales is not an equitable use of resources. Rather, the Welsh Government should look to fund significant projects across Wales, such as improvements to the A55, the implementation of the South East Wales Metro and the potential electrification of the North Wales Main Line."

It added: "It is disappointing to see that the current consultation includes no information about the costs of the three proposed relief roads. This is available in the supporting documentation but is not being put in context during the public consultation. FSB Wales believes this undermines the consultation process."

The Welsh Government has long said it would use borrowing powers to fund improvements to the M4 corridor between Newport and Cardiff, which suffers severe congestion and has been cited by business leaders as a potentially huge boost to the Welsh economy.

During a Senedd debate on the UK Government's response to the Silk Commission recommendations, First Minister Carwyn Jones said that borrowing powers would not just be used to fund the M4 relief road, but could help fund other infrastructure projects.

He told AMs: "In terms of borrowing powers, sometimes of course the impression is given that borrowing powers relate solely to the potential of building an M4 relief road. I was very careful last week to emphasise the point that, while that is perhaps the scheme that is most mentioned, borrowing powers have to benefit Wales as a whole."

But the South East Wales Transport Alliance (Sewta) said it was "disappointed" the Welsh Government's latest consultation on M4 proposals did not contain alternatives to building a new road. It said: "There is a concern that the current proposals underplay the potential of alternative modes to contribute towards these objectives. It is therefore very difficult for consultees to offer rounded advice on the most appropriate mix of transport investment to achieve economic and environmental objectives while delivering value for money."

An alliance of environmental groups, due to give evidence to the committee today, said the government seemed “determined” to build a new road, rather than look at alternatives.

The chair of the Campaign Against The Levels Motorway (CALM), Tom Clarke, said: “Quite frankly, we don’t believe there is a case for a new road. We advocate the Welsh Government looks at sustainable transport solutions – but the Government seems determined to build a road. There is a reasonable, viable alternative that enhances the existing road system around Newport which would be significantly cheaper and not cost the earth.”

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'Gold-plated' M4 plan sucks cash out of North Wales, Assembly inquiry hears

A £1bn relief road for Newport in South Wales could prevent vital funds reaching North Wales for transport projects

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Traffic queue on A55

Plans for a 'gold-plated' £1bn M4 relief road could swallow up vital funding needed for transport projects in North Wales, an Assembly inquiry heard yesterday.

The Welsh Government is consulting on proposals for the new stretch of motorway around a major traffic bottleneck near Newport – but opponents argued there were cheaper alternatives based on the existing A48 trunk road which had been sidelined.

Ministers say a new motorway is needed to help to boost the economy in the region and new powers to borrow, signalled by the UK Government, would open up the option of the £1bn road.

But the Federation of Small Business in Wales told AMs on the environment committee the Welsh Government had failed to consider wider options such as rail electrification and improvements to the A48 as part of its consultation.

FSB policy advisor Josh Miles said: “The consultation has not allowed a proper consideration of the options beyond a ‘gold-plated’ M4 relief road.

“We made it clear to the committee that we are concerned that spending £1bn on a new relief road is not the best option for the wider Welsh economy.

“If the Welsh Government were to commit so much money to a single project then it is hard to see how they could fund infrastructure works to aid our members in North Wales, such as improvements to the A55 or electrification of the North Wales mainline.”

Transport expert Prof Stuart Cole, from the University of South Wales, proposed a lower cost £380m scheme, via a more environmentally sensitive route, based on the lower road capacity which could be needed.

Rail electrification alone could reduce M4 peak traffic flows by 15%, he said.

Environmental objections over a route through the Gwent Levels would also mean at least three years of legal argument before construction of the £1bn road started.

Prof Cole told AMs: “We’re not likely to see this new M4 by 2020. Construction costs are rising by about 10% a year. We could see all of these figures being substantially more.”

The Silk Commission proposal is for the Welsh Government to be able to borrow around £130m a year, with a cap of £1.3bn.

North Wales Conservative AM Antoinette Sandbach said: “There is very strong evidence that the current option being consulted on ignores the best value for money option and that the current Welsh Government proposals will mean that other infrastructure projects like electrification of the North Wales line will be adversely affected.”

Plaid AM for Arfon Alun Ffred Jones said: “There is an obvious risk that excessive investment in a new M4 is an overkill solution and could make investment in the north-west of Wales less likely.”





Llyr Huws Gruffydd

North Wales Plaid AM Llyr Gruffydd said: “If we are going to be limited in borrowing to around £1.3bn, the projected costs of the M4 project would swallow up the vast

majority if not all of it, leaving us out on a limb for other projects – when there are alternatives to the M4 at a third of the cost."

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ARGUS COMMENT: Relief road the solution

2:31pm Tuesday 12th November 2013 in News

BUSINESSMAN Steve Howell puts forward an interesting viewpoint on the M4 relief road debate today.

He is one of a growing group of business people who is supporting the moves for a Metro system linking Cardiff, Newport, and the valleys.

And it is a proposal which does have some merits.



ARGUS COMMENT: Relief road the solution

Metro systems tend to become very popular as ways of commuting to and from city centres whether for work or leisure.

They are great for moving lots of people around.

But our view is that the M4 Relief Road is really the only game in town for Newport.

A Metro system would we think do very little to improve the economy of Newport or its business community.

But it would do much to futher the already vibrant local economy of Cardiff.

A Metro system with Cardiff as its destination would deliver customers and workers straight into the capital's centre from the area which traditionally has looked to Newport as its nearest commercial centre.

As we have seen with the creation of the Ebbw Vale rail link to Cardiff, it would make it so much easier for people to by-pass Newport city centre.

Conversely The **M4 relief road** is about making travelling in and around Newport easier.

Yes its creation would also benefit Cardiff, but it would in our view have a much greater impact on Newport.

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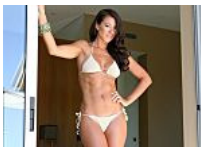
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Vox Dei says... 3:00pm Tue 12 Nov 13

So long as the existing motorway is not downgraded I agree. However filling it with roundabouts and lights would make communities that have good motorway access farther away from the new alignment in both terms of distance and time. That would be a retrograde step and should be a condition attached to our acceptance.

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Ex-bank boss in court over drugs

Crossbenchtory says... 4:17pm Tue 12 Nov 13

Have I missed something here? My understanding was that the proposed M4 relief road's purpose was to allow traffic going further into Wales than Newport to progress without the delays currently endemic at the Bryn Glas tunnel.

If this is the case surely the most sensible option would be a new motorway running from either the 1st or 2nd Severn crossing to the north of Cwmbran, or even Pontypool, and rejoining the M4 at either the A48(M) or Cardiff Gate junctions. Such a road would not only by-pass the Bryn Glas bottleneck it would also open up the Gwent Valleys to economic development by making it easier for businesses to access the towns there.

Of course this does presuppose that both the politicians and the people of the valleys actually want this to happen, an attitude of which I for one have seen no evidence since returning to Wales 7 years ago.

Score: -1 | Report this post »

Woodgnome says... 4:59pm Tue 12 Nov 13

A Metro isn't going to help heavy lorries coming from near or far and non local traffic. Ideally we should have both but that may not be realistic in the current economic climate.

Score: 3 | Report this post »

PontyPeter says... 5:15pm Tue 12 Nov 13

Indeed, the Metro system would probably be Cardiff centric and not significantly benefit Newport as it will take traffic and business to Cardiff.
But I think, Argus, you have missed the point. This is also what an M4 relief road would do. Take traffic around Newport and bypass it.

Score: 4 | Report this post »

jayjay76 says... 7:05pm Tue 12 Nov 13

Crossbenchtory I think you've missed quite a lot to be honest. The proposed route is 14 miles costing nearly £1bn. It's been on the table for about 20 years and is a reasonably straight line between Magor and Castleton. Your route is a huge (25 - 40 miles?) loop. It would cost 2 or 3 times as much as the current route and the consultation process clock would have to start again. I can confidently say you route will never, ever, ever get built.

Score: 2 | Report this post »

Limestonecowboy says... 7:58pm Tue 12 Nov 13

Don't understand why the M4 should go north of Cwmbran business hubs exist along the coast of Wales so people need to migrate here not force business there!

Score: 1 | Report this post »



denisthedolphin says... 8:15pm Tue 12 Nov 13

At last some common sence , look to places like Vancouver, which incidently would cover the whole of this area, including Newport & Cardiff, the Metro system is fast & efficient , with local bus services at each station area, one ticket allows you to travel by Metro- - Bus- - ferry for a preiod of about one & half hours on the same ticket, so you can jump on the metro, jump off, get on a bus or the ferry , one price cheap!!! traffic is low because it,s quicker and more convenent to travel on public transport, and for all the doom mongers Vancouver has bigger district,s that Newport !!!.

Updated 3:28am Wednesday 7th May 2014

Disgraced former Co-op Bank boss Paul Flowers will appear in court today charged with possessing drugs including cocaine and crystal meth.

NEWS »

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- Broad: Moores brings enthusiasm
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Score: 2 | Report this post »

Jonnytrouble says... 1:47pm Wed 13 Nov 13

How on Earth is that going to work ?
Has he EVER gone on the bridge over the M4 (B4596 to Caerleon) on a Friday evening watching the traffic standing to a holt from East to West of the tunnels and see how many lorry's that need to get OUR goods just hardly moving and losing time ?
We are already well overdue by over 25 years !!! and that's just the talking !!!

Score: 1 | Report this post »

Bobevans says... 3:00pm Wed 13 Nov 13

> **Vox Dei** wrote:
> So long as the existing motorway is not downgraded I agree. However filling it with roundabouts and lights would make communities that have good motorway access farther away from the new alignment in both terms of distance and time. That would be a retrograde step and should be a condition attached to our acceptance.

It is the M4 that needs to be upgrade. Leaving the same bottle neck on the M4 is always going to cause problems and accidents

A Newport by pass can easily be implemented. but we need both

Score: 1 | Report this post »

Woodgnome says... 8:35am Thu 14 Nov 13

> **Bobevans** wrote:
>
> > **Vox Dei** wrote:
> > So long as the existing motorway is not downgraded I agree. However filling it with roundabouts and lights would make communities that have good motorway access farther away from the new alignment in both terms of distance and time. That would be a retrograde step and should be a condition attached to our acceptance.
>
> It is the M4 that needs to be upgrade. Leaving the same bottle neck on the M4 is always going to cause problems and accidents
>
> A Newport by pass can easily be implemented. but we need both

Everyone seems to forget that one of the biggest bottlenecks are the M4 toll booths. The queues can be horrendous exacerbated by boneheads who don't carry cash,

Score: 0 | Report this post »

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Thank You

Your comment has been accepted.

YOUR AM WRITES: Newport West AM Rosemary Butler

4:01pm Thursday 14th November 2013 in News

Newport's skyline is changing- and for the better. Walk or drive into town and you will see many cranes helping new buildings to rise, and older buildings being refurbished.

The old bus station has been demolished and new bus stands are being installed across the city centre. Newport Market also has a new façade, with a more open and accessible entrance, and many new stalls and shops waiting to be discovered inside. It is great to see these positive signs of regeneration!

I was delighted to open the newly refurbished Gaer Park Post Office a few weeks ago. The branch has moved to the new Spar store on Bassaleg Road, offering a wider range of Post Office products and services including the ability to renew your car tax. The positions at the rear of the store are open from 9am-5.30pm Monday to Friday, and 9am to 12.30pm on Saturday. The additional serving point is open the same hours as the Spar store which is 7am-11pm. Please support it!

The announcement that next year's NATO summit will be held at the Celtic Manor is great news for the city of Newport. It is the first time since 1990 that the UK has hosted NATO leaders, and the first to be held outside London. This is a fantastic opportunity to showcase Newport and Wales to the rest of the world, and I look forward to updating constituents with further information in the coming months.

If you haven't already looked at the consultation on the future of the M4 I would encourage you to do so. The public consultation on the draft plan will build upon the information that has already been gathered, and presents road users and local residents with the opportunity to share their views on the Welsh Government preferred strategy. If implemented, the draft plan would lead to a motorway being built south of Newport.

A drop-in session is taking place at the Newport Centre on the 25th and 26th November at from 12pm-7pm. Here you can find out more about the draft plan and pick up copies of the consultation response forms. You can also download the documentation online at www.m4newport.com or request a paper copy from Allan Pitt, ARUP, 4 Pierhead Street, Cardiff, CF10 4QP.

Keep up to date with my activities by visiting www.rosemarybutleram.com or following me on Twitter @RosemaryButler. To be added to my email newsletter list call 01633 222523 or email rosemary.butler@wales.gov.uk

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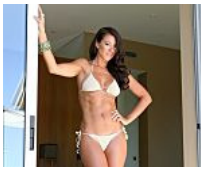
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KarloMarko says... 4:15pm Thu 14 Nov 13

"The hills are alive with the sound of Rosemary!"

Raindrops on kittens... expenses in mittens!

Whatever she is on....I want some! Are we not incredibly fortunate to have two dynamic AMs like Rosey B. and Jay Griff? Well, aint we?

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One lane closed, queueing traffic and long delays due to emergency repairs. Travel time is around 45 minutes
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Score: 3 | Report this post »

Katie Re-Registered says... 4:25pm Thu 14 Nov 13

So many new things happening!

Score: 0 | Report this post »

Severn40 says... 4:36pm Thu 14 Nov 13

Cranes? Erm there is one - that's the admiral building.
Bus station demolished. They are still using a part of the old station?
New bus stands across the city centre. Erm...they using the same ones.

Apart from the factual errors - yes - isn't great we are represented by such dynamic and wonderful AMs. We should be eternally grateful.

Score: 6 | Report this post »

blackandamber says... 4:43pm Thu 14 Nov 13

Is this representative of the taxpayer real.

Score: 2 | Report this post »

KarloMarko says... 4:59pm Thu 14 Nov 13

Has anyone EVER seen Rosemary Butler actually in Newport? I live in Caerleon, as does she, and I've seen her twice in ten years! Once briefly at the Arts Fest and again very briefly, at the official opening of the cycle path.

She is the invisible woman with a political profile to match! God help us.

Score: 7 | Report this post »

Votefornoneoftheabove says... 5:02pm Thu 14 Nov 13

Mrs Butler, thanks for painting such a wonderful picture of Newport!

I would also like to add that soon the area I live in, Ringland will have a new permanent and transit travellers site, also the roads into and out of Ringland are all superb and are smooth as a babies backside not too mention the footpaths.
Luckily all these wonderful things have been presided over by Newport's finest builder Bob Bright, (sorry council leader and part time councillor for Ringland) the same man who presided over the murals demolition in the name of development.
As for the NATO conference try to remember this, * Newport and Ringland will see the benefits" (Ryder Cup Propaganda) In reality you stopped at either a Magor or Tredegar Park then had to park and ride and missed Newport entirely. Looking ay Bob Bright's declarations on the council website he did have a free day out so at least he benefited.
I may be wrong though can you call and ask Barack and Dave Cameron if they want a quick drink in the Ringland Labour Club when they arrive next year? as we live in times of austerity I will get them in so no need to put their hands in their pockets.
Your comments have given me the best laugh this year can you keep them coming Mrs Butler.

Score: 16 | Report this post »

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BlackBoy Inn

fedup fred says... 6:24pm Thu 14 Nov 13

NATIONAL NEWS

Ex-bank boss in court over drugs



Updated 3:28am Wednesday 7th May 2014
Disgraced former Co-op Bank boss Paul Flowers will appear in court today charged with possessing drugs including cocaine and crystal meth.

NEWS »

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- Judges review death punch sentence
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the only cranes are on the admiral office block which is progressing very well as it is a private enterprise the council driven projects ie. the bus station and the market are a complete disaster no urgency,in the bus station a small labour force will not get the job finished in the near future, still come the next election lets get rid of the clowns running Newport{how did we get city status]

Score: 4 | Report this post »

Katie Re-Registered says... 8:14am Fri 15 Nov 13

> **Severn40** wrote:
> Cranes? Erm there is one - that's the admiral building. Bus station demolished. They are still using a part of the old station? New bus stands across the city centre. Erm...they using the same ones. Apart from the factual errors - yes - isn't great we are represented by such dynamic and wonderful AMs. We should be eternally grateful.

Yes, I've only ever seen the one crane, too - flocks of gulls and pigeons though:)

Score: 1 | Report this post »

NakedDancer says... 3:37pm Mon 18 Nov 13

Butler and Griffths have done less than nothing for Newport since they were elected in 1999. Yes, thats 14 years of saying and doing absolutely nothing in the WAG to help Newport. They should be thoroughly ashamed of themselves. But they will get re-elected in a safe Labour area. There should be a fixed term of no more than 2 elections for WAG members.

Score: 0 | Report this post »

minesapint says... 5:32pm Mon 18 Nov 13

A rare sighting of Rosemary Butler in town centre today. A pity you didn't visit before you insulted us with the nonsense you have written above. A bit like the story of the Emperor who wore no clothes. Do you still stand by what you have written Rosemary, now you have had a look for yourself.? Disgraceful and shabby to local people.

Score: 0 | Report this post »

minesapint says... 5:34pm Mon 18 Nov 13

A rare sighting of Rosemary Butler in town centre today. A pity you didn't visit before you insulted us with the nonsense you have written above. A bit like the story of the Emperor who wore no clothes. Do you still stand by what you have written Rosemary, now you have had a look for yourself.? Disgraceful and shabby to local people.

Score: 1 | Report this post »

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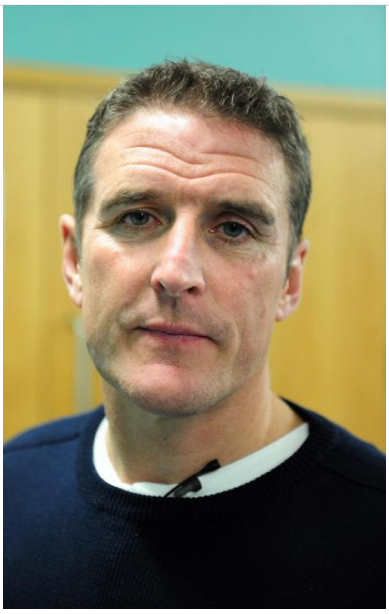


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M4 relief road not needed, says Iolo Williams

7:49pm Tuesday 26th November 2013 in News



TV and Wildlife presenter Iolo Williams gives a public presentation backing the Campaign Against the Levels Motorway (CALM) at the Newport Wetlands Centre. (2715888)




IOLO WILLIAMS spoke out tonight as he publically backed the Campaign Against the Levels Motorway at a public meeting.

The TV Presenter, and expert on wildlife delivered a speech to around 100 people at Newport Wetlands as he discussed why the Welsh Assembly should not press ahead with the plans to build a new relief road across the Gwent Levels.

Speaking exclusively to the Argus, Mr Williams expressed his disbelief at the proposals.

“It genuinely doesn't make sense,” he said. “We have a financially viable alternative choice but for some reason the Welsh Assembly is not opting to go for it.

“If the Welsh Government go ahead with their devastating plan to pour concrete all over this special site for wildlife, the future for these important species in the area is very bleak.

“The levels are a fantastic place to visit but to hear motorway traffic going past and less wildlife would break my heart.”

The new motorway will cost an estimated £1.25 billion but viable and cheaper options have been pushed forward by CALM – such as an enhancement of the A48 Southern Distributor Road.

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2. Police probe Ebbw Vale boy's death (30 minutes ago in News)
3. Newport man to cycle Great Wall of China (1 hour ago in News)
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"Figures show traffic hasn't gone up in the past eight years," added Mr Williams. "It's stayed at the same level so why is this needed?

"The alternative costs £350 million and the £800 million saving is the equivalent of five new hospitals.

"Not only this but it preserves the Gwent Levels so it's a win win yet they're not going for it and I genuinely don't understand why."

The Welsh Government is currently consulting on the motorway proposals but has refused to listen to the alternative options proposed.

Tom Clarke, 43, chairman of CALM, said: "You've got to wonder what is going to be cut to spend money on a road that simply isn't needed."

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The leader of the opposition in the Assembly has said a date needs to be set for work to start on the **M4** relief road.

The Conservatives' Andrew RT Davies said since the UK government had announced borrowing and taxation powers for Wales, it was up to the first minister and Welsh Government to get on with the job.

Carwyn Jones has suggested that the road could be built by 2020 – but Plaid Cymru and the Assembly's Lib Dems have suggested that other projects should be pursued to solve the issue of the M4 and not a new motorway on the Gwent Levels.

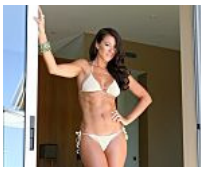
The Tory leader told a press conference yesterday that the Welsh Government had said throughout the summer it wanted to get on with the project, but said that they "clearly don't seem to have any strategy for delivery" for the road.

A Welsh Government spokesman said: "We are currently consulting on options to improve the M4 around Newport so it would be inappropriate to comment further at this stage."

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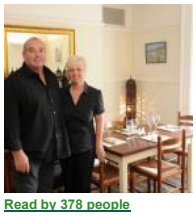

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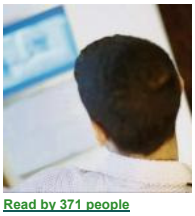

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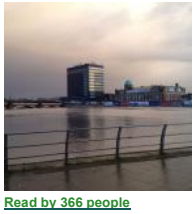

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Updated 3:28am Wednesday 7th May 2014



Disgraced former Co-op Bank boss Paul Flowers will appear in court today charged with possessing drugs including cocaine and crystal meth.

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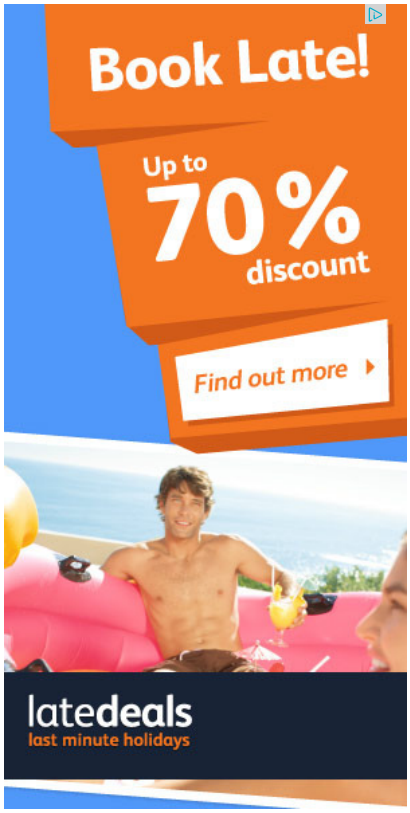
[You Me At Six up for five awards]



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[New 24 adventure 'true to London']



Comments (14)

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Jonnytrouble says... 8:13pm Tue 26 Nov 13

I don't think so,(wildlife disappearing)they just don't want it there and carry on as things are..MAD
But WILL the construction of the road be built straight on the ground or on stilts as if straight on the ' marsh ground ' will sink im sure.

Score: -2 | Report this post »

Magor says... 8:38pm Tue 26 Nov 13

The wildlife will still have loads of space,how many more people will be killed or injured on this excuse for a motorway?

Score: 10 | Report this post »

Limestonecowboy says... 8:39pm Tue 26 Nov 13

Iolo you may be a TV personality & like flowers but a new M4 is required many who use it will agree - Wildlife will adapt & many motorways can be built onto marshy ground without problems.

Score: 13 | Report this post »

Evan Owen says... 8:53pm Tue 26 Nov 13

That road is the worst I have ever traversed. Iolo should find something else to do with his abundant supply of time.

Score: 11 | Report this post »

sundance1900 says... 11:52pm Tue 26 Nov 13

Well done Iolo. This motorway isn't needed, it's a terrible waste of money and it will cause irreplaceable damage to the area. The wildlife will be wiped out. Soon there will only be roads and buildings. This isn't about the need for a new road but it's about money and how the Welsh Gov can sell off the land. Disgusting.

Score: -8 | **Report this post »**

Lliswerry Man says... 8:15am Wed 27 Nov 13

Another person with no financial interest or worry about how they will feed their children due to the lack of business this poor motorway system has brought.
Of Course it is needed, we are the only part of the UK now where investment in the road systems has been non existant.
Who on earth would want to invest in the South or West Wales regions with the two lane system we currently have, time is money and time waiting in queues is money lost, simple economics.

Stick to what you know IOLO and stay away and mind your own business, and do not affect others livelihoods. This relief road is important, extrememly important.

With the money we earn, we give to charities including animal charities, without jobs and investments like this road/motorway, we will actually have less to give, so the animals do currently get cared for and funded, stop trying to use them as an excuse not to build it. Nature has a wonderful way of bouncing back as it has proved for centuries...

Score: 4 | **Report this post »**



ninebalehigh says... 9:54am Wed 27 Nov 13

Iolo is right.

I've never heard so much rubbish talked about a road in my life, what is it the yellow brick road?? It's effectively an expensive by-pass for Newport.

Who are all these companies supposedly itching to invest in this area if only there was a better motorway system??

Go with the cheaper, sensible, alternatives, the last thing we need is MORE roads.

Score: -5 | **Report this post »**

Outthere says... 10:52am Wed 27 Nov 13

They should sign post the new A4810 road on the motorways at junction 23a & 28, so that it is used to relief some of the motorway traffic, I use it and there are hardly any vehicles on it. People from the valleys who either work over the bridge or their partner do don't know it exists, I work at Cleppa Park and when their other halves come in complaining about their partner struggle to get home I mention the new road and they didn't know it was open or that it existed. When there is congestion at the tunnels they jut need to pull people off at either Magor or the Coldra, then at Tredagar Park for the other direction for an hour or two. They could even just request cars to come off using the gantry signs if people are worried about the lorries going through the Ringland road. . These people might pull off into Spytty and Morrisons which in turn would help our economy. They've spent the money on this road lets use it!!

Score: 2 | **Report this post »**

Bryan says... 11:15am Wed 27 Nov 13

There's no doubt SOMETHING needs to be done about the M4 around Newport. I'm not convinced by the plans put forward by either side yet, but I lean in favour of an enlarged SDR simply because it costs less and is likely to cause less disruption.

The congestion problems on the M4 at the moment are largely caused by commuters joining the motorway for one or two junctions during their journey, so perhaps there is an argument for reducing the number of junctions to force these people onto alternate routes - such as this enlarged SDR.

Just talking off the top of my head, would it be possible to have "part-time" junctions, that could only be used outside of the rush hour?

Score: 0 | Report this post »

Limestonecowboy says... 6:27pm Wed 27 Nov 13

The SDR is a disaster too many poorly designed roundabouts & bends - this road probably designed by a tree hugger.

Score: 5 | Report this post »

sundance1900 says... 7:55pm Wed 27 Nov 13

We already lost 2 thirds of our wildlife when they created Cardiff Bay. How can we keep going on like this until all our wildlife is wiped out! This area is a very unique area, wildlife will not bounce back because there isn't anywhere else like the Gwent Levels for them to go to. CALM have suggested an alternative, to improve the A48 which will be much cheaper and better for our environment.

Score: -2 | Report this post »

zooport37 says... 10:52pm Wed 27 Nov 13

lets face it. birds have been evolving for millions of years. And also for millions of years move if a habitat they use disappears, probably a reason why they have wings. Also due to climate change and sea levels rising the wetlands will be submerged within a very short period of time and this ties in with the geological fact that the southern half of the U.K is still is slowly sinking because of the weight from the ice sheet cover from the last ice age. And finally there is knowledge that the Newport wetlands is having so much backing because of bragging rights over particular species of birds and wildlife. So in conclusion they will vanish fairly soon either way

Score: 1 | Report this post »

NakedDancer says... 12:48pm Thu 28 Nov 13

Utter self-publicising nonsense Iolo. Lives are being lost on a weekly basis on the dangerous M4 due to the compromises made by successive governments and the WAG rather than providing a robust new motorway up to modern standards and able to cope with volume projections. There is no viable alternative - using the SDR would be yet another compromise costing more lives and arriving back in the same position in a few years.

Score: 0 | Report this post »

NakedDancer says... 12:57pm Thu 28 Nov 13

So...who to vote for in the next WAG elections that will get this essential Relief Road built? Labour have done nothing for Newport since 1999, can't trust them. Plaid and LibDems will scupper the essential Relief Road to save some cash and spend it on Cardiff again. Greens will scupper any plans for anything, anywhere. Tories would only get in as a coalition so cant trust them.

Score: 0 | Report this post »

Comments are closed on this article.

Give us a start-date for the M4, say Assembly Tories

7:35pm Tuesday 26th November 2013 in News



POLITICS Wales 105430 (2282705)

A START date is needed for work to start on the M4 Relief Road, according to the leader of the opposition in the Assembly.

The Conservative's Andrew RT Davies said since the UK Government had announced borrowing and taxation powers for Wales, it was up to the first minister and Welsh Government to get on with the job.

However a consultation on plans for a new M4 is ongoing, while an Assembly committee heard earlier this month that the scheme could suffer years of delays because of opposition to it.



Carwyn Jones has suggested that the road could be built by 2020 – but Plaid and the Assembly's Lib Dems have suggested that other projects should be pursued to solve the issue of the M4 and not a new motorway on the Gwent Levels.

The Tory leader told a press conference yesterday that the Welsh Government had said throughout the summer it wanted to get on with the project, but said that they "clearly don't seem to have any strategy for delivery" for the road.

He wouldn't be drawn on his own timescale but said the party would like to see it completed "as soon as possible".

An Assembly committee heard in November that it was unlikely the new M4 would be built by 2020 amid great environmental opposition to the scheme.

Mr Davies said that the environmental arguments had been there since the project was mooted in the early 90s, and "one would hope" that those arguments have been explored and tested with suitable "safety measures" being put in place.

Mr Davies said: "The tools have been provided. Now it's up to Carwyn Jones and Welsh Labour to get on with the job."

Challenged on whether there could be cheaper projects elsewhere that could make a more meaningful contribution to the Welsh economy in

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Mid and North Wales, Tory shadow minister for transport Byron Davies said the M4 is our "main artery" and the way Wales gets its goods in and out.

"I think it is worth the **investment**. I don't think there's a route in Wales that could match that", Byron Davies said.

The UK Government announced last month that Wales would be allowed to borrow for the M4 Relief Road, ahead of getting general borrowing powers.

It would also be able to levy small taxes such as stamp duty and landfill tax, and will be offered a referendum on devolving some income tax powers

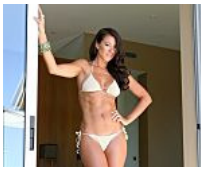
A Welsh Government spokesman said: "We are currently consulting on options to improve the M4 around Newport so it would be inappropriate to comment further at this stage."

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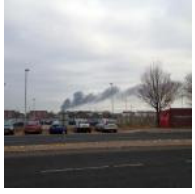

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Updated 3:28am Wednesday 7th May 2014





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Magor says... 8:35pm Tue 26 Nov 13

Come on, get on with it and fix the Brynglas Tunnel first its over 2 years since the fire.

Score: 0 | | Report this post »

Comments are closed on this article.



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SOUTH WALES Argus BUSINESS NEWS

'Start work on city region now'

8:02am Tuesday 26th November 2013 in Business News

Stop talking and get on with it is the key message from business in south east Wales in a new study by the South East Wales Economic Forum on what needs to be done to fulfil the economic potential of the capital city region.

A spokesman for the forum said: "A clear message from the majority of the 200 business people contributing to the study is that we need to build on the strengths that we have and to do it quickly. The time for talking has come to an end: business wants action, and is prepared to play its part.

"Businesses want clarity and certainty from the Welsh Government. They want a bold and ambitious city region strategy, a 10-year investment plan in people, transport and places. Ministers should decide on a strategy, commit to it, set targets and get it delivered.

"The overwhelming majority of contributors identified the regional Metro as the single most important project for inclusion in the 10-year plan. Other key projects which emerged are the M4 relief road, and building a regional identity for south east Wales. This should involve focusing on developing a limited number of key sectors and establishing landmark buildings such as a convention centre and a Guggenheim Museum.

"The major constraints on growth identified were less region-specific: workforce skills and access to finance.

"Two areas of opportunity put forward by contributors are energy supply, and health and care of the elderly. Private sector initiatives in eldercare should be encouraged and will create jobs. Energy supply and security are of real concern to business: suggestions to counteract this included learning from Germany on cost-reduction, exploiting Severn tidal power and subsidising manufacturing in the energy sector.

Businesses were asked what role they would be prepared to play in building the city region. They clearly felt business must be part of the strategy making and implementation process, with a real focus on action and speedy delivery. They were keen to be involved in external promotion of the region, and to engage directly in addressing the skills concerns they had raised.

The South East Wales local authorities welcomed the report and the messages it shares with their ongoing work."

A spokesman said: “We are strongly supportive of businesses' wish for a 10 year investment plan, along with their priorities for transport, since they dovetail completely with the priorities emerging from local government’s Strategic Framework for south east Wales. It is crucial these priorities are taken forward to delivery, and the combined partnership of local and national government with business on the new Capital City Region Board, offers a vehicle to do so.”

Here's what some Gwent business people think about the make-up of the new board for the South East Wales City Region, which is to be chaired by Roger Lewis, of the WRU, with local members including Newport City Council leader Bob Bright and Councillor Peter Fox, of Monmouthshire County Council.

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Robert Twigg, commercial property partner, Everett Tomlin Lloyd & Pratt Solicitors

It seems like a good mix of leading figures from the area's business, local government and higher education sectors. Hopefully the inclusion of three Gwent council leaders will help ensure that the interests of Newport/Gwent promoted fully in the City Region.

Gerald Davies, executive chairman, Kymin

It's all very well having council leaders on the board, but the real need is surely economic re-generation. The same people seem to be on everything, which pre-supposes they have had little time to experience the real world. Rather than local politicians, wouldn't a sprinkling of business entrepreneurs be more helpful?

James Norville, ??, GD Environmental

I think this is an excellent combination of experience and expertise appointed to drive Newport forward. Councillor Bob Bright will contribute a wealth of knowledge of local business. I think the selection of Dan Langford, of Acorn, is significant when taking into account the well-established commercial interest of Acorn. Along with the recent investment and employment opportunities brought to the city by Admiral, driven by David Stevens.

Claire Porter, owner , Lady Muck Cleaning

I think the board for the SE Wales City Region contains a good mix of individuals, each of whom I am sure will not have underestimated the importance of their involvement in such a project. It looks like a mix of people that promises to adopt a proactive and positive approach and one which I hope will help the SE Wales region to compete with Europe with regards to attracting investment and jobs. I wish them all the very best of luck.

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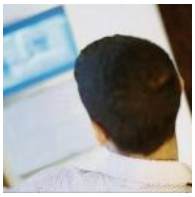


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NATIONAL NEWS

Ex-bank boss in court over drugs

Crash closes two lanes of M4 in Newport

1:43pm Wednesday 4th December 2013 in News



Crash closes two lanes of M4 in Newport

TWO lanes are closed and queueing traffic is reported on the M4 in Newport eastbound between J25 at Caerleon and J24, A48 at the Coldra, because of an accident involving two vehicles.

South Wales Fire and Rescue said a crew from Malpas attended at 1.12pm and confirmed everyone was out of the vehicles which were made safe. Firefighters left the scene at 1.29pm.

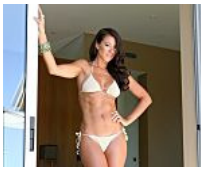
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Bobevans says... 6:16pm Wed 4 Dec 13

Something needs to be done about the safety of this stretch of the M4 it is an accident black spot. The ben in the road and the poor design of the slip roads and too many junctions too close together does not help

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keithbob says... 10:43pm Wed 4 Dec 13

> **Bobevans** wrote:
> Something needs to be done about the safety of this stretch of the M4 it is an accident black spot. The ben in the road and the poor design of the slip roads and too many junctions too close together does not help

been saying this for years,its getting to the point
that a day doesn't go without another report of accidents
on the M4 stretch newport.,the tree huggers and green campaigners
can not deny we are desperate for a solution,the only logical
one is a new motorway from magor to cardiff making the tunnel stretch local traffic only.

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We need to think beyond the car and embrace public transport says Stuart Cole

Dec 04, 2013 12:25 | 0 Comments

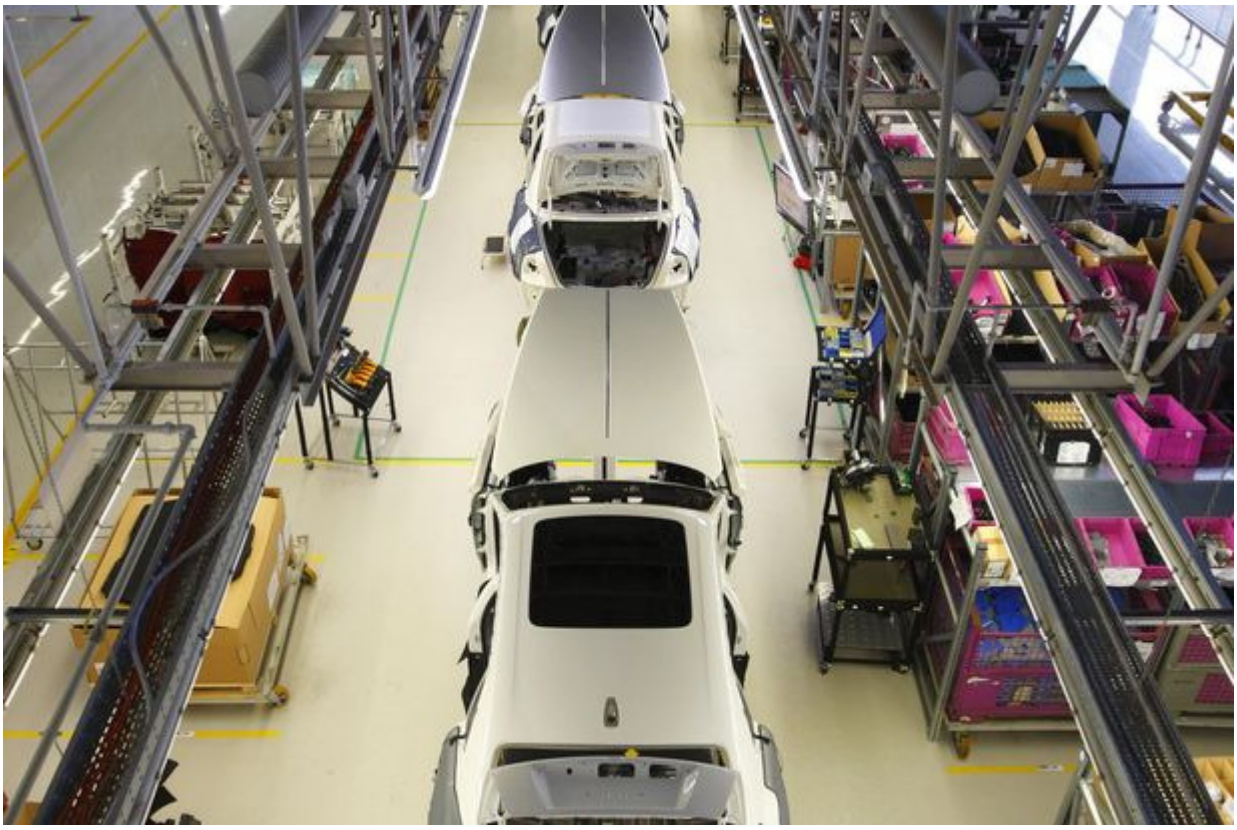
OPINION

BY STUARTCOLE



Stuart Cole: A mindset change is needed on public transport

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We need to think more than just the car for transport says Stuart Cole

I returned last week from an international conference in Beijing, attended by the Chinese Prime Minister, the European Commission President and Transport Commissioner and leading urban mobility specialists.

It considered how growing cities would deal with increased demand for transport or reduce car usage.

The major western market economies (European Union, North America, Japan) began a process of significant increases in car ownership in the 1960s.

The United States it might be argued had begun this process two decades earlier and in former Soviet Union countries from the late 1990s on entering the European Union. This trend has now begun in China.

Although predicted in the 1960s, it was not until the early 1990s that the unacceptable rise in car usage became a concern of western governments.

Many ignored the signs as car manufactures provided employment and motor fuel an inelastic demand source of tax revenue.

As individuals we find the flexi-bility of car travel a strong attraction and in many parts of the world it remains a status symbol despite high fuel costs, parking charges and traffic congestion.

The economic changes in China since 2000 brought a middle class wishing to enjoy their new found wealth, including the transfer from crowded transit, to the detriment of longer term consequences to society.

My presentation to the conference showed how this led the UK and other European Union countries to a policy of ‘predict’ (future traffic flows) and ‘provide’ (major road and motorway investment from the 1960s which has now been replaced by ‘provide’ (new public transport systems) and ‘promote’ (the services).

I found considerable acceptance of my concept of transport policy integration through the four I’s (information, interchange, investment and imagination) with which readers of this column will be familiar.

Applying the principles of the EU - China conference, the Beijing Chamber of Commerce representing the business community said cars will not disappear, but we have to curb runaway usage growth without stifling the economy. This balance is not easy.

But this level of car usage is unsustainable in terms of environmental pollution, road capacity, journey to work times, large scale land take and future oil based fuel supplies.

The answer set out by speakers from both China and Europe was “ to make transit a priority through changing the mind-set where transit is the first option for travel”.

This means easier access and increased attractiveness with more lines, stations, trains, park and ride sites, bus rapid transit, trams and hubs with easy interchange between different services.

My experience of the Beijing subway (underground) was overcrowding in the peak, adequate capacity but with standing at other times, trains every two minutes and

high quality, clear information. The planning of urban extensions should be in parallel with that of mass transit services so that land is reserved for their construction.

Ironically in a country where the image is of lots of bicycles, returning to that mode of transport is an objective in Beijing with increased facilities for walking and cycling, although their interaction with cars and buses at major cross roads was frightening.

These principles we now have to consider in determining the future of urban mobility in south-East Wales. A Welsh Government decision about how to resolve traffic congestion on the M4 at Newport has options of road upgrading, a new motorway or more accessible and attractive public transport.

A mind-set change towards public transport was clearly the view of government in the two most powerful economic units in the world.

The Government through electrification of commuter rail lines and the proposed Metro will attract commuters from cars to public transport as occurred in Newcastle and Bordeaux can make Wales a world leader in influencing this mind-set change.

But a more fundamental relationship is that of relating new housing, commercial and manufacturing developments to the urban public transport network; considering land use and transport together. Wales has planning laws to achieve this and the policy is to be followed in twenty Chinese cities.

We could of course follow the Beijing example where three obstacles have to be successfully overcome in order to use a car: residence for five years in Beijing; obtaining a purchase authorisation in a random lottery and using cars on days determined by the vehicle number.

Perhaps this is too “courageous” for our politicians.

As growth in car usage has plateaued in Wales over the last seven years now might be the time to change the mind-set through the more familiar process of persuasion.

Professor Stuart Cole CBE is Emeritus Professor of Transport, Wales Transport Research Centre, University of South Wales

The Blue Route – a cost effective solution to relieving M4 congestion around Newport by Prof Cole will be published on Monday by the Institute of Welsh Affairs and the Chartered Institute of Logistics and Transport – Cymru Wales.

What do you think?

BBC NEWS

SOUTH EAST WALES

6 December 2013 Last updated at 05:34

Newport M4 relief road plan 'unlawful', say environmental groups

Plans for a £1bn M4 relief road across the Gwent Levels are unlawful because they do not include any "reasonable" alternatives, say environmental groups.

The Welsh government put proposals for a new motorway south of Newport out to consultation in September.

But Gwent Wildlife Trust and Friends of the Earth Cymru says they ignore half a dozen other options including upgrading a road through a former steelworks.

The Welsh government said other options did not offer "a long-term solution".

Ministers have said that cutting motorway congestion in the Newport area is essential for the Welsh economy.

The main element of the new plan is for a section of three-lane motorway between junction 23 at Magor and junction 29 at Castleton.

The draft plan also has two "reasonable alternative" routes and another option which considers the consequences of doing nothing.

A 12-week consultation period closes on 16 December but the charities want the consultation to be re-run.

They say it is unlawful as the two "alternatives" offered were only different versions of the Welsh government's "single-minded" preference for a motorway route.

The consultation could include six or seven alternatives, they say, including ones previously suggested by the Welsh government.

In particular, they say it should include a proposal to be unveiled on Monday which suggests upgrading the dual carriageway through the former steelworks site in the city.

Friends of the Earth Cymru director Gareth Clubb said the situation now was similar to the challenge the charities made last year over the environmental impact assessment for the motorway proposals.

He said: "Because the consultation is not as comprehensive as it should be in our opinion, we hope the Welsh government will take the same action as in January and re-consult.

"The Welsh government does not appear to have a reason for limiting the options to simply a road across the Gwent Levels.

'Judicial review'

"We would have no option but to support or not support a very new major road. We think that that's unlawful.

"We want the Welsh government to either withdraw the consultation or persuade us of the merits of its limited range.

"If the Welsh government thinks the consultation stands, but we're not persuaded, a judicial review is an option we will consider."

Mr Clubb said the proposals to be detailed on Monday would deliver the Welsh government's aims "at a fraction of the cost and does not have lanes going over five Sites of Special Scientific Interest".

Plans to ease congestion on the M4 in south Wales were unveiled by the Welsh government in 2004.

Five years later the then Labour-Plaid coalition in Cardiff Bay shelved the idea when the estimated cost rose to £1bn.

In April this year, Chancellor George Osborne confirmed his backing for an M4 relief road, describing it as one of the most important road schemes in the UK.

Wildlife
UK ministers announced in November that Welsh ministers could borrow the money needed to fund the relief road.

Gwent Wildlife Trust has been campaigning against proposals for the relief road which it claims could destroy habitats and "create a barrier" preventing the movement of wildlife on the Gwent Levels.

The trust said the area was a nationally important location for wildlife.

A Welsh government spokesperson said: "We are currently consulting on options to improve the M4 around Newport. The closing date for responses is 16 December.

"Other options had been previously considered but were not taken forward in this consultation as they would produce very little relief to motorway congestion and not provide a long-term solution."

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BBC NEWS

SOUTH EAST WALES

7 December 2013 Last updated at 11:32

Newport M4 traffic eased 'for almost a third the cost'

Congestion on the M4 around Newport could be eased for almost a third of the cost of the Welsh government's motorway proposals, a think tank says.

Consultation has been taking place on plans for a £1bn relief road to be financed under new borrowing powers.

The Institute for Welsh Affairs (IWA) says upgrading the A48 and a road through the city's former steelworks is an "affordable" £380m alternative.

Ministers have said other options do not offer "a long-term solution".

Meanwhile, two eco-charities have called the relief road consultation which ends this month "unlawful" as it does not offer more options to consider.

Gwent Wildlife Trust and Friends of the Earth Cymru say they will consider a legal challenge if other proposals - in particular the one outlined by the IWA - are not included.

The IWA is billing its proposals, called the Blue Route, as a "cost effective" solution to the problems affecting south Wales' main traffic network.

Ministers have said that cutting motorway congestion in the Newport area is essential for the Welsh economy.

In April this year, Chancellor George Osborne confirmed his backing for an M4 relief road, describing it as one of the most important road schemes in the UK.

'Over-estimated' demand

UK ministers announced in November that the Welsh government could borrow the estimated £1bn needed to fund the project.

But Prof Stuart Cole, who wrote the report for the IWA and the Chartered Institute of Logistics and Transport, says the Welsh government is over-estimating likely traffic demands.

He said ministers are also not taking account of public transport advances such as the electrification of the Wales-London rail line and a possible metro-style train system for Cardiff and surrounding areas.

"The issue is whether the Welsh government's present motorway option provides an unnecessary increase in capacity and in consequence unnecessary expenditure," said Prof Cole.

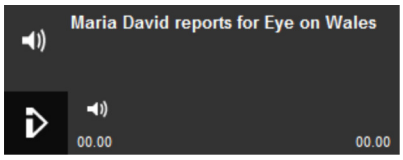
"The Blue Route would deliver what is needed at a much lower cost and with significantly less impact on the environment."

The report quotes the Welsh government's consultation paper as seeing a need for 20% more traffic capacity by 2035 on the motorway around Newport.

'Sustainable development'

Prof Cole said: "Electrification of the South Wales mainline alone would reduce M4 peak traffic flows by up to 15%.

"The Blue Route would solve the congestion issue on the M4 as it arises. Moreover, since it could be built sooner than the motorway it could ease congestion earlier.



"Combined with the metro and rail electrification it would provide more than adequate relief to congestion over the period to 2035."

IWA director Lee Waters said: "The Welsh government has repeatedly said that sustainable development is 'the central organising principle' of its economic policy.

"The decision it makes on a new M4 will be the test of that.

"If the Welsh government means what it says about sustainable development it must take the proposal seriously."

After the challenge lodged by Gwent Wildlife Trust and Friends of the Earth Cymru, a Welsh government spokesperson said: "We are currently consulting on options to improve the M4 around Newport. The closing date for responses is 16 December.

"Other options had been previously considered but were not taken forward in this consultation as they would produce very little relief to motorway congestion and not provide a long-term solution."

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The IWA news analysis magazine.

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Cost effective way to by-pass M4 Brynglas tunnels

John Osmond considers a report which finds congestion around Newport can be tackled at a third of the cost of the Welsh Government's proposed new motorway

December 7th, 2013

Share 10

Congestion on the M4 around Newport could be tackled at almost a third of the cost of the Welsh Government's proposed relief motorway, according to a new report launched by the IWA today. The report *The Blue Route: a cost effective solution to relieving M4 congestion around Newport* puts forward an alternative that would cost £380 million compared with the estimated cost of a new motorway of at least £936 million.

Known as the Blue route, it would use a combination of the A48 Newport Southern Distributor Road and the former Steelworks Road on the eastern side of Newport to create a new dual carriageway.

The report, published jointly by the IWA and the Chartered Institute of Logistics and Transport, has been prepared by Professor Stuart Cole, a transport expert who has advised both the Welsh and UK governments. He says the case for the more expensive motorway option relies on an over-estimate of likely future traffic growth and fails to take account of the impact of the Metro light rail system.

> "The issue is whether the Welsh Government's present motorway option provides an unnecessary increase in capacity and in consequence unnecessary expenditure," he said. "The Blue Route would deliver what is needed at a much lower cost and with significantly less impact on the environment."

Professor Cole says a key question in deciding between the various upgrades is calculations about future traffic forecasts, arguing that the Welsh Government is over-estimating the trends.

The Welsh Government's consultation paper *M4 Corridor around Newport* forecasts a need for 20 per cent more traffic capacity by 2035. However, a new motorway will divert up to 40 per cent of existing traffic away from the present M4. Professor Cole argues this is far more than is necessary to tackle future capacity problems. He estimates that in combination with the Metro the 'Blue route' would divert more than 20 per cent of M4 traffic from the existing motorway. As Professor Cole said:

> "The consultation paper takes no account of the impact of rail electrification or the Metro developments along the M4 corridor. The Newcastle Metro built in the 1990s, and the Bordeaux Tram network completed in 2004, reduced peak traffic flows into those cities by over 30 per cent. A similar impact could be expected in Newport and Cardiff. Electrification of the South Wales Mainline alone would reduce M4 peak traffic flows by up to 15 per cent, the so-called 'sparks' effect which has occurred on most other similar electrification schemes. The Blue Route would solve the congestion issue on the M4 as it arises. Moreover, since it could be built sooner that the motorway it could ease congestion earlier. Combined with the Metro and rail electrification it would provide more than adequate relief to congestion over the period to 2035."

IWA Director Lee Waters added:

> "The Welsh Government has repeatedly said that sustainable development is 'the central organising principle' of its economic policy. The decision it makes on a new M4 will be the test of that. The last Government decided a new motorway wasn't necessary, but the current consultation offers a series of limited options – each one of them involving a new road. Stuart Cole's report sets out a way of building one with the least environmental impact, and in a way which can be afforded. If the Welsh Government means what it says about sustainable development it must take the proposal seriously".

The Blue Route involves an upgrade of the A48 and the 'Steelworks Road' – a length of industrial roadway purchased by the Welsh Government in 2010 at a cost of £7.7 million. The roads would be re-constructed as a two-lane, dual carriageway at motorway standard and could be widened to a three-lane motorway at a future date if this is needed. The route would follow a line between the Magor Junction 23A to the east of Newport to the Tredegar Park Junction 28 to the west of the city. The Welsh Government's proposed motorway would also connect with Junction 23A but follow a more southerly route through the Gwent levels further east to the Castleton Junction 29.

Professor Cole's report says there are three main reasons why additional capacity is required to cope with peak period traffic congestion on the M4 around Newport:

- The Brynglas Tunnels on the M4 directly to the north of Newport are an acute pinch-point, reducing a six-lane motorway to four lanes. There have been many instances when there have been closures due to traffic incidents at this spot. For instance, in July 2011 the M4 was closed for two days after a lorry caught fire in the Brynglas tunnels. Nearby structures – the Usk Bridge to the east of the Tunnels and the canal bridge to the west – accentuate the difficulty of any road-widening project.
- There were faults in the original design of the Newport northern by-pass / northern distributor road, later linked in to the M4, including the lack of a hard shoulder for some of its length. This reduces its capacity for current traffic volumes.
- The M4 is used by local traffic as a local distributor road for short journeys within the local urban area.

It is noteworthy that although the Welsh Government now quotes a figure of £936 million for a new motorway, in 2009 the then Deputy First Minister and Minister for Transport, Ieuan Wyn Jones, estimated the cost at £1.25 billion. As he stated on 21 September 2009:

> "The estimated cost of the scheme in 2004 was reported at 1998 prices, whereas the current figure of £1 billion is estimated at outturn prices. The effects of inflation alone in that period effectively doubles the 2004 figure. In addition, the application of Optimum bias at 15% adds a further circa £150m. The remaining additional forecast of circa £100m can be attributed to additional construction costs such as increases in land fill/aggregate taxes, higher materials and labour rates, as well as more demanding environmental mitigation requirements."

Tags: brynglas tunnels, consultation, Electrification, IWA, Lee Waters, M4, Newport, stuart cole, The blue route, transport, Welsh Government

John Osmond is Editor of ClickonWales. The Blue Route is available to download from the IWA website here: http://www.iwa.org.uk/en/publications/category/publications.

Published on: Saturday, December 7th, 2013
Posted in: Economy, Featured Article, Transport.
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17 Responses to:"Cost effective way to by-pass M4 Brynglas tunnels"

1. Dec
   07
   9:54 am
2. *Welsh not British (@welshnotbritish)* says:

   The fatal flaw in this proposal is that Labour are only interested in spending money. Whether it has a positive impact is of no interest to them, in fact the more money spent with no benefit the better (for them) as it will impoverish Wales even more. And only impoverished people vote Labour.

   (Report comment)

3. Dec
   07
   11:51 am
4. *John Tyler* says:

   … when the original motorway was built, the four lane Brynglass Tunnel was a mistake, it seems that this mistake would be repeated if "The Blue Route" were adopted, South and West Wales need wide, fast flowing, flexible transport routes not another bottleneck, not another two lane urban-way.

   I would recommend extending the motorway as far as the west coast, as well as driving the Newport solution south of the city, there are times when nature needs to be modified for societies needs, this is one of those times, Carwyn should build, not compromise.

   (Report comment)

5. Dec
   07
   12:29 pm
6. *Peter Hugh Charles Davies* says:

   Doesn't the blue route for the M4 go straight across Newport Docks?

   (Report comment)

7. Dec
   07
   1:12 pm
8. *Ian* says:

   John. The £1billion route is a complete overkill and is just repeating some of the 80′s/90′s transport mistakes. The main problem is created by local traffic at rush hour, so this solution is a sensible one. Building a second motorway will inevitably create the need for another around Cardiff. The cost of the 2 would be about £1.5 billion. When there is not an open cheque book, it is imperative to ask if it acceptable to spend this much cash, in such a small area. My concern is that a deal has already been done on this, between the 2 Govts. 'You get borrowing powers, if you commit to the big M4 relief road'.

   (Report comment)

9. Dec
   07
   2:51 pm
10. *Stuart Cole* says:

    Response by Prof Stuart Cole:

    The points raised in the BBC Good Morning Wales programme by Chris Sutton of the CBI need I think to be made a little clearer.

    Everyone agrees with Chris that additional capacity is required for the M4 network around Newport to serve east west traffic and the needs of the economy of the city

    The junctions currently on the section of the A 48 fro J 28 on the M4 to Queensway Meadows and the junctions on the Steelworks Road will be converted into grade-separated junctions. This means flyovers with roundabouts underneath and slip roads onto / from the elevated section will achieve :

    1) the free flow of traffic as all the intersections will be of the style on the motorway network and most of the A55. Traffic will flow unimpeded at up to 70 mph along the whole route. It does therefore provide a fast, safe resilient parallel route to the present M4

    2) it enables the free movement of local traffic, pedestrians and cyclists between the area north of the road and south of it, in considerably greater safety than at present because fast moving traffic is separated from local travel

    3) the new road will not "go through the roundabouts (and traffic light controlled junctions)" It will go over them.The cause of the less than expected use of the present A48 SDR design is these intersections. The cost (£380 m)indicates that this is not a by pass or a local distributor road It is a road designed for through traffic to co-exist with local needs.

    4) the design of the road will in fact extend the catchment area of the shopping and employment centres e.g. at Maesglas as th ease of flow and reduced journey time will attract customers or employees from further afield

    5) at points where grade separated intersections are required the land is available . It is in many cases derelict industrial or industrial premises which will of course have to be purchased

    6) The proposed new housing development at Llanwern / Glanllyn to which Chris referred will be well served by the Blue Route. The land purchased by the Welsh Government a
    at a cost of £7.7m in 2010 has been retained in public ownership and id available for construction. The road network within the new housing development will require an infernal spine road (as specified at the time) to link into two grade separated junctions servicing the housing and steelworks .
    The Blue Route will serve this housing development far better than the Black / Purple route which has only one intersection and that out in the SSSI. It will do little for the economy of Newport compared with the Blue Route

    7) From the point of view of Just in Time (JIT) logistics operations, the distribution depots near J23a and other JIT requirements along the M4 will benefit form this additional four lane expressway south of Newport

    8) The Blue Route was the Government's original proposal otherwise why would it have purchased Steelworks Road

    9) If my memory serves me correctly the original scheme was for a four lane motorway. Theses days no government builds a 4 lane m-way as the additional cost of a 6-lane m-way is marginally more. A factor of about 10 – 15 p% in cost terms. No longer in terms of construction period. Hence the assessed need was for a 4 lane relief road which the Blue Route provides.

    10) The M4 has become in part a local distributor from outside the city since much commuting territory is located here. This will not occur to the south as it is largely industrial and the Severn Sea. The Blue Route also provides grade separated links into the city

    (Report comment)

11. Dec
    07
    4:26 pm
12. *John Tyler* says:

    Ian, rather than overkill I would describe the M4 proposition as "not ambitious enough"; whilst Prof. Cole might consider the minutiae of design to justify his proposal, there are political considerations to apply.

    Wales needs "Grand" projects that send messages to innovators and entrepreneurs that we are open for business; local solutions to local issues are the stuff of local authorities, consider the excellent work undertaken in recent years in Caerphilly as an example, we are desperate for a project that's as loud as a firework display, we need to open up the whole of Wales, and this is one project that starts the ball rolling, as I wrote earlier build it bold as far as the west coast,

the time for penny pinching is gone, Westminster needs Wales to succeed and to be seen succeeding, I remember the film “Field of Dreams”:

“If you build it they will come”

We also need to remove that tedious toll from the Severn Crossing.

(Report comment)

13. Dec
    07
    6:33 pm
14. *Max Wallis* says:

    The future ‘demand’ is – doubtless, as always – exaggerated by the road-builder fraternity, while the cost is underestimated (wrong baseline + ‘optimism bias’).
    No dispute with Start Cole’s point that a) electrification of the mainline and b) Cardiff city-region Metro will both reduce car travel – ‘local’ factors that the road builders ignore, despite WELTAG.
    Increasing shortage of oil (peak oil) means we can plan for reducing vehicle traffic in the medium term.

    (Report comment)

15. Dec
    07
    6:34 pm
16. *Alun Thomas* says:

    I have read Prof Cole’s comments with interest. I fully concur with him that the Blue route could be the answer as long as every present roundabouts are changed to what he calls “graded junctions”. Knowing the proposed route very well I can see that those junctions can be converted fairly easily up to the ONS / Patent Office junction. That could be a major problem leading up to the notorious Tredegar park j28 junction. I note that he does not deal with that particular junction that is totally clogged with traffic between 7.30 and 9.30 every morning (now taking 45m to go from Risca on to the M4) and during home commuter time. If the road would meet the M4 at J29 then that would be a much better solution

    (Report comment)

17. Dec
    07
    8:57 pm
18. *Ian Layzell* says:

    Whatever happened to the Eastern Peripheral Distributor Road (PDR) from the M4 into Cardiff?

    (Report comment)

19. Dec
    07
    10:31 pm
20. *Gwyn* says:

    There’s another option. Just go under the current Brynglas Tunnels.

    The extra lanes could be used according to demand and maintainance. Certain lanes, or levels (upper maybe?), could be dedicated to lorries.

    (Report comment)

21. Dec
    08
    8:56 am
22. *Ian* says:

    John. The cash to pay for this will be largely borrowed, which will effectively see Wales pay a tax poll for many years to cover the costs; a bit like the bridge toll you mentioned which is also paying for a ‘grand project’. However, that bridge was one fully justified, if not with the payment mechanism. The proposals to relieve congestion around Newport will be paid for not by PFI or a mythical Westminster pot but by the people of Wales; the poorest nation of the UK. We simply cannot afford ‘grand projects’ unless they are absolutely essential and as a Civil Engineer, I do not accept that the Gwent Levels design is either necessary, or affordable.
    Ian. The original final piece of PDR for Cardiff was designed in the 90′s. The design would need re-doing because of the change in design codes and as it would not be a trunk road, Cardiff would have to pay for it. The cost would now be

hundreds of millions if based on the original design, but other cheaper options have been looked at. To my mind, if the Gwent Levels option was chosen, then the final element of the PDR would be inevitable. This would probably mean Wales committing to spending £1.5 billion on 2 roads squeezed within a few miles of the SE of our nation, borrowing the cash for the whole of Wales to pay back over decades. Some would argue that such massive spending is necessary and while I would accept that solutions are necessary, I do not believe that these costs are affordable.
Gwyn. All engineering is possible if you have the cash, but I'm not sure if this proposal would be any cheaper than the Gwent Levels option. They are looking at new tunnels, but I believe that they would be adjoining to the existing ones.

(Report comment)

23. Dec
    08
    9:52 pm
24. *Chris Sutton* says:

    Good work IWA & Professor Cole. However, I suggest we still need a new bespoke M4 relief road for the following reasons:

    • The Blue Route does not provide what the economy of South Wales needs – a new fast, safe, resilient motorway. The existing M4 north of Newport wasn't built as a motorway, it was a local by-pass with 5 junctions serving Newport and this is now half the problem; it remains a local by-pass – let's not repeat our error with an upgrade of the SDR.

    • The Blue Route is already open from Magor to J28 . It is, essentially, a local suburban route – past Tata, alongside the new Glan Llyn development (4,250 houses, first phase already on site), past Newport Retail Park, Tesco Extra, past the FE College, new Morrisons & DIY store, over the river, out past 28 East Retail Park and Duffryn, emerging by the Statistics Office where here is always a rush hour queue. There are 13 roundabouts or major junctions where we would need to integrate local traffic through grade separations – that would involve potentially 13 sets of slip roads and cut the city in half?

    (Report comment)

25. Dec
    09
    3:00 pm
26. *Gareth Clubb* says:

    Chris,
    I keep hearing this line " the economy of South Wales needs – a new fast, safe, resilient motorway", or versions of it.
    I'd be very grateful if you could point me to the evidence that demonstrates it.
    But of course, there isn't any. Expenditure of £1bn on a road for which no evidence of need has ever been provided.
    Gareth

    (Report comment)

27. Dec
    09
    4:07 pm
28. *Peter Dobbs* says:

    Seems to be a lot of fuss over nothing. The simple and most effective solution would be the build the Black Route. Sure traffic levels may reduce over time, but the Newport section has been congested for over 20 years, so unless we're going back to 80s level traffic any time soon then a new road is still needed. Afterall the current M4 is not even motorway stands anymore, hense the full time 'variable' speed reduction to 50MPH (even at 2am).

    Upgrading an existing road will just result in Newport loosing a road rather than gaining an extra one. Let alone it resulting in all the loss of new housing land around the existing steelworks site.

    Stick with the black route, stop ditherring and build it.

    (Report comment)

29. Dec
    09
    10:08 pm
30. *Pads* says:

    @Peter Dobbs – it's not a fuss over nothing, it's a fuss over £1 billion.

    You asking us to take on a huge debt to paid for by the whole of Wales for a generation.

(Report comment)

31. Dec
    10
    3:34 pm
32. *Simmo* says:

    Good article – a common sense midway solution. I've always wondered about the logic of building an entirely new route when the Peripheral Distributor road to the south was opened less than 10 years ago. £1bn is a massive amount of cash for a new stretch of road this long, and puts into context the difficulties of threading a new road around the bottom of Newport. To put it into further context: main line electrification from London to South Wales is going to cost of the order of £1bn. Road transport trends at the moment are in a bit of state of flux with developments in technologies and perceived changes in driver behaviour – sinking £1bn into a new road without first attacking other opportunities at a fraction of the cost e.g. promotion of other modes seems too risky for me.

(Report comment)

33. Dec
    10
    4:19 pm
34. *R.Tredwyn* says:

    I thought the idea was to use some of the Severn bridges tolls to service the debt. Is that no longer so? If it is, only people driving back and fore between England and south Wales would be paying off the debt and the rest of the Welsh could stop moaning.

(Report comment)

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The Blue Route

Winter 2013



Congestion on the M4 around Newport could be tackled at almost a third of the cost of the Welsh Government's proposed relief motorway, according to this new report for the IWA and the Chartered Institute of Logistics and Transport.

The report *The Blue Route: a cost effective solution to relieving M4 congestion around Newport* puts forward an alternative thatwould cost £380 million compared with the estimated cost of a new motorway of at least £936 million.

Known as the Blue route, it would use a combination of the A48 Newport Southern Distributor Road and the former Steelworks Road on the eastern side of Newport to create a new dual carriageway.

The report has been prepared by Professor Stuart Cole, a transport expert who has advised both the Welsh and UK governments. He says the case for the more expensive motorway option relies on an over-estimate of likely future traffic growth and fails to take account of the impact of theMetro light rail system.

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SDR idea is ‘crazy’ as Newport M4 relief road

9:13am Saturday 14th December 2013 in News

A PROPOSED alternative to the Gwent Levels M4 relief road from a respected Welsh academic has been criticised by senior Newport Labour councillors.

At a meeting, members of Newport Council cabinet said the A48 Southern Distributor Road wasn’t suitable for an M4 relief road, as proposed by transport expert Professor Stuart Cole.

The professor’s so-called Blue Route would see the SDR and steelworks road upgraded to motorway standard for £320 million instead of a new three-lane motorway proposed in the current M4 consultation for £1.2 billion.

It is not an option being discussed in the current public consultation, which closes Monday.

Cllr Bob Bright, Labour leader of Newport Council, told the cabinet meeting: “The SDR is not suitable for an M4 relief road. It’s worse than the original route.”

He said the relief road had suffered from “consultation after consultation” – and endorsed comments by the leader of the opposition backing the M4 relief road.

“We’re absolutely frustrated, something needs to be done,” he said, comparing the M4 to a “blocked artery”.

“If we go on talking about it and have all these academics coming up with different ideas, nothing is going to happen,” he added.

Cabinet member for human resources and assets Cllr Mark Whitcutt agreed and said his own father, a civil engineer, has said the Southern Distributor Road “is exactly that – it’s a distributor road”.

“It was not designed to motorway standards, it has a low speed limit.

“It has a lot of roundabouts,” he said.

Bob Poole, cabinet member for education, said it was “absolutely crazy”.

The discussion came up during an item about a new regional strategic framework for South East Wales, which was backed by the cabinet.

It sets out a “vision and strategy” for the economy of South East Wales and is the result of the work of 10 local authorities stretching from Bridgend in the west to Monmouthshire in the east.

Cllr Ray Truman, deputy leader, said decision making “is always better at a local level” but said he was open minded about it.

Cllr Debbie Wilcox, cabinet member for leisure and culture, commended the report, saying collaboration “isn’t going to go away”.

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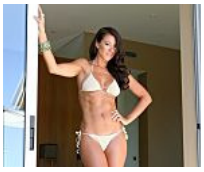
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Vauxfiat says... 9:38am Sat 14 Dec 13

Something needs to be done because it only takes a bump on the M4 and Newport comes to a standstill., I have noticed that the SDR is getting busier during the morning and evening rush hour because motorists travelling along the M4 are getting wise to the diversion between J28 and J24 so they can avoid the congestion at Brynglas.This then causes tailbacks at various locations along the SDR..
I have left my house in Lliswerry to go to work in Cardiff at 17:50 and, on some evenings, I have been stuck in heavy traffic along the stretch between the Statistics Office and J28 at 18:20. OK I admit, other days I could leave the house at the same

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NATIONAL NEWS

time and be on M4 at J28 by 18:05 but that doesn't happen very often. Also, with the introduction of a pelican crossing by the Council tip, this is only going to add to the misery..

Score: 9 | Report this post »

The Red Claw says... 10:51am Sat 14 Dec 13

The only way that this route could be effectively used would be by building an elevated multi-laned roadway over the SDR, similar to those found in a number of US and UK cities. Upgrading the present SDR would presumably mean ripping out the majority of roundabouts, junctions and traffic lights thereby totally isolating a sizable chunk of the area, including its inhabitants and workers, from the rest of the city. I would be interested to know if Professor Cole has actually travelled the SDR route several times himself, perhaps during the morning and evening rush hour, prior to compiling his report.

Score: 10 | Report this post »

Votefornoneoftheabove says... 10:57am Sat 14 Dec 13

I cannot believe what I am about to type but, " Bright has got something right!"

The SDR is not suitable as a relief road pure and simple.

Well done Councillor Bright, know there is one thing I thought I would ever say.

Score: 21 | Report this post »

Bobevans says... 12:58pm Sat 14 Dec 13

> **The Red Claw** wrote:
> The only way that this route could be effectively used would be by building an elevated multi-laned roadway over the SDR, similar to those found in a number of US and UK cities. Upgrading the present SDR would presumably mean ripping out the majority of roundabouts, junctions and traffic lights thereby totally isolating a sizable chunk of the area, including its inhabitants and workers, from the rest of the city. I would be interested to know if Professor Cole has actually travelled the SDR route several times himself, perhaps during the morning and evening rush hour, prior to compiling his report.

The SDR was poorly deigned in the first place and is it self another accident black sport. It would need a lot of work to upgrade it to a proper Newport by pass

Score: 5 | Report this post »

Bobevans says... 1:01pm Sat 14 Dec 13

What is really needed is widening of the existing M4 and a Newport By-Pass

I expect we will get the usual poor solutions that cost a fortune but deliver nothing

Score: 3 | Report this post »

Magor says... 1:13pm Sat 14 Dec 13

There is only one solution a new M4.The current one is not fit to have ever been a motorway through Newport as its not even straight and level.

Score: 14 | Report this post »

Ex-Co-op boss arrives for drug case

Updated 3:28am Wednesday 7th May 2014



Disgraced former Co-operative Bank boss Paul Flowers has arrived at court to face charges of possessing drugs including cocaine and crystal meth.

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Woodgnome says... 3:11pm Sat 14 Dec 13

These are all just opinions and Bright's is no better than the Prof's. There are problems with either solution. One is sacrificing wildlife and some rural countryside for tarmac and the problem with the SDR is it's a less convenient route. You take your choice.
However, I do know that I have been delayed in queues at the Severn Bridge tolls for just as long as the queues at the tunnels. Both need sorting out not just one of them, so let's not kid ourselves.

Score: -9 | **Report this post »**

Oriel Bufton says... 3:55pm Sat 14 Dec 13

Trust Bright to know better than an Expert! All he's known for is wasting other peoples money/

Score: -5 | **Report this post »**

Bobevans says... 6:53pm Sun 15 Dec 13

> **Woodgnome** wrote:
> These are all just opinions and Bright's is no better than the Prof's. There are problems with either solution. One is sacrificing wildlife and some rural countryside for tarmac and the problem with the SDR is it's a less convenient route. You take your choice.
> However, I do know that I have been delayed in queues at the Severn Bridge tolls for just as long as the queues at the tunnels. Both need sorting out not just one of them, so let's not kid ourselves.

What is being proposed with that is a Newport by-pass and whilst the SDR with some improvement to it may be suitable as a Newport by-pass it does not solve the basic problem of the stretch of M4 through Newport

Score: 0 | **Report this post »**

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Rush hour regularly sees traffic jams and congestion in the area *Credit: Anthony Devlin / PA*

The Welsh Government's consultation on possible routes for an M4 relief road around Newport is due to end today - with a call from Welsh Conservatives to press on with plans and name a start date.

Conservative politicians in Wales have long campaigned for a relief road to ease congestion along the M4, known as the 'gateway to Wales'.

Plans for a relief road were scrapped in 1997 and again in the mid-2000s.

Byron Davies, Shadow Minister for Transport said:

"As the consultation on a possible route for the M4 relief road draws to a close, the Welsh Government must quickly assess the responses and move swiftly to the next stage.

We need Carwyn Jones and Welsh Labour to announce its preferred route and a potential start date to end the uncertainty which has surrounded this project for a decade and a half."

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SOUTH WALES Argus NEWS

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M4 relief road plan ‘unlawful’, say green lobbyists

9:48am Tuesday 17th December 2013 in News



M4 relief road plan ‘unlawful’, say green lobbyists

THE consultation on a proposed M4 relief road around Newport closed yesterday amid claims from a pressure group that the process was "unlawful" and "fatally flawed".

Friends of the Earth Cymru’s response to the consultation highlights what it believes are serious problems with the Welsh Government’s approach to a scheme to which it is fundamentally opposed.

Meanwhile, Newport Liberal Democrats have come out in favour of the M4 Relief Road, at odds with the party in Wales.

FoE Cymru attacks the proposals, and the Welsh Government, on four issues. It claims that :

Looking for a...



• No business case has ever been published for the M4 around Newport;

• Traffic forecasts are hopelessly out of touch with reality;

• The Welsh Government has no statistics for congestion, the very problem it is attempting to address;

• The options did not include the so-called Blue Route, which FoE describes as cheaper and less environmentally damaging than a motorway over the Gwent Levels.

“Traffic in Wales has decreased year after year since 2007, and is now 4.4 per cent lower than it was at its peak," said Foe Cymru director Gareth Clubb.

"A combination of investment in public transport, active travel and some modest road improvements would deliver the government’s aims at a fraction of the cost."

He further claimed the Welsh Government's "failure to consider reasonable alternatives is unlawful" and called for a "fatally flawed" consultation to be withdrawn.

Newport Liberal Democrats meanwhile, want improved public transport to be a key part of the package, alongside an M4 Relief Road.

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“By taking through traffic away from the existing M4 and retaining the links into the city from the existing M4, between Magor and Castleton, access to the city would be improved while at the same time easing congestion for through traffic,” they say in their consultation response.

They also reject the suggestion that the Southern Distributor Road and the Llanwern steelworks access road could be used to carry traffic away from the M4.

“It is time to stop messing about with this issue. South Wales needs the M4 Relief Road as soon as possible,” said Ed Townsend, Liberal Democrat councillor in St Julians, Newport.

The Welsh Liberal Democrats favour the Southern Distributor Road option, but councillor Townsend added that while the Newport party respects that view, "we have discussed this at length and believe the interests of Newport and the whole of South Wales are best served by building this M4 link."

Welsh Government officials will now study the consultation responses ahead of further announcements early next year.

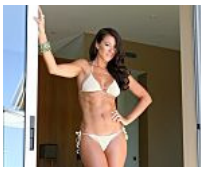
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NATIONAL NEWS

Showbiz news


You Me At Six up for five awards


Miley hits back at overdose claims


New 24 adventure 'true to London'

Comments (42)

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Bryan says... 9:54am Tue 17 Dec 13

I sometimes wonder if the only solution these people would be happy with is one that involves everyone commuting on the backs of flying unicorns (free range, obviously).

Seemingly every day there is a new headline in the Argus along the lines of "M4 crash causes delays". How many more lives will be lost or blighted through serious injury before it is accepted that the current road is unfit for purpose?

Score: 25 | Report this post »

whatintheworld says... 10:30am Tue 17 Dec 13

im sympathetic to friends of the earth's views, but the don't half come across as anti-progession.

though the fact WG dont have any statistics on congestion (the problem theyre trying to solve) is a bit worrying...

Score: -5 | Report this post »

lowandhardandinthecorner says... 11:28am Tue 17 Dec 13

You don't need stats if you use this stretch regularly - it's unfit for purpose and sometimes downright dangerous..Build the damned new M4 South and solve the problem. The birds in the wetlands will hardly notice e.g. the swans in Malpas nest within 50 yards of the current M4!

Score: 22 | Report this post »

Poolaboy58 says... 11:46am Tue 17 Dec 13

I use this road every day - why? because my journey time Caerleon to Cardiff Bay by public transport is over 3 hours! As other peopel say you do not need statistics just use it to see how dangerous this stretch of road is. Yes improve public transport if possible, it does not need to be mutually exclusive but enough time and public money has been wated, build it now.

Score: 17 | Report this post »

daveyates3 says... 11:47am Tue 17 Dec 13

Friends of the Earth aren't anti progression,nor do we believe in flying (unicorns (free range or otherwise).
We just want a sustainable transport solution.The M4 isn't the answer.

Dave Yates,Newport Friends of the Earth.

Score: -31 | Report this post »

Ex-Co-op boss arrives for drug case

Updated 3:28am Wednesday 7th May 2014



Disgraced former Co-operative Bank boss Paul Flowers has arrived at court to face charges of possessing drugs including cocaine and crystal meth.

NEWS »

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NakedDancer says... 12:24pm Tue 17 Dec 13

Upgrading the SDR woudn't help a sustainable transport solution in any sense.

Friends of the Earth need to realise that by picking the wrong issues and opposing every development they have lost the support of the vast majority of people that would otherwise support them. There is no local support for compromise alternatives to the M4 Relief road as those alternatives would not deliver the essential improvement needed ie capacity and resilience. If Mr Clubb and associates succeed with their petty delaying tactics then they are accountable for the deaths and injuries on the M4 that are occuring daily.

Score: 17 **Report this post »**

Radio Wales says... 12:28pm Tue 17 Dec 13

> **daveyates3** wrote:
> Friends of the Earth aren't anti progression,nor do we believe in flying (unicorns (free range or otherwise).
> We just want a sustainable transport solution.The M4 isn't the answer.
>
> Dave Yates,Newport Friends of the Earth.

With respect, you are grasping at straws.

To say the answer is not the M4 shows a lamentable lack of understanding of the issues of infrastructure and economic reality.
The most profound reason for the gentle decline in traffic is that it is that people and businesses are completely fed up with losing money battling against the congestion and expense of trying to get around Newport. The reality is that Wales is slowly dying, starved of access and investment.

People are pressing the Newport case in a selfish attempt to ignore the interests of everywhere west including Ireland where the economy and prospects of those people depend on getting past Newport. The description of the gateway to Wales is undermined by the fact that is is nearly closed and people are looking for other more accessible places to spend their time and money. But even so, the case to improve the access for Newport is unassailable too. We are sick of accidents and traffic jams caused by the slightest hiccup anywhere within a 10 mile radius.

To suggest the Welsh Government have not considered the statistics and impact of the proposed M4 re-alignment is preposterous. It has been analysed to death over the last 30 years and every time the answer is exactly the same, but all the more urgent for all of us.

The wildlife will adapt. I know it, you know it in your heart too. We should just do it!

Score: 21 **Report this post »**

GardenVarietyMushroom says... 12:44pm Tue 17 Dec 13

> **lowandhardandintheco rner** wrote:
> You don't need stats if you use this stretch regularly - it's unfit for purpose and sometimes downright dangerous..Build the damned new M4 South and solve the problem. The birds in the wetlands will hardly notice e.g. the swans in Malpas nest within 50 yards of the current M4!

I've yet to see one shred of evidence to convince me that it's the road, and not the road users that are dangerous.

Your own comment of 'SOMETIMES downright dangerous' seems to support my hypothesis.

Score: -12 **Report this post »**

Mr Holder says... 12:46pm Tue 17 Dec 13

Friends of the earth are nothing more than a bunch of Neo Marxist fruitcakes, they have no grasp of economic reality just a perceived god given right to tell the rest of us how to live our lives.

Score: 14 | **Report this post »**

NakedDancer says... 12:59pm Tue 17 Dec 13

> **GardenVarietyMushroo m** wrote:
>
> > **lowandhardandintheco rner** wrote: You don't need stats if you use this stretch regularly - it's unfit for purpose and sometimes downright dangerous..Build the damned new M4 South and solve the problem. The birds in the wetlands will hardly notice e.g. the swans in Malpas nest within 50 yards of the current M4!
>
> I've yet to see one shred of evidence to convince me that it's the road, and not the road users that are dangerous. Your own comment of 'SOMETIMES downright dangerous' seems to support my hypothesis.

I've yet to see one shred of evidence that people suddenly start driving badly when they get to Newport. We could try to ensure the hundreds of thousands of drivers that pass through this stretch every year drive perfectly and dont make any mistakes. Or alternatively we could build a road that can cope with the volume of traffic, high speed driving and human imperfection - we can call it a motorway.

Score: 15 | **Report this post »**

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whatintheworld says... 1:00pm Tue 17 Dec 13

> **Mr Holder** wrote:
> Friends of the earth are nothing more than a bunch of Neo Marxist fruitcakes, they have no grasp of economic reality just a perceived god given right to tell the rest of us how to live our lives.

hooray, another person who doesn't know what marxist means!

Score: -2 | **Report this post »**

Mr Holder says... 2:20pm Tue 17 Dec 13

> **whatintheworld** wrote:
>
> > **Mr Holder** wrote:
> > Friends of the earth are nothing more than a bunch of Neo Marxist fruitcakes, they have no grasp of economic reality just a perceived god given right to tell the rest of us how to live our lives.
>
> hooray, another person who doesn't know what marxist means!

Neo Marxist not Marxist, very different.

Score: 2 | **Report this post »**

GardenVarietyMushroom says... 3:22pm Tue 17 Dec 13

> **NakedDancer** wrote:
>
> > **GardenVarietyMushroo**
> >
> > **m** wrote:
> >
> > > **lowandhardandintheco rner** wrote: You don't need stats if you use this stretch regularly - it's unfit for purpose and sometimes downright dangerous..Build the damned new M4

> > South and solve the problem. The birds in the wetlands will hardly notice e.g. the swans in Malpas nest within 50 yards of the current M4!
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> I've yet to see one shred of evidence that people suddenly start driving badly when they get to Newport. We could try to ensure the hundreds of thousands of drivers that pass through this stretch every year drive perfectly and dont make any mistakes. Or alternatively we could build a road that can cope with the volume of traffic, high speed driving and human imperfection - we can call it a motorway.

Having lived and worked all over the UK before coming to Newport, I can tell you with 100% certainty that I've never seen so many bad drivers in one place at a time. That fact plus a lack of decent public transport puts them all on the M4 during rush hour(s) traffic. If the roads are congested, then I would suggest either investing more in public transport or people allowing more time for their journey by car, so they can make their daily commute without driving like complete pillocks.

Score: -13 | Report this post »

whatintheworld says... 3:46pm Tue 17 Dec 13

> **Mr Holder** wrote:
>
> > **whatintheworld** wrote:
> >
> > > **Mr Holder** wrote: Friends of the earth are nothing more than a bunch of Neo Marxist fruitcakes, they have no grasp of economic reality just a perceived god given right to tell the rest of us how to live our lives.
> >
> > hooray, another person who doesn't know what marxist means!
>
> Neo Marxist not Marxist, very different.

my mistake! i guess you could describe their approach to development as neo marxist.

ive seen the word marxist banded about here a lot. most of the time its not used accuratley

Score: -3 | Report this post »

St3v3y says... 3:58pm Tue 17 Dec 13

There is no need at all for a relief road, all that is needed is better traffic management starting from Magor through to the Tredegar park junction. The M4 only becomes busy at peak times, just like every other motorway in the Uk, e.g, M5/M6 M42 M1 southbound and not forgetting the M25 which is a car park at peak times.. Enforced Speed restriction and lane control is the answer, not digging up the countryside and laying a load of fresh concrete over the top of it...I know some individuals stand to make a lot of money if it goes ahead, but it won't benefit South Wales at all...

Score: -11 | Report this post »

NakedDancer says... 4:53pm Tue 17 Dec 13

> **GardenVarietyMushroom** wrote:
>
> > **NakedDancer** wrote:
> >
> > > **GardenVarietyMushroom** wrote:
> > >
> > > > **lowandhardandintheco rner** wrote: You don't need stats if you use this stretch regularly - it's unfit for purpose and sometimes downright dangerous..Build the damned new M4 South and solve the problem. The birds in the

> > > wetlands will hardly notice e.g. the swans in Malpas nest within 50 yards of the current M4!
>
> > I've yet to see one shred of evidence to convince me that it's the road, and not the road users that are dangerous. Your own comment of 'SOMETIMES downright dangerous' seems to support my hypothesis.
>
> I've yet to see one shred of evidence that people suddenly start driving badly when they get to Newport. We could try to ensure the hundreds of thousands of drivers that pass through this stretch every year drive perfectly and dont make any mistakes. Or alternatively we could build a road that can cope with the volume of traffic, high speed driving and human imperfection - we can call it a motorway.

Having lived and worked all over the UK before coming to Newport, I can tell you with 100% certainty that I've never seen so many bad drivers in one place at a time. That fact plus a lack of decent public transport puts them all on the M4 during rush hour(s) traffic. If the roads are congested, then I would suggest either investing more in public transport or people allowing more time for their journey by car, so they can make their daily commute without driving like complete pillocks.

Its totally absurd to suggest people from Newport and people passing through Newport drive worse than any other built up area in rush hour. Most people aren't aren't perfect drivers and never will be.

Score: 4 | | Report this post »

GardenVarietyMushroom says... 5:20pm Tue 17 Dec 13

> **NakedDancer** wrote:
>
> > **GardenVarietyMushroo**
> >
> > **m** wrote:
> >
> > > **NakedDancer** wrote:
> > >
> > > > **GardenVarietyMushroo m** wrote:
> > > >
> > > > > **lowandhardandintheco rner** wrote: You don't need stats if you use this stretch regularly - it's unfit for purpose and sometimes downright dangerous..Build the damned new M4 South and solve the problem. The birds in the wetlands will hardly notice e.g. the swans in Malpas nest within 50 yards of the current M4!
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> >
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>
> Its totally absurd to suggest people from Newport and people passing through Newport drive worse than any other built up area in rush hour. Most people aren't aren't perfect drivers and never will be.

I'm not suggesting it - I'm saying it's a fact. There is a higher concentration of bad drivers here, both on and off the motorway, than I've seen anywhere else in twenty years of driving - at least a couple of years of which I was averaging more than a

thousand miles a week, up and down the country.

There are other places that have far more dangerous roads that are the result of truly bad design - anyone else been to the M11 for example, where it and the A14 merge and cross over each other in a kind of figure eight confinguration? Horrendous design - not as many accidents as we get here. Or Spaghetti junction in the Midlands - really bad design yet few accidents. Compare that with the M6 which is reasonably easy to drive and suffers lots of accidents because people do not drive appropriate to the road conditions (i.e. congestion)

You can blame it on the road if you like - but you're wrong.

Score: -9 | **Report this post »**

St3v3y says... 5:32pm Tue 17 Dec 13

I use the M4 more or less everyday, The idiot drivers who cause the incidents that block the motorway are the ones who attempt to jump the queuing traffic and try to slot into a space further on down the motorway closer to the junction, i see so many near misses because of this, then there's the driver who drives up the slip road and cannot wait it seems to get over into the fast lane as asap, leaving breaking and swerving traffic behind them. Both the above types of driver have caused a number of side and rear shunts over the past 12 months. This is why strict lane and speed control is required, and not another m/way.

Score: -5 | **Report this post »**

NakedDancer says... 5:53pm Tue 17 Dec 13

Your opinion does not make it a fact. When you get to Newport do you feel the urge to start driving badly - or is it everyone else that passes through Newport on the M4 except you that suffers from this affliction. Even if your conclusion were true something would have to cause people to start driving badly when they get to Newport. That'll be the road then. Or is there some chemical in the air or some mystical controller of driver skills in the Newport area ?

I drive up to 40,000 miles a year and can name you any number of built up areas that have poor driving during rush hour - thats quite obviously not unique to Newport. You can blame it on the drivers if you like but your wrong and in any case there's nothing you can do about imperfect drivers.

Score: 3 | **Report this post »**

NakedDancer says... 6:03pm Tue 17 Dec 13

> **St3v3y** wrote:
> I use the M4 more or less everyday, The idiot drivers who cause the incidents that block the motorway are the ones who attempt to jump the queuing traffic and try to slot into a space further on down the motorway closer to the junction, i see so many near misses because of this, then there's the driver who drives up the slip road and cannot wait it seems to get over into the fast lane as asap, leaving breaking and swerving traffic behind them. Both the above types of driver have caused a number of side and rear shunts over the past 12 months. This is why strict lane and speed control is required, and not another m/way.

No-one would condone these idiots and variable speed limits are already in place controlled by cameras.

The point you are missing is this that motorways are for fast flow driving. There should not be a queue on a motorway or slip road. There should not be a need for speed control. You can moan about drivers as much as you like but until the Motorway standard M4 relief road is built the problems won't go away because the M4 is not fit for purpose.

Score: 5 | **Report this post »**

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bluebanana says... 6:11pm Tue 17 Dec 13

> **GardenVarietyMushroo m** wrote:
>
> > **NakedDancer** wrote:
> >
> > > **GardenVarietyMushroo**
> > >
> > > **m** wrote:
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> > > > **NakedDancer** wrote:
> > > >
> > > > > **GardenVarietyMushroo m** wrote:
> > > > >
> > > > > > **lowandhardandintheco rner** wrote: You don't need stats if you use this stretch regularly - it's unfit for purpose and sometimes downright dangerous..Build the damned new M4 South and solve the problem. The birds in the wetlands will hardly notice e.g. the swans in Malpas nest within 50 yards of the current M4!
> > > > >
> > > > > I've yet to see one shred of evidence to convince me that it's the road, and not the road users that are dangerous. Your own comment of 'SOMETIMES downright dangerous' seems to support my hypothesis.
> > > >
> > > > I've yet to see one shred of evidence that people suddenly start driving badly when they get to Newport. We could try to ensure the hundreds of thousands of drivers that pass through this stretch every year drive perfectly and dont make any mistakes. Or alternatively we could build a road that can cope with the volume of traffic, high speed driving and human imperfection - we can call it a motorway.
> > >
> > > Having lived and worked all over the UK before coming to Newport, I can tell you with 100% certainty that I've never seen so many bad drivers in one place at a time. That fact plus a lack of decent public transport puts them all on the M4 during rush hour(s) traffic. If the roads are congested, then I would suggest either investing more in public transport or people allowing more time for their journey by car, so they can make their daily commute without driving like complete pillocks.
> >
> > Its totally absurd to suggest people from Newport and people passing through Newport drive worse than any other built up area in rush hour. Most people aren't aren't perfect drivers and never will be.
>
> I'm not suggesting it - I'm saying it's a fact. There is a higher concentration of bad drivers here, both on and off the motorway, than I've seen anywhere else in twenty years of driving - at least a couple of years of which I was averaging more than a thousand miles a week, up and down the country.
>
> There are other places that have far more dangerous roads that are the result of truly bad design - anyone else been to the M11 for example, where it and the A14 merge and cross over each other in a kind of figure eight configuration? Horrendous design - not as many accidents as we get here. Or Spaghetti junction in the Midlands - really bad design yet few accidents. Compare that with the M6 which is reasonably easy to drive and suffers lots of accidents because people do not drive appropriate to the road conditions (i.e. congestion)
>
> You can blame it on the road if you like - but you're wrong.

Well said. I just had to chip in to say I agree with you completely! The M4 in Newport is no different to the rest of the UK motorway network in built up areas (except maybe for a 2 lane tunnel).

Yes this stretch is busy (so are most motorways at peak times) and yes there are accidents (as there are on every other motorway). So is this down to the design/condition of the road? Doubt it - not unless all the other motorways with congestion and accidents also need upgrading.

Score: 0 | | **Report this post »**

St3v3y says... 7:24pm Tue 17 Dec 13

> **NakedDancer** wrote:
>
> > **St3v3y** wrote:
> > I use the M4 more or less everyday, The idiot drivers who cause the incidents that block the motorway are the ones who attempt to jump the queuing traffic and try to slot into a space further on down the motorway closer to the junction, i see so many near misses because of this, then there's the driver who drives up the slip road and cannot wait it seems to get over into the fast lane as asap, leaving breaking and swerving traffic behind them. Both the above types of driver have caused a number of side and rear shunts over the past 12 months. This is why strict lane and speed control is required, and not another m/way.
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> No-one would condone these idiots and variable speed limits are already in place controlled by cameras.
>
> The point you are missing is this that motorways are for fast flow driving. There should not be a queue on a motorway or slip road. There should not be a need for speed control. You can moan about drivers as much as you like but until the Motorway standard M4 relief road is built the problems won't go away because the M4 is not fit for purpose.

I agree, motorways Are for fast free flowing traffic, but please try to give an example of a fast free flowing motorway at " PEEK " times anywhere in the UK...The speed cameras on the gantry's do Not work, but you have to admit that all the various very expensive and flasy road signs only ever display the bleeding obvious " Poor driving coditions " ,or the "time"

Score: 0 **Report this post »**

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keithbob says... 7:28pm Tue 17 Dec 13

> **St3v3y** wrote:
> I use the M4 more or less everyday, The idiot drivers who cause the incidents that block the motorway are the ones who attempt to jump the queuing traffic and try to slot into a space further on down the motorway closer to the junction, i see so many near misses because of this, then there's the driver who drives up the slip road and cannot wait it seems to get over into the fast lane as asap, leaving breaking and swerving traffic behind them. Both the above types of driver have caused a number of side and rear shunts over the past 12 months. This is why strict lane and speed control is required, and not another m/way.

i agree with said post as i see it regular,the worse spot being the malpas turnoff from high x,they leave it till they are almost past the junction and sometimes cut across three lanes.sometimes wonder if the cameras have picked this up?BUT.some of these green tree huggers posting on here are missing the point.as a trucker for forty years i can probably say i have a lot more experience of motorway driving than most of them and this section of motorway is one of the worst sections of motorway in the country,the tunnels being the biggest problem.the only motorway with 40 or 50 mph.permantely.ask any trucker which part of the country he hates more,used to be the m25.we need it and wales needs it!

Score: 6 **Report this post »**

St3v3y says... 7:31pm Tue 17 Dec 13

that's Flashy, I have no idea what flasy means..

Score: -1 **Report this post »**

Jonnytrouble says... 8:55pm Tue 17 Dec 13

For goodness sake, you Greens and those opposed to having the M4 relief rd would have us all on public transport huddled like cattle ? or bikes ?
And as someone said on here, just look at the swans and other wildlife on the canal at the Malpas jct so nr to the polluting over crowded M4 jct,, do they care ?
But I do living nr this noise when the wind blows it in my direction and pollution from

this motorway..caused by the tailbacks from all this traffic trying to get through those stupid tunnels..
.(I don't want them enlarged either)
I would like to no how much is lost to business because of these delays ?

Score: 10 | **Report this post »**

Jonnytrouble says... 9:02pm Tue 17 Dec 13

keithbob says... i agree with said post as i see it regular,the worse spot being the malpas turnoff from high x,they leave it till they are almost past the junction and sometimes cut across three lanes.sometimes wonder if the cameras have picked this up?BUT.some of these green tree huggers posting on here are missing the point.as a trucker for forty years i can probably say i have a lot more experience of motorway driving than most of them and this section of motorway is one of the worst sections of motorway in the country,the tunnels being the biggest problem.the only motorway with 40 or 50 mph.permantely.ask any trucker which part of the country he hates more,used to be the m25.we need it and wales needs it!

They pay for all these consultants saying this and that, time being wasted getting on with it and all they have to do is get feedback from people like you, but would they listen ?
Of course not they No best don't they

Score: 4 | **Report this post »**

Bryan says... 9:31am Wed 18 Dec 13

As I said on another article relating to this issue:

A big contributor to crashes and delays is the fact that the nearside lane becomes an exit filter lane very shortly after traffic has joined the motorway.

This means drivers are switching into and out of the nearside lane at disparate speeds, significantly increasing congestion and the risk of a collision.

One temporary solution would be to change one or two junctions so that they are either "Exit only" or "Join only". I've seen this work well on other motorways, particularly where junctions are so close together as in Newport.

Score: -4 | **Report this post »**

St3v3y says... 1:42pm Wed 18 Dec 13

> **_Bryan_** wrote:
> As I said on another article relating to this issue:
>
> A big contributor to crashes and delays is the fact that the nearside lane becomes an exit filter lane very shortly after traffic has joined the motorway.
>
> This means drivers are switching into and out of the nearside lane at disparate speeds, significantly increasing congestion and the risk of a collision.
>
> One temporary solution would be to change one or two junctions so that they are either "Exit only" or "Join only". I've seen this work well on other motorways, particularly where junctions are so close together as in Newport.

Agreed..

Score: -2 | **Report this post »**

---

keithbob says... 8:50am Thu 19 Dec 13

there is a particular junction in maidstone kent,which had a low wall and not a filter lane painted on the road,if your in the wrong lane and want to turn off at the last minute..maybe these could work along this bad stretch i.e.high.x and coldra turnoffs.the lane hoppers wont like it tough!

Score: 2 | | Report this post »

Cymru Am Beth says... 2:12pm Thu 19 Dec 13

> **daveyates3** wrote:
> Friends of the Earth aren't anti progression,nor do we believe in flying (unicorns (free range or otherwise).
> We just want a sustainable transport solution.The M4 isn't the answer.
>
> Dave Yates,Newport Friends of the Earth.

You would be happy for us to live in the dark ages to fulfil your ideology.
Whilst I agree that we should consider environmental impact, it should not stop everything from going ahead.
Whatever is proposed nothing seems to suit the Green Lobby.
No wonder Wales is losing ground to England Scotland and Northern Ireland.
We talk a lot and nothing gets done because we have to consider all the views from these minority interests who seem to think that they are right and the majority are wrong.

Score: 4 | | Report this post »

Cymru Am Beth says... 2:14pm Thu 19 Dec 13

> **Radio Wales** wrote:
>
> > **daveyates3** wrote:
> > Friends of the Earth aren't anti progression,nor do we believe in flying (unicorns (free range or otherwise).
> > We just want a sustainable transport solution.The M4 isn't the answer.
> >
> > Dave Yates,Newport Friends of the Earth.
>
> With respect, you are grasping at straws.
>
> To say the answer is not the M4 shows a lamentable lack of understanding of the issues of infrastructure and economic reality. The most profound reason for the gentle decline in traffic is that it is that people and businesses are completely fed up with losing money battling against the congestion and expense of trying to get around Newport. The reality is that Wales is slowly dying, starved of access and investment.
>
> People are pressing the Newport case in a selfish attempt to ignore the interests of everywhere west including Ireland where the economy and prospects of those people depend on getting past Newport. The description of the gateway to Wales is undermined by the fact that is is nearly closed and people are looking for other more accessible places to spend their time and money. But even so, the case to improve the access for Newport is unassailable too. We are sick of accidents and traffic jams caused by the slightest hiccup anywhere within a 10 mile radius.
>
> To suggest the Welsh Government have not considered the statistics and impact of the proposed M4 re-alignment is preposterous. It has been analysed to death over the last 30 years and every time the answer is exactly the same, but all the more urgent for all of us.
>
> The wildlife will adapt. I know it, you know it in your heart too. We should just do it!

Brilliant post, absolutely agree.

Score: 4 | | Report this post »

Bobevans says... 6:17pm Thu 19 Dec 13

> **Radio Wales** wrote:

> **daveyates3** wrote:
> Friends of the Earth aren't anti progression,nor do we believe in flying (unicorns (free range or otherwise).
> We just want a sustainable transport solution.The M4 isn't the answer.
>
> Dave Yates,Newport Friends of the Earth.

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The wildlife will adapt. I know it, you know it in your heart too. We should just do it!

Rather than the Gateway to Wales the Bottleneck to Wales would be more appropriate

Score: 2 | Report this post »

Bobevans says... 6:22pm Thu 19 Dec 13

> **daveyates3** wrote:
> Friends of the Earth aren't anti progression,nor do we believe in flying (unicorns (free range or otherwise).
> We just want a sustainable transport solution.The M4 isn't the answer.
>
> Dave Yates,Newport Friends of the Earth.

You clearly are anti progressive. If it is not the horse and cart you are against it.

There is no viable alternative to upgrading the M$. Stop think of it as a local Newport road because it is not. It is a part of the UK motorway network.

Your suggestion of using buses is just laughable are this buses going to be towing containers from Birmingham etc ? Also the law does not allow long distance bus routes so as well as a daft idea you do not understand the legislation. Perhaps you are considering the reintroduction of Inns where the stage coach can stop over night and change horses

Score: 4 | Report this post »

Bobevans says... 6:23pm Thu 19 Dec 13

> **GardenVarietyMushroo m** wrote:
>
> > **NakedDancer** wrote:
> >
> > > **GardenVarietyMushroo**

> > **m** wrote:
> >
> > > **lowandhardandintheco rner** wrote: You don't need stats if you use this stretch regularly - it's unfit for purpose and sometimes downright dangerous..Build the damned new M4 South and solve the problem. The birds in the wetlands will hardly notice e.g. the swans in Malpas nest within 50 yards of the current M4!
> >
> > I've yet to see one shred of evidence to convince me that it's the road, and not the road users that are dangerous. Your own comment of 'SOMETIMES downright dangerous' seems to support my hypothesis.
>
> I've yet to see one shred of evidence that people suddenly start driving badly when they get to Newport. We could try to ensure the hundreds of thousands of drivers that pass through this stretch every year drive perfectly and dont make any mistakes. Or alternatively we could build a road that can cope with the volume of traffic, high speed driving and human imperfection - we can call it a motorway.

Having lived and worked all over the UK before coming to Newport, I can tell you with 100% certainty that I've never seen so many bad drivers in one place at a time. That fact plus a lack of decent public transport puts them all on the M4 during rush hour(s) traffic. If the roads are congested, then I would suggest either investing more in public transport or people allowing more time for their journey by car, so they can make their daily commute without driving like complete pillocks.

Actually within Newport the transport is not that bad compared with elsewhere in the UK where service are likely to be every hour

Score: 1 | **Report this post »**

Bobevans says... 6:25pm Thu 19 Dec 13

> **St3v3y** wrote:
> There is no need at all for a relief road, all that is needed is better traffic management starting from Magor through to the Tredegar park junction. The M4 only becomes busy at peak times, just like every other motorway in the Uk, e.g, M5/M6 M42 M1 southbound and not forgetting the M25 which is a car park at peak times.. Enforced Speed restriction and lane control is the answer, not digging up the countryside and laying a load of fresh concrete over the top of it...I know some individuals stand to make a lot of money if it goes ahead, but it won't benefit South Wales at all...

Only busy at peak times? It is busy most of the day. It may go a bit quieter late morning and early afternoon but that's all

Score: 1 | **Report this post »**

Bobevans says... 6:28pm Thu 19 Dec 13

> **NakedDancer** wrote:
>
> > **GardenVarietyMushroo**
> >
> > **m** wrote:
> >
> > > **lowandhardandintheco rner** wrote: You don't need stats if you use this stretch regularly - it's unfit for purpose and sometimes downright dangerous..Build the damned new M4 South and solve the problem. The birds in the wetlands will hardly notice e.g. the swans in Malpas nest within 50 yards of the current M4!
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> hundreds of thousands of drivers that pass through this stretch every year drive perfectly and dont make any mistakes. Or alternatively we could build a road that can cope with the volume of traffic, high speed driving and human imperfection - we can call it a motorway.

THe M25 suffers similar problems to the M$. It has tunnels and on parts of it lots of junctions close together it even has a crawler lane thrown in. It is also very busy but it does not suffer the high accident rate of the Newport section of the M4. I do not accept the claim that Newport drivers are far worse than elsewhere for starters most of the drivers will not be from Newpot

Score: 0 | Report this post »

St3v3y says... 7:45pm Thu 19 Dec 13

> **Bobevans** wrote:
>
> > **St3v3y** wrote:
> > There is no need at all for a relief road, all that is needed is better traffic management starting from Magor through to the Tredegar park junction. The M4 only becomes busy at peak times, just like every other motorway in the Uk, e.g, M5/M6 M42 M1 southbound and not forgetting the M25 which is a car park at peak times.. Enforced Speed restriction and lane control is the answer, not digging up the countryside and laying a load of fresh concrete over the top of it...I know some individuals stand to make a lot of money if it goes ahead, but it won't benefit South Wales at all...
>
> Only busy at peak times? It is busy most of the day. It may go a bit quieter late morning and early afternoon but that's all

Let me rephrase that for you Bob... The M4 only becomes Congested at Peak times, just like every other motorway in the Uk, e.g, M5/M6, M4,2 M1 and not forgetting the M25 which is a car park at peak times..And you are correct, it is also "Busy" most of the day also....And just to make things a bit worse, It's Christmas week and the roads are even busier than normal.....

Score: -1 | Report this post »

Mervyn James says... 8:51am Fri 20 Dec 13

> **Poolaboy58** wrote:
> I use this road every day - why? because my journey time Caerleon to Cardiff Bay by public transport is over 3 hours! As other peopel say you do not need statistics just use it to see how dangerous this stretch of road is. Yes improve public transport if possible, it does not need to be mutually exclusive but enough time and public money has been wated, build it now.

Less cars, sorted, or it will be like the forth bridge we will have to keep concreting Wales until there is nothing green left. Sooner or later the issue of car dependence has to be addressed.

Score: -3 | Report this post »

Bobevans says... 10:40am Fri 20 Dec 13

> **Mervyn James** wrote:
>
> > **Poolaboy58** wrote:
> > I use this road every day - why? because my journey time Caerleon to Cardiff Bay by public transport is over 3 hours! As other peopel say you do not need statistics just use it to see how dangerous this stretch of road is. Yes improve public transport if possible, it does not need to be mutually exclusive but enough time and public money has been wated, build it now.
>
> Less cars, sorted, or it will be like the forth bridge we will have to keep concreting Wales until there is nothing green left. Sooner or later the issue of car dependence has to be addressed.

So how exactly will lorries get from Birmingham to Swansea? or people get from Hereford to Cardiff. Walk ? or horse & cart perhaps?

Score: 4 | Report this post »

Bryan says... 12:01pm Fri 20 Dec 13

> **Mervyn James** wrote:
>
> > **Poolaboy58** wrote: I use this road every day - why? because my journey time Caerleon to Cardiff Bay by public transport is over 3 hours! As other peopel say you do not need statistics just use it to see how dangerous this stretch of road is. Yes improve public transport if possible, it does not need to be mutually exclusive but enough time and public money has been wated, build it now.
>
> Less cars, sorted, or it will be like the forth bridge we will have to keep concreting Wales until there is nothing green left. Sooner or later the issue of car dependence has to be addressed.

Flying Cars, sorted.

Ah sorry, I thought we were having a stupid idea competition...

Score: 4 | Report this post »

Mervyn James says... 12:03pm Sun 22 Dec 13

Car dependency is at the root of it, it stands to reason more roads equal more cars, it is CARS that are the issue NOT lorries, of course they must have priority. Its these car drivers who never travel more than 10 miles that are the issue get them off the road. 'Is your journey really necessary..' was an old campaign, that needs to be done again,I've idiots in my street who drive to a school 200 yards away,clowns. And a number of others who use cars like mobile mini take-aways, who dump their crap outside my front door and drive off. Stupid is as stupid does, and here they are justifying car necessity. Don't buy it.

Score: -2 | Report this post »

Lliswerry Man says... 8:45am Mon 23 Dec 13

GardenVarietyMushroo
m says...
Having lived and worked all over the UK before coming to Newport, I can tell you with 100% certainty that I've never seen so many bad drivers in one place at a time. That fact plus a lack of decent public transport puts them all on the M4 during rush hour(s) traffic. If the roads are congested, then I would suggest either investing more in public transport or people allowing more time for their journey by car, so they can make their daily commute without driving like complete pillocks.

-

What a complete and utter load of tosh, I too have lived all over the country and Regularly use the various Motorways and A roads all over the UK, and can say Newport is LACKING !! its one of the worst stretches of Main Motorways in the UK and a reason why so many industries LOOK elsewhere to invest. Many other stretches have 4 or even 5 lanes and variable lanes to ease flow. WE have TWO for most of it, yet it carries more traffic than many other MAIN routes.
You claim there are so many bad drivers? really, so why do we have one of the lowest insurance ratings in the UK? the driving appears bad at times, because of the many junctions onto the Motorway along this stretch, and drivers who amble along aimlessly not willing to MOVE OUT !! it may not be law to do so , but it is COMMON SENSE.
Then we have the 3 into 2 lane system for the tunnels etc, ITS AN OLD system and needs to be upgraded, the only way to do that is with a NEW stretch of Motorway, ALL over the country they simply move with the times, BUT here in this little part of Wales we seem to be stuck in some 1800 mindset, scared of progress and then we wonder why we are one of the MOST deprived parts of the UK!!!
Many of you here slate , the town for its DOLE BUMS, yet are the same people who

OBJECT to New Roads, New Buildings and WORK coming here .... you reap what you sow.

As for Public Transport it could not possibly help or cope... GET A GRIP... many people in this part of the country work shifts, live in the outskirts where buses start at 6am and end at 6pm.... that does not look like it is changing anytime soon, cars are still the CHEAPEST option for getting to and from work, MAYBE if the GREEN's actually shut up and allowed progress to happen, they might find people can find work then closer to home and actually be able to consider OTHER methods of getting to work. But until we have the investment NOTHING will change.
I wish the greens would just go live in the trees where they want and leave the rest of us to live how we want !!

Score: 3 | | Report this post »

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SOUTH WALES Argus GWENT NEWS

Fears M4 relief road will eat up money

10:42am Thursday 19th December 2013 in Gwent news

A THINK tank has said the Welsh Government risks spending all money meant for new investments on the proposed new section of the M4.

Under conditions of the Draft Wales Bill published by the UK Government, the Welsh Government can only borrow £500 million for infrastructure projects.

Although the Welsh Government has said the new six lane motorway will cost £936 million, the IWA said costs might run to £1.25 billion.

Lee Waters, The Institute of Welsh Affairs' director, said: "A new motorway would swallow up all of the money from the initial borrowing powers, and would require a significant top-up from other sources. But ministers could fully fund the more cost effective Blue Route option entirely from the new funds.

Looking for a...



"By upgrading the existing road network instead of building a brand new section of motorway the Welsh Government would have money left over to invest in other parts of Wales."

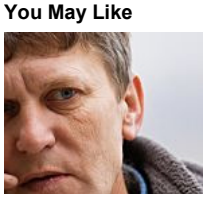
Alternative plans have been proposed to the M4 relief road. One transport expert, Professor Stuart Cole, said his alternative road plan, which would follow the A48 Newport Southern Distributor Road and the former Steelworks Road on the eastern side of Newport to create a new dual carriageway, would cost £380 million.

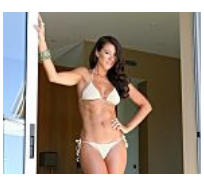
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Comments (12)

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Vox Dei says... 11:05am Thu 19 Dec 13

Why can't the UK government fund it? What good is the bloody Assembly? It just exists to create extra layers of confusion and problems.

Score: 10 | Report this post »

Thomas O'Malley says... 11:46am Thu 19 Dec 13

Any money spent on the M4 relief road is a fraction of that being lost by the Welsh economy as a result of the current M4 chaos. Not to mention the deaths, injuries and financial loss. There was years of compromise upgrades to the M4 that wasted money, caused more chaos and solved nothing, so the WAG could waste money elsewhere. There's no other option that provides capacity and resilience. More compromise solutions wont solve the problem, just more wasted money and lives. Stop talking - get it built.

Score: 4 | Report this post »

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5. Long delays as collapsed manhole closes lane on M4 in Newport
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NATIONAL NEWS

Ex-Co-op boss arrives for drug case

St3v3y says... 12:41pm Thu 19 Dec 13

> **Thomas O'Malley** wrote:
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The Current M4 is only slow at peak times, so where's the loss to the Welsh economy as 90% of the traffic consists of commuters traveling to and from work? What is needed is Strict Lane Control (we already have the illuminated signs in place for this) and enforced speed control we have the gantries above the M/way and the speed camera markings on the road, but as of yet only a couple of cameras are attached which, to the best of my knowledge, don't work. I have pointed out that even some of the widest motorways in the UK e.g. the M25 become slow moving to car park status at peak times, it's all down to the volume of vehicles on our roads and that's just life..

Score: -1 | Report this post »

ninebalehigh says... 12:54pm Thu 19 Dec 13

> **St3v3y** wrote:
>
> > **Thomas O'Malley** wrote:
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Well said, I agree completely. Who and where are all these so-called investors just longing to invest in Wales if only we had a decent motorway??

Score: -2 | Report this post »

Jonnytrouble says... 2:03pm Thu 19 Dec 13

Another so called expert (transport expert, Professor Stuart Cole) sticking his nose in...How many miles has he travelled on this stretch of motorway ?, has he got stuck in it or stop start in it ? does he LIVE nr it !
AND that silly idea is DEAD, roundabouts and traffic lights and MORE pollution for those nr by,,,it is just MORE talk to STOP it ever happening !!

Score: 0 | Report this post »

Updated 3:28am Wednesday 7th May 2014



Disgraced former Co-operative Bank boss Paul Flowers has arrived at court to face charges of possessing drugs including cocaine and crystal meth.

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Jonnytrouble says... 2:08pm Thu 19 Dec 13

> **St3v3y** wrote:
>
> > **Thomas O'Malley** wrote:
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7PM on a fri night it is stop start some times for miles for those tunnels is it' commuter traffic ? and accidents that appear now on a regular basis, what PLANET are you ON ?
YOU Must be ANOTHER GREEN wanting it not to go ahead ?

Score: 0 **Report this post »**



St3v3y says... 7:37pm Thu 19 Dec 13

> **Jonnytrouble** wrote:
>
> > **St3v3y** wrote:
> >
> > > **Thomas O'Malley** wrote:
> > > Any money spent on the M4 relief road is a fraction of that being lost by the Welsh economy as a result of the current M4 chaos. Not to mention the deaths, injuries and financial loss. There was years of compromise upgrades to the M4 that wasted money, caused more chaos and solved nothing, so the WAG could waste money elsewhere. There's no other option that provides capacity and resilience. More compromise solutions wont solve the problem, just more wasted money and lives. Stop talking - get it built.
> >
> > The Current M4 is only slow at peak times, so where's the loss to the Welsh economy as 90% of the traffic consists of commuters traveling to and from work? What is needed is Strict Lane Control (we already have the illuminated signs in place for this) and enforced speed control we have the gantries above the M/way and the speed camera markings on the road, but as of yet only a couple of cameras are attached which, to the best of my knowledge, don't work. I have pointed out that even some of the widest motorways in the UK e.g. the M25 become slow moving to car park status at peak times, it's all down to the volume of vehicles on our roads and that's just life..
>
> 7PM on a fri night it is stop start some times for miles for those tunnels is it' commuter traffic ? and accidents that appear now on a regular basis, what PLANET are you ON ?
> YOU Must be ANOTHER GREEN wanting it not to go ahead ?

Sory to dissapoint Jonny, but I'm Not a Green as you put it, I am a regular user of the uk's motorway networks, and I can tell you in confidence that the only financially viable solution to the problem is ...Strick Lane Control and enforced speed control

starting at the magor turn off going west to the tredegar park turn off and east bound from where the M4 meets the M48 through to the Coldra....It works perfectly elswhere in the UK and it would work equally as well here in Newport..

Score: -5 | Report this post »

Dave on his Soapbox says... 7:50pm Thu 19 Dec 13

'7PM on a fri night it is stop start some times for miles for those tunnels is it' commuter traffic '
....yes it's all the people who work/stay in England/London all week returning home for the weekend.....as there are few decent jobs in Wales.....

....as to funding am I the only one that doesn't believe that it will either be a PFI toll road...or a continuing toll on the Severn Bridges for ever more.....

Score: -1 | Report this post »

Thomas O'Malley says... 1:52pm Fri 20 Dec 13

> **St3v3y** wrote:
>
> > **Jonnytrouble** wrote:
> >
> > > **St3v3y** wrote:
> > >
> > > > **Thomas O'Malley** wrote:
> > > > Any money spent on the M4 relief road is a fraction of that being lost by the Welsh economy as a result of the current M4 chaos. Not to mention the deaths, injuries and financial loss. There was years of compromise upgrades to the M4 that wasted money, caused more chaos and solved nothing, so the WAG could waste money elsewhere. There's no other option that provides capacity and resilience. More compromise solutions wont solve the problem, just more wasted money and lives. Stop talking - get it built.
> > >
> > > The Current M4 is only slow at peak times, so where's the loss to the Welsh economy as 90% of the traffic consists of commuters traveling to and from work? What is needed is Strict Lane Control (we already have the illuminated signs in place for this) and enforced speed control we have the gantries above the M/way and the speed camera markings on the road, but as of yet only a couple of cameras are attached which, to the best of my knowledge, don't work. I have pointed out that even some of the widest motorways in the UK e.g. the M25 become slow moving to car park status at peak times, it's all down to the volume of vehicles on our roads and that's just life..
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> > 7PM on a fri night it is stop start some times for miles for those tunnels is it' commuter traffic ? and accidents that appear now on a regular basis, what PLANET are you ON ?
> > YOU Must be ANOTHER GREEN wanting it not to go ahead ?
>
> Sory to dissapoint Jonny, but I'm Not a Green as you put it, I am a regular user of the uk's motorway networks, and I can tell you in confidence that the only financially viable solution to the problem is ...Strick Lane Control and enforced speed control starting at the magor turn off going west to the tredegar park turn off and east bound from where the M4 meets the M48 through to the Coldra....It works perfectly elswhere in the UK and it would work equally as well here in Newport..

Motorway restrictions don't work anywhere simply because fast flow driving up to 70mph is not then possible - hence defeating the whole point of a motorway. It's not 'just life' and we the taxpayer don"t have to accept the deaths, injuries and chaos when there's a clear and obvious solution in the M4 Relief road.

Why would the taxpayer waste more money downgrading the existing M4 with traffic restrictions, especially as that idea has already been tried and failed in Newport with years of wasted money and disruption. We pay for a high speed motorway not a crawler lane. Yes money is tight but there's been no investment in Newport since the WAG came into existence and now the m4 is a blocker to all of South Wales with a daily toll of deaths and injuries.

More compromise restrictions on the M4 would be treating the problem not the cause. Its not a viable motorway around Newport due to a combination of high volumes, narrowing at the tunnels, many junctions in a relatively short stretch, some relatively tight bends and some uphill/downhill stretches. Trying to enforce bumper to bumper driving at 40mph would solve nothing but would create more pollution and probably more deaths and injuries. Most importantly it wouldn't provide any resilience when problems inevitably occur with the tunnel and approaches.

Everyone knows the M4 relief road is the only answer - it's just a case of prioritising the money. Yes that's hard, but the WAG and UK government have to step up to the mark. Get the relief road built.

Score: 0 | **Report this post »**

St3v3y says... 3:53pm Fri 20 Dec 13

Thomas,
in answer to your points.
I challenge you to find a motorway anywhere in the UK that has fast , free flowing traffic at peak times. (toll motorways not included) The M4 does not have exclusive rights to Deaths and injury's they occur all over the country every day.

Traffic restrictions have not been fully implemented on the M4 at all, as I have pointed out before, the illuminated signs are in place and we have the gantries above the M/way and the speed camera markings on the road, but as of yet only a couple of cameras are attached which, to the best of my knowledge, don't work. So in reality none of it has really been used ti full effect apart from the signs stating the bleeding obvious when its raining (poor driving conditions) Like I/we didn't already realize.!! also I wasn't aware that there are Daily Deaths and Injury's, care to prove that one?

The problem for the M4 is the same as any other road in the UK and that is Volume of traffic, so there's your cause, deal with that if you can. The majority of the accidents that occur on this stretch of motorway are down to drivers who attempt to get as far down the slow moving traffic as possible in the hope a gap will appear to squeeze into, this causes accidents and puts lives at risk, and inevitable tailbacks. If drivers are forced to get into the correct land Long before the exit, then this issue will be eliminated... It also allows traffic that is not leaving the motorway to motor on, unaffected by Que jumpers. If people cant handle slowing down for a few miles its a bit sad really.

Everyone also Knows that a relief road is NOT the answer, its all about whipping those naughty impatient drivers into some sort of shape...Spend the money on something else.

Score: -1 | **Report this post »**

NakedDancer says... 5:11pm Fri 20 Dec 13

I regularly drive all over the country. I can name you any number of free flowing standard 70mph motorway stretches near towns, including in rush hour. Yes there are other bad motorway spots and this is one of the worst in the UK. As far as I know there is no other stretch of motorway that has almost daily incidents, lane closures, complete blockages and related deaths, injuries and consequent traffic chaos.

The point you keep ignoring is we have a chance to fix this one.

You can't seriously be suggesting that driver education (if that's even possible) and slowing everyone down this motorway will ever be fit for purpose. That's just silly and doesn't provide resilience. We'll have even more deaths and chaos in 5, 10, 15 years time.

I suspect you are actually winding us up here. You must know the evidence is in the almost daily Argus incident reports. You must either be one of the greens or a NIMBY so you should argue those points rather than suggesting wasting more money and making a terrible situation worse.

Score: 0 | **Report this post »**

St3v3y says... 12:57am Sat 21 Dec 13

> **NakedDancer** wrote:
> I regularly drive all over the country. I can name you any number of free flowing standard 70mph motorway stretches near towns,

> including in rush hour. Yes there are other bad motorway spots and this is one of the worst in the UK. As far as I know there is no other stretch of motorway that has almost daily incidents, lane closures, complete blockages and related deaths, injuries and consequent traffic chaos.
>
> The point you keep ignoring is we have a chance to fix this one.
>
> You can't seriously be suggesting that driver education (if that's even possible) and slowing everyone down this motorway will ever be fit for purpose. That's just silly and doesn't provide resilience. We'll have even more deaths and chaos in 5, 10, 15 years time.
>
> I suspect you are actually winding us up here. You must know the evidence is in the almost daily Argus incident reports. You must either be one of the greens or a NIMBY so you should argue those points rather than suggesting wasting more money and making a terrible situation worse.

Hi NakedDancer, please tell me which Motorways you speak of, when I'm on my travels I will go and see for myself. It's not driver education i'm pushing, because as you well know, you can't educate the impatient and down right stupid. I'd like to see someone take up my idea and trial it for a month, and if after a month I'm proved hopelessly wrong, I'll eat humble pie. No, I am not trying to wind anyone up, just offering a bit of debate, and No I'm not a NIMBY as it wont effect me in the slightest.

Score: 0 | | Report this post »

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M4 crash: Adult and child cut out of car after crash near Newport's Brynglas tunnels

Two lanes of the westbound carriageway had to be closed after the car hit the central reservation between J25 and J26 at around 12.45pm

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The crash happened close to the Brynglas tunnels in Newport

An adult and child had to be cut out of a car after it crashed close to the Brynglas tunnels on the M4 in Newport.

Two lanes of the westbound carriageway had to be closed after the car hit the central reservation between J25 and J26 at around 12.45pm.

The black saloon car was left at right angles across two lanes after the crash, with debris scattered across the road.

Both casualties have been taken to hospital.

All three lanes have now fully reopened, but there are still problems with congestion in the area.

A spokeswoman from South Wales Fire and Rescue, said: "One child was removed from a vehicle and a second casualty was removed after the roof was cut away by the fire service. Both casualties were taken to hospital."

> *RTC at junction 25 M4 eastbound, avoid if you can*
> ***pic.twitter.com/RsFwIyyR0h***
>
> *— Mark Lewis (@ArgusMLewis)* ***January 5, 2014***

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SOUTH EAST WALES

16 January 2014 Last updated at 07:06

M4 relief road 'broadly supported' by Newport council

Proposals for a three-lane M4 relief road are favoured by Newport council but there is concern about its environmental impact.

The authority said it "broadly supports" two of three options put forward, which could see a new stretch of motorway built south of the city.

But it is worried about noise and air pollution and the effect on the Gwent Levels landscape.

The Welsh government is considering all responses.

Newport council's response to the Welsh government's plans said an M4 relief road to the south of the city was to be supported in principle because of the benefits of reducing traffic congestion.

The authority said it would support the preferred "black" route along with an alternative "purple" route. Both suggest building a three-lane motorway between junction 23 at Magor and junction 29 at Castleton, but via slightly different routes.

But the council has asked for more detail on possible air and noise pollution, and said it was concerned about how the road would affect wildlife and public rights of way, such as the Wales Coast Path.

A third "red" option for a new dual carriageway would not go far enough to address traffic problems, the council said.

It would also be closer to homes, having a negative impact on public health, the council said.

It also ruled out a fourth "do minimum scenario" option as ineffective.

'Public transport'

Councillor John Richards, Newport's cabinet member for regeneration, said he had some reservations about another busy road being built in the area.

"I have concerns relating to the prospect of another major road by-passing the city which may adversely affect our economic and regeneration aspirations," he said.

"I also have concerns that sustainable public transport is not being considered together with the proposed route for a new motorway.

"However, I note that these concerns have been raised in the proposed response and have, therefore, no objection."

The Welsh government said it was currently considering all responses to the consultation and would respond in due course.

Estimated cost

Plans to ease congestion on the M4 in south Wales were first unveiled by the Welsh government in 2004.

Five years later the then Labour-Plaid coalition in Cardiff Bay shelved the idea when the estimated cost rose to £1bn.

In April, Chancellor George Osborne confirmed his backing for an M4 relief road, saying it was one of the most important road schemes in the UK.

Later in November, UK ministers agreed Welsh ministers could borrow the money needed to fund the scheme.

Gwent Wildlife Trust has campaigned against the proposals, claiming it could destroy habitats and prevent the movement of wildlife on the Gwent Levels.

Friends of the Earth Cymru also oppose the road and has called for the consultation to be cancelled or re-run claiming it was not comprehensive enough.

A consultation ended on 16 December.

BBC

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SOUTH WALES Argus NEWS Send your news, pictures & videos

YOUR AM WRITES: South Wales East AM William Graham

4:04pm Tuesday 21st January 2014 in News

M4 – A vulnerable Motorway

M4 Motorway, the sole road transport route across South Wales, is currently too vulnerable to many causes of disruption and chaos.

The junction 28 traffic lights failure demonstrates vulnerability of the M4; resulting tailbacks along the M4 in both directions around Junction 28; together with the miles of gridlocked traffic along the road network feeding the motorway junctions.

The disruption is not only limited to motorway users; to business, commuter and road freight traffic. These tailbacks affect all the roads leading into and out of the City centre, disrupting all users of public transport.



The vulnerability of the M4 is a "foot on the windpipe of economic growth of South Wales". It is vital that we make necessary enhancements to the M4 around Newport as soon as possible.

I am dismayed by the Welsh Government's failure 'step up to the line' and commit to an M4 Relief Road. It is distracting to keep referring back to modifying the A48 Southern Distributor Road. The 10 roundabouts, 6 sets of traffic lights, 50mph speed limit, together with the fact that whenever it has been necessary to close the M4, it quickly becomes gridlocked; illustrate why this is not an innovative or cost effective alternative, but deeply flawed and dated.

Flooding – Tribute and Lessons

We were fortunate that the flood damage along the River Usk and Wye was not as severe as in other parts of Wales; notably Aberystwyth and along the Ceredigion coastline.

Residents on the Lighthouse Park Estate, on the Wentlooge Levels; together with those in parts of Crindau and Pill were evacuated and **Newport Council** initiated an emergency plan for a precautionary evacuation of threaten areas of the City to ensure the safety and well being of residents.

We all appreciate the enormous challenges arising from these devastating floods. I am sure you join me in acknowledging the contribution made by all those who worked tirelessly to limit the damage, protect communities and ensure public safety; notably those volunteers and voluntary sector organisations.

I appreciate that tides and on-shore winds produced a tidal surge which augmented flooding on the occasion; but periods of intense rain over long periods of time are becoming a too frequent occurrence.

We need a multi-agency appraisal of this situation and ensure that every aspect of the entire operation to address the threat of flooding is scrutinised and best practices set out for the efficient tackling of future flood conditions.

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5. Delays on M4 in Newport after Brynglas Tunnel crash
6. Cordon lifted from scene in Newport murder probe
7. Pair seriously injured after Ynysddu crash, A4048 re-opens
8. Newport West MP Paul Flynn walks out of committee amid claims he was silenced
9. Stagecoach boss and Valleys AM clash over depot cuts
10. Mum of 'miracle' boy praises Cwmbran school's fundraising
11. Police probe Ebbw Vale boy's death
12. Cwmcarn 'murder plot' pupils excluded from school
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14. BEHIND THE HEADLINES: Recycling fears push councils to their limits
15. Newport man dies after 'medical emergency' on A4042 at Harlequin roundabout
16. UPDATE: Man dies following Blaenavon car crash
17. PICTURE UPDATE: Newport man who raped child jailed
18. CCTV PICTURES: Hammer-wielding robber takes cash from Newport store
19. Newport man to cycle Great Wall of China
20. Torfaen IT fraud trial - Day 4

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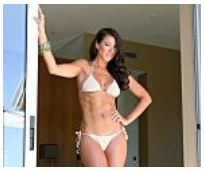
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1. Dragons ace Hallam Amos chasing Wales upgrade (36 minutes ago in Sport)
2. Newport man locked up for teen sex attacks (37 minutes ago in News)
3. Police probe Ebbw Vale boy's death (52 minutes ago in News)
4. Newport man to cycle Great Wall of China

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merlin the silure says... 4:14pm Tue 21 Jan 14

its not very often that I agree with a politico-BUT yes the present M4 thro Newp is a pain in the proverbial-the sooner we do something the better-forget the ducks and toads on the levels-us-the earners- have a nightmare on the M4 every day

Score: 3 | Report this post »

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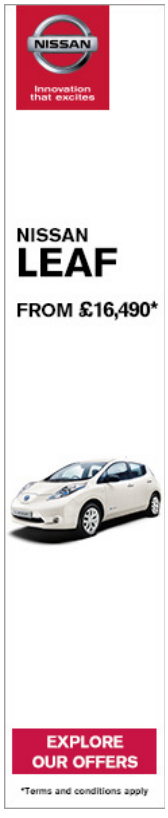
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NATIONAL NEWS

Ex-Co-op boss arrives for drug case

GardenVarietyMushroom says... 5:20pm Tue 21 Jan 14

> **merlin the silure** wrote:
> its not very often that I agree with a politico-BUT yes the present M4 thro Newp is a pain in the proverbial-the sooner we do something the better-forget the ducks and toads on the levels-us-the earners- have a nightmare on the M4 every day

So catch a train...

Score: -1 | Report this post »

Jonnytrouble says... 11:01pm Tue 21 Jan 14

> **GardenVarietyMushroo m** wrote:
>
> > **merlin the silure** wrote:
> > its not very often that I agree with a politico-BUT yes the present M4 thro Newp is a pain in the proverbial-the sooner we do something the better-forget the ducks and toads on the levels-us -the earners- have a nightmare on the M4 every day
>
> So catch a train...

Answer to it all is it ?
3 crashes today ! not bad for this stretch of m4 around Newport !

Score: 2 | Report this post »

marcus007 says... 11:30pm Tue 21 Jan 14

since they moved railway freight to the road, the whole south wales m4 stretch has become a nightmare for local commuters. Only a matter of time before catastrophe in the tunnel. a botched version of the sdr is not the answer as well. the sooner newport gets a proper ring road incorporating coldra to tredegar park with sdr the best. We can then perhaps attract more affluence, business and commercial investment to the town centre

Score: 0 | Report this post »

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Updated 3:28am Wednesday 7th May 2014



Disgraced former Co-operative Bank boss Paul Flowers has arrived at court to face charges of possessing drugs including cocaine and crystal meth.

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The UK Government has given the Welsh Government the financial powers it needs to get on with the project.

Someone now needs to cut through the mind-numbing bureaucracy that seems to bedevil everything that comes out of the Senedd and just get something done.

YOUR VOTE

Do you think a Newport M4 relief road should:

Expand on existing routes like the SDR?: **29%**

Be a new road through the Gwent Levels?: **71%**

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19. Torfaen MP Paul Murphy tells Welsh Government to be careful over council shakeup
20. Drunk duo raided Newport police station on Christmas Day for three bikes

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3. Abergavenny businessman cleared of deliberate attack on thieves
4. 'Prolific' Gwent paedophile jailed for 30 years
5. Cwmbran man to join the cast of TV's The Valleys
6. Abergavenny thefts victim 'hit out like a madman'
7. Bid to make Benefits Street-style programme in Newport
8. More calls for Newport relief road after M4 traffic chaos
9. Violent gang leader housed in Newport apologises for being "dumped" on city
10. Fundraisers rally around terminally-ill Newport man

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2. Thieves strike Abergavenny hospital radio (1 hour ago in News)
3. Monmouth woman impressing celebrity chefs on Channel 4' The Taste (2 hours ago in News)
4. I won't let rare brain disease beat me - Pontypool woman (3 hours ago in News)
5. Rate speculation as Wales and UK see big jobless fall (10 hours ago in News)
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1. Violent gang leader Britain failed to deport is living in Newport (112)
2. Wales local government shake-up - Newport could merge with Monmouthshire (85)
3. Your top ten names for Gwent's new councils (42)
4. Violent gang leader housed in Newport apologises for being "dumped" on city (39)
5. MP writes to Home Secretary over "anger and outrage" at dumping of violent gang leader on Newport (37)

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ARGUS COMMENT: We need an M4 solution sooner rather than later (From South Wales Argus) - Windows Internet Explorer
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financial powers it needs to get on with the project.

Someone now needs to cut through the mind-numbing bureaucracy that seems to bedevil everything that comes out of the Senedd and just get something done.

YOUR VOTE

Do you think a Newport M4 relief road should:

Expand on existing routes like the SDR?: **31%**

Be a new road through the Gwent Levels?: **69%**

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3. 'Prolific' Gwent paedophile jailed for 30 years
4. Abergavenny businessman cleared of deliberate attack on thieves
5. Killer on run from Gwent prison a 'danger to society'
6. Mock terrorist attack on Newport tests response
7. Man wanted for sex attacks in Leeds may be in Newport
8. Cwmbran man to join the cast of TV's The Valleys
9. 'I got hooked on mephedrone: stay away from it' - Tredegar man
10. Caldicot School joy at good report

MOST RECENT

1. Tax appeal (23 minutes ago in Letters)
2. Carpenter Joe Mills nails down spot in Dragons squad for Saints clash (33 minutes ago in Sport)
3. Battle goes on for 'last green space'between Cwmbran and Pontypool (34 minutes ago in News)
4. A Regular Little Houdini, The Riverfront, Newport (1 hour ago in Reviews)
5. Family of missing Newport teen Nida Naseer make emotional video appeal (1 hour ago in News)
6. **More from today »**

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1. Violent gang leader Britain failed to deport is living in Newport (112)
2. Wales local government shake-up - Newport could merge with Monmouthshire (86)
3. Your top ten names for Gwent's new councils (47)
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1. Abergavenny businessman cleared of deliberate attack on thieves

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Tunnel smash prompts calls for M4 rethink

A crash between a lorry and a tanker in a motorway tunnel near Newport have sparked calls for a new relief road

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The accident happened in the westbound lane of the Brynglas tunnel

A rush-hour crash in the M4's Brynglas tunnel which led to the road being closed for more than three-and-a-half hours yesterday sparked renewed calls for a relief road.

Two lorries on the westbound carriageway collided while passing through the tunnel, near Newport, at around 6.25am yesterday.

One of the vehicles was so badly damaged it had to be lifted out with specialist equipment as it could not be towed to safety.

Witnesses claim that a lorry went into the back of a tanker though police did not confirm this. The road did not reopen until around 10am.

Neither of the drivers was injured or trapped in the crash, but the incident caused gridlock in the area with some commuters suffering delays of more than two hours.

A spokesman for Gwent police said: “The motorway was closed for one of the lorries to be recovered.

“Our role at the scene was completed yesterday morning and the scene was handed over to Traffic Wales for recovery of the lorry – it was badly damaged so a full lift was needed.”











M4 accident, South Wales.

Meanwhile, a separate accident on the M4 eastbound also caused delays yesterday morning.

The incidents have renewed calls for the Welsh Government to immediately begin work to upgrade the road network in South East Wales.

The Federation of Small Businesses said that the design of the roadway at the Brynglas tunnel, where three lanes merge into two, is hurting Welsh businesses.

The FSB Wales' head of external affairs Iestyn Davies said: "There's a need for urgent improvement and a practical response to what is a present problem on the M4.

"We don't feel that waiting for the necessary budgets, clearance and full-scale expenditure is what is needed.

"As today has proved we need something that can offer fairly immediate, yet long-lasting relief to what's becoming a very acute problem for businesses and the economy in South East Wales.

"We need something that's going to do the job, quite frankly we can't wait until we've got £1.4bn to hand before we proceed with relief.

"We need something that's going to offer an opportunity to improve things in the short and medium term as well.

"We do know that the budget is limited and time is of the essence so we need something that's going to give us a solution. It's become a prolonged problem."

In response, the Welsh Government said work has already begun to determine the future of the M4.

A spokesman said: "We are currently considering the responses to our consultation on improvements to the M4. We will report on findings and next steps once this review is complete."

The Wildlife Trust last night also demanded a "sustainable solution" to the traffic on the M4.

The group has been critical of plans tabled by the Welsh Government to upgrade the road, saying that the scheme will cost over £1.25bn and destroy the nationally protected Gwent Levels wetlands.

Instead they suggest a so-called 'blue' route which would use a combination of the A48 Newport distribution road and the former Steelworks Road to create a dual carriageway to motorway standard.

Wildlife Trust manager James Byrne said: "The choice between options is clear: the Blue Route would be built more quickly, is substantially cheaper and is significantly less damaging that the other options proposed."

The CBI Wales also called for improvements to the M4.

ARGUS COMMENT: We need an M4 solution sooner rather than later

10:01am Wednesday 22nd January 2014 in News



ARGUS COMMENT: We need an M4 solution sooner rather than later

YESTERDAY morning's traffic chaos in Newport will have been hugely inconvenient for thousands of people.

The M4 was closed westbound around the city for a number of hours after an accident in the Brynglas tunnels.

Thankfully, no-one was injured in the accident between a lorry and a tanker but the knock-on effect for schools, businesses and motorists was substantial.

As usual, an incident on the motorway at rush-hour led to all major routes through the city becoming gridlocked - particularly the Southern Distributor Road.

We need a solution to the M4's problems sooner rather than later.

A lengthy consultation process identified what was formerly known as the M4 relief road as the preferred option. That option is now the subject of a further consultation.

But, as we reported last week, upgrading the SDR is now mystifyingly back on the table.

Whatever happens needs to happen quickly.

A solution to the problem of the M4 around Newport - and particularly the stretch before and after the Brynglas tunnels - has been sought for more than two decades.

Looking for a...



The UK Government has given the Welsh Government the financial powers it needs to get on with the project.

Someone now needs to cut through the mind-numbing bureaucracy that seems to bedevil everything that comes out of the Senedd and just get something done.

YOUR VOTE

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4. Newport man to cycle Great Wall of China

Comments (6)

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Abertillery29 says... 10:43am Wed 22 Jan 14

As you say the Senedd really needs to show a sense of urgency in regard to this road. They keep blathering on in various statements , committees ,consultations etc over the need to attract jobs to Wales. Imagine if you were travelling to Wales when this crash happened as you sought a suitable base for your business. They really do seem to be blinkered over the problems of getting in and out of Wales by road.

Score: 7 | Report this post »

Nospin_1 says... 11:53am Wed 22 Jan 14

The only way the SDR route will work is if it is an overhead motorway along the route fron coldra to tredegar park, no junctions ie services through traffic only .That I suspect would cost more than the route across the flatlands.

A third choice would be a southern and northern bypass (m/way) around Brynglas hill. East side would join/leave in the area of the new Cwmbran exit, West side join leave on the straight before Highcross.

Alternatively a bypass for westbound and a new tunnel for east bound. The westbound (southside would not have a big detour to avoid the hill, the eastbound (northside would have to go a fair way up from the motorway to avoid a big climd/descent.

Score: -3 | Report this post »

Bobevans says... 12:50pm Wed 22 Jan 14

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Newport really needs both. A Newport by pass to take local traffic off of the M4 and a new or upgraded section of M4 through Newport

The current section of M4 through Newport does not meet the latest Motorway standards and will continue to cause problems. A Newport By Pass would do nothing to change that

Score: 2 | Report this post »

Paul NP19 says... 2:01pm Wed 22 Jan 14

The comment that "all major routes through the city becoming gridlocked" is not strictly true. Routes such as the Heidenheim Drive dual carriageway remained clear, ironically allowing me to get from St Julians to work in the city centre quicker than normal! Only the SDR was gridlocked, even Chepstow Road was flowing at rush hour, albeit at a slower pace than normal. Forward thinking in closing the M4 as far back as J24 allowed the inner city commuters to move about almost as normal, and this should be considered more often in these circumstances.

I do feel for those whose destination was beyond Newport, as they were diverted

Ex-Co-op boss arrives for drug case

Updated 3:28am Wednesday 7th May 2014



Disgraced former Co-operative Bank boss Paul Flowers has arrived at court to face charges of possessing drugs including cocaine and crystal meth.

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onto the SDR which simply can't cope with the volume in it's current state. After all it wasn't built as an M4 replacement!

There's no denying that something needs to be done, but is the situation really any worse than the M6 "car park" at rush hour on most days, or the M25 which is constantly gridlocked (I'm sure there are other examples)? They're not spending multiple millions sorting that out for what is essentially a couple of hours inconvenience per day (or even per week).

Regular diversionary tactics would be a good move in the short term, taking some traffic down the SDR (maybe HGVs?) at J24 at busy times, and possibly off at J26A too, freeing up the M4 to attempt a free flow.

Score: 0 | Report this post »

Limestonecowboy says... 7:03pm Wed 22 Jan 14

This isn't simply about Newport but the economy of South Wales. The SDR was design by someone with lunatic tendancies this road is not fit for purpose lorry or car.

Score: 0 | Report this post »

Jonnytrouble says... 10:58am Thu 23 Jan 14

KEEP THE PRESSURE UP SWA
Wake up those MP's Am's that are so quiet I wonder sometimes what planet there on or if they are bothered ??????????????????
??????????????
Except William Graham who we hear more from, shame on the rest
(im using the train im all right jack and I got a seat too)
Millions must have been lost to our Economy once again !!!

Score: 0 | Report this post »

Comments are closed on this article.

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SOUTH WALES Argus GWENT NEWS

3 M4 crashes that have brought Newport to a standstill

3:00pm Wednesday 22nd January 2014 in Gwent news



M4 crashes that have brought Newport to a standstill

YESTERDAY'S M4 closure and resulting traffic chaos was the latest of many that have hit Newport over the past few years.

Here are some of those incidents which have led to ever louder calls for an M4 relief road around Newport.

Brynglas tunnel fire

THE Brynglas tunnel was shut for days after a lorry exploded during rush-hour in the westbound side in July 2011.

Both sides of the tunnel were closed to traffic for much of the day, bringing much of the city to a halt.



The charred remains of the lorry which exploded in the Brynglas Tunnel in Newport

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Both Brynglas tunels were closed after the explosion. Pics Malcolm Morgan.

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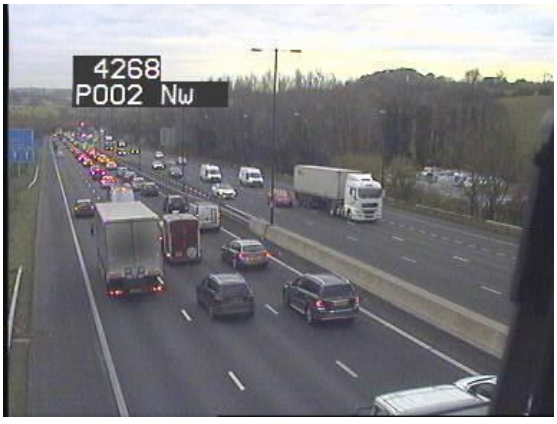
A48 Newport »
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Queueing traffic

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How we reported the story:
M4 TUNNEL BLAZE: Lorry fire in Brynglas causes M4 chaos

Crash causes five-mile tailbacks on M4 in Newport



THIS M4 incident typifies the many that bring traffic to a standstill around Newport. Traffic queued for five miles after a multi-vehicle accident on the M4 in Newport in December last year. No one was injured.

How we reported the story:
Crash causes five-mile tailbacks on M4 in Newport

M4 crash caused gridlock in Newport

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Ex-Co-op boss arrives for drug case

Updated 3:28am Wednesday 7th May 2014
Disgraced former Co-operative Bank boss Paul Flowers has arrived at court to face charges of possessing drugs including cocaine and crystal meth.



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A CRASH near Newport despite only closing one lane of the M4 brought traffic in Newport to a grinding halt in April 2011. A collision between a car and a lorry caused thousands of drivers to be caught up in tailbacks with other roads in the city like the SDR seeing heavy slow-moving traffic as drivers diverted off the motorway.

How we reported the story:
M4 crash caused gridlock in Newport

M4 closed after tanker crash in Brynglas tunnel



YESTERDAY'S closure of the M4 after a crash between in the Brynglas tunnel was a reminder of how easily traffic can grind to a halt across Newport when there is an incident on the motorway around the city.

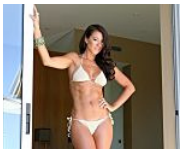
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M4 Corridor around Newport – What does this mean for women?

By lisacchilds
January 22, 2014 //

0



Photograph courtesy of Flickr user Highways Agency

The **Welsh Government** has now closed consultation on its draft Plan to solve transport and congestion problems affecting the **M4 Corridor around Newport**. Persistent traffic jams on this leg of the M4 could be resolved, according to the Welsh Government's Plan, in the form of a **£936m relief motorway**.

This is of interest to **Chwarae Teg** as investment in infrastructure has the potential to open up South Wales as an effective and competitive centre for trade, commerce and – perhaps most importantly – **jobs**.

However, this proposed Plan also opens a Pandora's Box of **gender issues**, which may not be evident at first glance. This post highlights the effects the Plan has on women in Wales.

Gender inequality is very apparent, considering a higher proportion of adult men than adult women hold **full car driving licences** in all age groups. Since 83% of males use a vehicle to travel to work, compared with only 76% of females, the Plan has an obvious impact on how easily women can get to work.

Women also use transport for different purposes to men. Men are more likely to **travel for work**; while women are more likely to take **social journeys** or for **personal business**, such as taking children to school. Co-ordinating **childcare** with work relies upon reliable transport links and is vital to enabling women to access and maintain jobs.

In an age of sustainability and environmental concern, the focus on investing heavily in road travel is actually a disincentive for the use of **public transport**. Sustrans Cymru argues that, improving road travel exclusively does not echo these calls to promote a **cultural shift** towards public transport and active travel.

The draft Plan does not allude to how the developments will link up with the South Wales Metro system; the transformational £62m project which **Finance Minister Jane Hutt** confirmed publicly in early **October**.

It's important that the proposed development does not purely focus on road and motoring; since women are more likely to use public transport and are more dependent than men on public transport.

Since fewer women have cars and more women rely on public transport than men, women will benefit less from the proposed developments as they are. Instead, there should be an equal focus on active travel and public transport links which could **improve access to employment, services and facilities** for women in South Wales.

It's claimed that the proposed **construction work** will bring benefits through localised employment and contracting out the work. However, this will clearly benefit women less than men – as construction is a heavily **male-dominated** sector.

Evidence shows that women consistently account for less than 2% of those taking up **construction apprenticeships** in Wales. It is vital that this is addressed by the Welsh Government in making sure that contractors are required to take action to increase the representation of women working on this project.

Taking these issues into account, we believe that women will play an integral role in developing a **strong, skilled and flexible workforce in a modern Welsh economy** enhanced and underpinned by strong and sustainable transport links.

It goes without saying that actions to improve the economic climate in Wales are welcome; particularly as congestion on the M4 has been cited by the business community in South Wales as a **barrier to economic growth**. Longer journey times for **commuters** also have a negative impact on **work-life balance**, and reduce job flexibility and the effective travel to work area.

The economic reasoning for the proposals is valid; delivering a more efficient and sustainable transport network, whilst supporting and encouraging long-term prosperity in the region. Particularly as the M4 in South Wales plays a key strategic role in connecting South Wales with the rest of **Europe** and international markets.

Despite generally supporting the move to developing transport infrastructure in South East Wales, there are hurdles to overcome to ensure **women are not excluded** from reaping the benefits of this project. As this post has highlighted, gender inequality often lies in the detail.

Coridor yr M4 o gwmpas Casnewydd – beth mae hyn yn ei olygu ar gyfer menywod?

Mae **Llywodraeth Cymru** bellach wedi cau ei hymgynghoriad ar ei Chynllun drafft i ddatrys problemau cludiant a thagfeydd sy'n effeithio ar **Goridor yr M4 o gwmpas Casnewydd**. Gellir datrys y tagfeydd sy'n digwydd byth a hefyd ar y rhan hon o'r M4, yn ôl Cynllun Llywodraeth Cymru, a hynny trwy gael trafforddd **liniaru gwerth £936m**.

Mae hyn o ddiddordeb i **Chwarae Teg** oherwydd bod gan fuddsoddiad yn y seilwaith y potensial i agor De Cymru i fyny fel canolfan effeithiol a chystadleuol ar gyfer masnach, busnes ac – efallai'n bwysicach oll - **swyddi**.

Er hyn, mae'r Cynllun arfaethedig hefyd yn bygwth nyth cacwn o **safbwynt y rhywiau** er efallai nad yw hyn yn amlwg ar yr olwg gyntaf. Mae'r darn hwn yn tynnu sylw at effaith y Cynllun ar fenywod yng Nghymru.

Mae **anghydraddoldeb rhwng y ddau ryw** yn amlwg iawn, o ystyried bod cyfran uwch o ddynion na menywod â thrwydded **yrru car lawn** ymhob grŵp oedran. Gan fod 83% o ddynion yn defnyddio cerbyd i gyrraedd eu gwaith, o'i gymharu â dim ond 76% o fenywod, mae'r Cynllun yn cael effaith amlwg ar ba mor hawdd yw hi i fenywod gyrraedd eu gwaith.

Mae menywod yn defnyddio cludiant at ddibenion gwahanol i ddynion. Mae dynion yn fwy tebygol o **deithio i'r gwaith**; tra bod menywod yn fwy tebygol o fynd ar deithiau **cymdeithasol** neu'n teithio at ddibenion **personol** e.e. yn hebrwng y plant i'r ysgol. Mae cyfuno **gofal plant** gyda gwaith yn dibynnu ar gysylltiadau trafnidiaeth dibynadwy ac mae hynny'n hanfodol os yw menywod i gael a chadw swyddi.

Mewn oes o gynaliadwyedd a phryderon amgylcheddol, nid yw buddsoddi'n drwm mewn teithio ar y ffyrdd yn gymhelliad o gwbl mewn gwirionedd i ddefnyddio **trafnidiaeth gyhoeddus**. Mae Sustrans Cymru yn dadlau nad yw gwella teithio ar y ffyrdd yn unig yn adlewyrchu'r galw i hybu **symudiad diwylliannol** tuag at drafnidiaeth gyhoeddus a theithio llesol.

Nid yw'r Cynllun drafft yn crybwyll sut bydd y datblygiadau'n cysylltu â system Metro De Cymru; y prosiect £62m trawsnewidiol hwnnw a gafodd ei gadarnhau'n gyhoeddus gan y **Gweinidog dros Gyllid** ddechrau **Hydref**.

Mae'n bwysig nad yw'r datblygiad arfaethedig yn canolbwyntio'n unig ar y ffyrdd ac ar foduro; gan fod menywod yn fwy tebygol o ddefnyddio trafnidiaeth gyhoeddus ac yn fwy dibynnol na dynion ar drafnidiaeth gyhoeddus.

Oherwydd bod gan lai o fenywod geir a bod mwy o fenywod yn dibynnu ar drafnidiaeth gyhoeddus na dynion, bydd menywod yn elwa llai ar y datblygiadau arfaethedig fel y maen nhw ar hyn o bryd. Yn hytrach, dylai'r un ffocws fod ar deithio llesol a chysylltiadau trafnidiaeth gyhoeddus a allai wella mynediad menywod yn y De i **swyddi**, **gwasanaethau** a **chyfleusterau**.

Honnir y bydd y **gwaith adeiladu** arfaethedig yn dwyn manteision trwy ddod â swyddi lleol a gwaith contract. Ond bydd menywod yn elwa llai ar y manteision hynny o gymharu â dynion – gan fod adeiladu yn **sector lle mae dynion yn y mwyafrif**.

Mae tystiolaeth yn dangos fod menywod yn gyson yn cyfrif am lai na 2% o'r sawl sy'n dilyn **prentisiaethau adeiladu** yng Nghymru. Mae'n hanfodol fod Llywodraeth Cymru yn mynd i'r afael â hyn i sicrhau bod yn rhaid i gontractwyr gymryd camau i gynyddu cynrychiolaeth menywod sy'n gweithio ar y prosiect hwn.

Gan ystyried y materion hyn, credwn y bydd menywod yn chwarae rhan hanfodol yn y gwaith o ddatblygu **gweithlu cryf, medrus a hyblyg mewn economi Gymreig fodern**, sy'n cael ei hategu a'i chynnal gan gysylltiadau cludiant cryf a chynaliadwy.

Mae'n gwbl amlwg y croesewir y gwaith i wella'r hinsawdd economaidd yng Nghymru; yn enwedig gan fod tagfeydd ar yr M4 wedi'u nodi gan y gymuned fusnes yn y De fel **rhwystr i dwf economaidd**. Mae amseroedd teithio hirach ar gyfer **cymudwyr** hefyd yn cael effaith negyddol ar y **cydbwysedd rhwng bywyd a gwaith**, ac yn lleihau hyblygrwydd gwaith a'r ardal teithio i'r gwaith effeithiol.

Mae'r rhesymau economaidd wrth wraidd y cynigion yn ddilys; sicrhau seilwaith trafnidiaeth sy'n fwy effeithiol a chynaliadwy, gan gefnogi ac annog ffyniant hirdymor yn y rhanbarth. Yn enwedig gan fod i'r M4 yn y De rôl strategol yn cysylltu'r De â gweddill **Ewrop** a marchnadoedd rhyngwladol.

Er cefnogi'r ymdrech i wella seilwaith trafnidiaeth y De-Ddwyrain yn gyffredinol, mae rhwystrau i'w goresgyn o hyd i sicrhau **nad yw menywod yn cael eu cau allan** rhag medru elwa ar fanteision y prosiect hwn. Fel mae'r blog yma wedi pwysleisio, mae anghydraddoldeb rhwng y ddau ryw yn aml i'w weld yn y glo mân.

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'Guided busway' the answer to linking Swansea, Newport and Cardiff

The plan would resolve M4 congestion during motorway closures, says Newport Transport managing director Scott Pearson

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A guided busway near Cambridge

A guided busway linking Newport, Cardiff and Swansea would reduce traffic jams whenever the M4 motorway is closed, claims a senior bus executive.

Last week another accident on the two-lane section of the M4 north of Newport caused long delays and brought renewed calls for a new section of motorway around the south of the city.

However, Scott Pearson, managing director of Newport Transport, believes the £1bn price tag of the proposed new road is too high and says guided busways should be part of a cheaper package of alternatives.

Guided busways are concrete tracks which can be used only by buses fitted with steering sensors.

Busways can be narrower than conventional new roads – saving on land costs – because there is no need for a safety margin or central reservation to reduce the risk of head-on collisions.

Precise positioning alongside bus-stop platforms provides perfect level access into the bus every time – ideal for wheelchair users.

Drainage is simpler and more sustainable than on roads, since the centre of the bus track is not paved over. The exclusive right of way allows buses to travel at 60mph, sometimes for several miles without interruption.

Mr Pearson's vision for South Wales is of guided busways between the main urban centres and linking up to existing bus lanes in the suburbs, where the buses would be steered as normal.

He said this would allow buses to operate reliably and punctually at all times, including when the M4 and other roads were affected by traffic congestion.

The main railway across South Wales already provides such a service but is focused on long-

distance and freight transport, with no stations between Cardiff, Newport and Severn Tunnel Junction, near Caldicot. Buses on the guided busway would pick up and set down at many communities and facilities along the busways and within the urban areas.

Mr Pearson said the Newport-Cardiff services operated by Newport Bus, a subsidiary of Newport Transport, already needed double deckers at the busiest times. However, passengers on those services – and many other Newport Bus routes – were delayed whenever the M4 north of Newport was closed.

"When the M4 goes down at Brynglas Tunnels, it directly affects Newport because everybody tries to go through," said Mr Pearson.

"Clearly it requires a solution. Does it require £1bn? I think that's a lot of money and we could do a lot with that. They should be looking at other options.

"If you took a guided busway that linked Newport, Cardiff and Swansea, that would be a reasonably cheap option. How much commuting would that take off the roads?

"What do people want? They want to get from A to B with as little stress as possible, at a reasonable price."

He argued that the bus network's superior reliability and competitive journey times into city centres, if a guided busway were available, would encourage many more

commuters to catch the bus instead of driving to work, which in turn would relieve the pressure on the M4 and other roads in normal and disrupted conditions.

He said a guided busway should also be considered along the coastal belt west of Cardiff. “There are issues between Swansea and Cardiff when the M4 closes there.

“The M4 needs something, but I think it’s a combination of things. Is £1bn justifiable in this financial climate?”

His proposal is not universally supported by the bus industry. First Cymru, which operates Greyhound coach services along the M4 between Swansea, Cardiff and Bristol, is not convinced.

Managing director Justin Davies said: “The Brynglas Tunnels are a pain. Every Friday and Saturday evening in summer there are queues. The level of traffic today is far in excess of when they were built in the 1960s.”

He predicted that M4 traffic would grow again as the economy bounced back. “We have a two-

lane bottleneck in a three-lane motorway. I don’t think building a bus lane is going to be the answer, simply because I don’t think that would take enough people off the M4 to relieve the traffic.

“The rail network is the obvious answer, and I have no doubt that quite a lot of the growth on the rail network is from people bailing off the M4 because they’ve got fed up of it.”

Other roads between Swansea and Cardiff provided alternatives to the M4, which had already been widened to three lanes north of Cardiff, he added.

Sidebar: Cambridgeshire busway The world’s longest busway opened in 2011 in Cambridgeshire. It has more than 13 miles of kerbed concrete track exclusively for buses. Most of the track lies on a former railway route.

Two bus companies operate services along it. They collect passengers along various local routes in the Huntingdon area before running along the guided busway into Cambridge. There are stops on the busway for intermediate communities.

Constructing the busway cost more than £150m. Passenger numbers in the first year were 46%

higher than forecast, and increased by 20% in the second year to three million.

Last September an eight-mile guided busway, which cost £91m, opened between Luton and Dunstable.

In 2008 Swansea opened a short section of non-guided bus-only road to take its Metro and Landore park-and-ride buses past the congested Dyfatty junction.

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SOUTH WALES Argus GWENT NEWS

Crash causes delays on M4 in Newport

8:26am Monday 27th January 2014 in Gwent news



Crash causes delays on M4 in Newport

AN accident on the M4 eastbound between J24 at the Coldra and J23A at Magor Services is causing delays this morning.

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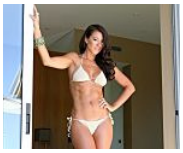
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New 24 adventure 'true to London'

Comments (7)

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grumpyandopinionated says... 12:37pm Mon 27 Jan 14

I'll be the first one then, we really do need that relief road, not a week goes by without DELAYS, the whole argument for me about a relief road is that it will ease the delays not that it will avoid the accidents as any road can have accidents. The point is that this is the main road into the south wales area and is a must use route for most and businesses are effected when there are delays on this road.

Score: 2 Report this post »

St3v3y says... 1:33pm Mon 27 Jan 14

You'd think, that every incident possible finding its way in this paper of late that the traffic police would be out in force trying to find out Why there are so many incidents occurring and not just leave this stretch of motorway to be the un managed free for all that it currently is.

Score: 8 Report this post »

Dolieboy says... 2:40pm Mon 27 Jan 14

> **St3v3y** wrote:
> You'd think, that every incident possible finding its way in this paper of late that the traffic police would be out in force trying to find out Why there are so many incidents occurring and not just leave this stretch of motorway to be the un managed free for all that it currently is.

I totally agree. There is nothing wrong with the motorway, as it has to meet certain standards. That can only leave the drivers to blame. Even worse is that so many people know the high number of accidents on this stretch and still fail to drive sensibly and cautiously.

Score: 5 Report this post »

St3v3y says... 3:42pm Mon 27 Jan 14

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5. Haul of illegal tobacco is biggest ever found in Newport (23)

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3. Hicks Logistics moving in the right direction
4. Big party for the birthday Newport man told he wouldn't see
5. Torfaen school plans to be reconsidered

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Last updated 09.58 with 6 incidents

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NATIONAL NEWS

Artists up for Turner Prize named

Updated 7:51am Wednesday 7th May 2014



An artist whose work has featur ed erotic images with the explicit details sandpapered away and another who narrates slideshows are up for this year's Turner Prize.

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Dolieboy wrote:

> **St3v3y** wrote:
> You'd think, that every incident possible finding its way in this paper of late that the traffic police would be out in force trying to find out Why there are so many incidents occurring and not just leave this stretch of motorway to be the un managed free for all that it currently is.

I totally agree. There is nothing wrong with the motorway, as it has to meet certain standards. That can only leave the drivers to blame. Even worse is that so many people know the high number of accidents on this stretch and still fail to drive sensibly and cautiously.

See it every day, idiots swerving across each lane in a pointless effort to either join or leave the motorway, or driving too close in hazardous conditions, these are the drivers who cause the main bulk if incidents. All the means necessary to control all of this are in place, just not used.

Score: 5 | **Report this post »**

Afghan Hound says... 7:31pm Mon 27 Jan 14

This is now totally boring, build the new road. What would be news would be a report in the Argus saying ' No accidents on the M4 today'.

Score: 2 | **Report this post »**

St3v3y says... 8:41pm Mon 27 Jan 14

> **Afghan Hound** wrote:
> This is now totally boring, build the new road. What would be news would be a report in the Argus saying ' No accidents on the M4 today'.

It's only boring to those who wish to see the destruction of valuable wild life habitat, the waste of £90m + a hidden agenda. There is no need for a relief m/way, the current one needs to be managed and all will be ok....blame the argus if you will for reporting every incident that occurs :-)

Score: 1 | **Report this post »**

grumpyandopinionated says... 10:24pm Mon 27 Jan 14

> **Afghan Hound** wrote:
> This is now totally boring, build the new road. What would be news would be a report in the Argus saying ' No accidents on the M4 today'.

Wouldn't that actually be better? I personally would relish the day that there is no bad news in a newpaper. Wouldn't be a very big newspaper but atleast that there wouldn't be anyone suffering

Score: 0 | **Report this post »**

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Air ambulance scrambled after M4 coach crash in St Julians, Newport

Updated 5:18pm Wednesday 5th March 2014 in News

This live event has finished

Latest

- M4 re-opens
- Air ambulance lands on motorway
- Several injured in M4 coach crash
- M4 closed both ways between J28 and J24
- Crash in St Julians between bus, lorry and cars

5:39pm

All lanes have now re-opened on the M4.

Live video from today's crash:

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2. Dragons ace Hallam Amos chasing Wales upgrade
   (45 minutes ago in Sport)
3. Newport man locked up for teen sex attacks
   (46 minutes ago in News)
4. Police probe Ebbw Vale boy's death
   (1 hour ago in News)



5:37pm

Police have said the M4 is now fully reopened.

It was reopened around 5pm.

5:16pm

Traffic heavy throughout Newport as vehicles try and avoid delays on the SDR and M4 around the city.



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Reduced service due to engineering works

A48 Newport »
Traffic returned to normal

A467 Forge Road Newport »
Queueing traffic

Local & UK traffic & travel news »

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Six-mile queues are still reported on the M4 eastbound, with tailbacks to J30 at Cardiff Gate.

4:31pm

The M4 westbound is now fully open.

4:07pm

There is no estimated time for the eastbound side of the M4 to re-open. A diversion is in place via the A48 SDR.

4:04pm

A spokeswoman for the Welsh Ambulance Services said nine patients – one with potentially serious injuries and eight with minor injuries – had been taken to the Royal Gwent Hospital.

The drivers of the lorry and car were treated at the scene but did not require hospital treatment.

Forty-four students who were travelling on the coach have been taken to a nearby rest centre where they were medically assessed.

3:25pm

A spokesperson for Caledonian Travel said that the driver, who is from Greenock in Scotland is currently having surgery and has leg injuries. His wife is travelling down to see him.

They added that despite the Caledonian Travel livery on the vehicle, it was not carrying their passengers, but was operated by Gibson Coaches.

Gibson coaches confirmed the passengers were an Argentinian youth rugby team and they were on their way from Cardiff to Bath.

2:56pm

One lane remains closed on the M4 westbound in Newport between J24 and J25a because of accident on the opposite carriageway.

The M4 eastbound remains closed between J24 and J28

2:12pm

Wales Air Ambulance sent this picture of their aircraft on the M4 today.

A spokeswoman for the service said the helicopter was scrambled at 9.37am and landed on scene at 10am. They airlifted a man to Morriston Hospital, Swansea at 10.40am and arriving there at 11am.



1:49pm

Injured in an accident that wasn't your fault?

Tweet 0
Send
Like 0
g+1 0
Email
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Comment(41)

NATIONAL NEWS

Artists up for Turner Prize named

Updated 7:51am Wednesday 7th May 2014



An artist whose work has featur ed erotic images with the explicit details sandpapered away and another who narrates slideshows are up for this year's Turner Prize.

NEWS »

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Traffic cameras show eastbound empty and two westbound lanes running on the M4:





1:42pm

Traffic is queueing for six miles eastbound between J28 at Tredegar Park and J24 at the Coldra. Congestion is stretching back to J30 at Cardiff Gate.

A48 Newport - Very slow traffic and heavier than usual traffic on A48 Southern Distributor Road eastbound between Tredegar Park and Coldra.

1:25pm

The coach involved in the crash was operated by Caledonian Travel.

1:19pm

THE Royal Gwent Hospital in Newport has been receiving walking wounded at their Accident and Emergncy department from the crash in St Julians.

Two off-site assesment centres have also been set up at the Newport Centre and St Julians medical centre.

1:17pm

More pictures of today's crash by Argus photographer Mark Lewis:







1:11pm

The passengers are reported to be Argentinian.

12:56pm

Traffic queues are stretching back as far as Severn bridges westbound and Cardiff Gate junction eastbound.

12:53pm

Two lanes have re-opened on the westbound side of the M4, the eastbound side remains closed.

Gwent Police say the bus was carrying students visiting from abroad – 57 passengers in total.

12:44pm

12:43pm



Chief Inspector Paul Evans said he appreciated the closure of the M4 is causing problems for motorists but that the decision to close the motorway is "never taken lightly".

He said drivers to avoid the area if possible and warned of more delays.

He added: “We need to ensure we investigate every such collision thoroughly gathering all evidence possible and also ensuring the safety of everyone involved as well as other motorists who will be using this road once it’s reopened.”

"We are grateful for the understanding and patience shown by drivers and their passengers today."

12:40pm

A spokesman for Gwent Police said the driver of the bus was injured and has been taken by air ambulance to Morriston Hospital.

He added two passengers on the bus that were injured, both adults, have been taken to the University Hospital of Wales in Cardiff. None of these casualties is in a life threatening condition.

Ten other passengers from the bus have gone to the Royal Gwent Hospital described as walking wounded – eight students and two adults.

The bus was carrying students visiting from abroad – 57 passengers in total.

12:37pm

Pictures from reader John Lee of this morning's crash:





12:18pm

Staff at the Royal Gwent are treating one person with a major injury, who is described as being in a stable condition, and seven with minor injuries such as cuts.

11:57am



Mark Lewis
@ArgusMLewis
Follow

M4 both carriageways remain closed between the Brynglas Tunnels and the Coldra after a serous RTC

11:45 AM - 4 Feb 2014

1 RETWEET 1 FAVORITE

11:39am

THE Royal Gwent Hospital in Newport has been receiving walking wounded at their Accident and Emergncy department from the crash in St Julians.

Two off-site assesment centres have also been set up in Newport.

11:30am

Very slow traffic and traffic heavier than normal on A4042 Heidenheim Drive Southbound between B4591 Newport Bridge / B4591 Queensway (Old Green Interchange) and A48 Usk Way / A48 East Dock Road (Old Town Dock Traffic lights). Following the closure of the M4.

11:28am

A spokeswoman for the Welsh Ambulance Service said there are several casualties, details of which are currently unknown.

She added they sent two air ambulances and eight vehicles - four ambulances, two rapid response vehicles and two HART (Hazardous Area Response Team) vehicles to the scene. They also sent two doctors and and three ambulance officers.

11:21am

Clear-up on the M4 after the coach crash. Pic: Mark Lewis



11:18am

Very slow traffic and traffic heavier than normal is reported on the SDR both ways due to the diversion in place following the closure of the M4.

11:05am



11:05am



11:03am



Keiligh Baker Follow
@ArgusKBaker

A fire engine leaving the scene

11:00 AM - 4 Feb 2014 Newport, United Kingdom

1 RETWEET

10:58am

Keiligh Baker Follow
@ArgusKBaker

Ambulances and police now leaving the scene. Motorway remains closed

10:57 AM - 4 Feb 2014 Newport, United Kingdom

1 RETWEET

10:57am

Keiligh Baker Follow
@ArgusKBaker

M4 now closed again between Brynglas tunnels and coldra roundabout in both directions

10:54 AM - 4 Feb 2014 Newport, United Kingdom

3 RETWEETS **1** FAVORITE

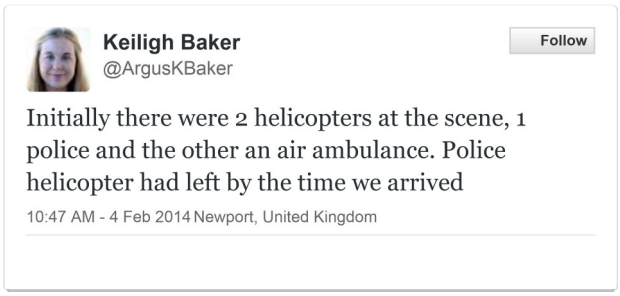
10:53am

Keiligh Baker Follow

10:52am



10:52am



10:46am

LATEST VIDEO:



10:39am

Air ambulance takes off from M4



10:35am

There is no estimated time for the road to re-open. Westbound stretch is closed whilst air ambulance lands. Diversion via the A48 Southern Distributor Road is in place.

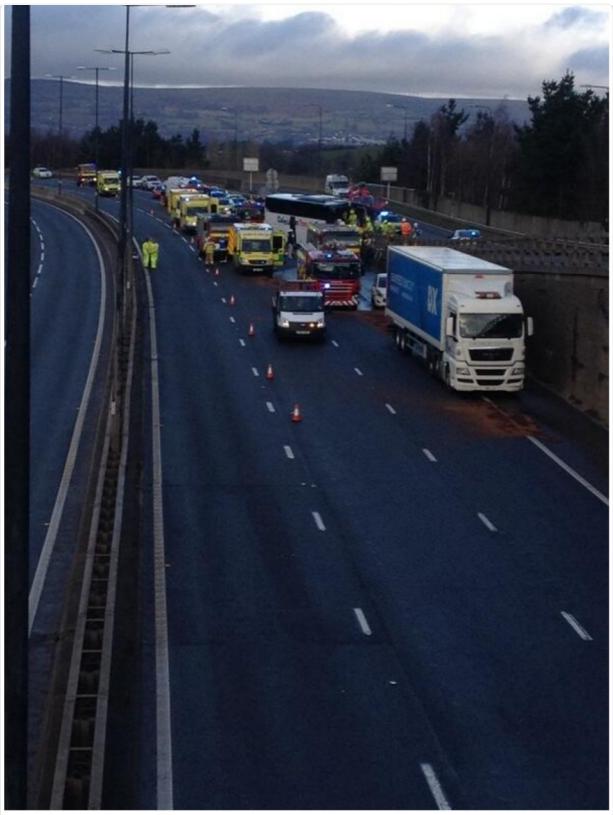
10:32am

THE M4 is closed both ways between J28 A48 / A467 Forge Road (Tredegar Park) and J24 A48 / A449 (Coldra).

10:31am



10:29am



Keiligh Baker Follow
@ArgusKBaker
Fire crews and ambulances taking person on spinal board to the air ambulance
10:27 AM - 4 Feb 2014

10:26am



Mark Lewis Follow
@ArgusMLewis
RTC involving a bus eastbound junction 26 M4
10:01 AM - 4 Feb 2014

7 RETWEETS

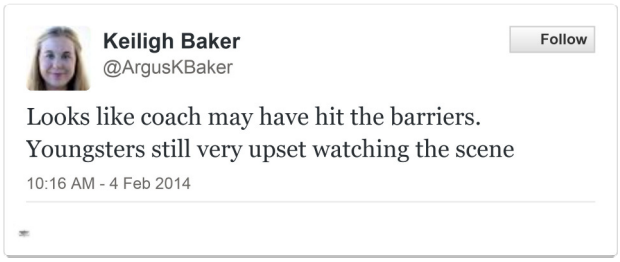
10:24am



10:24am



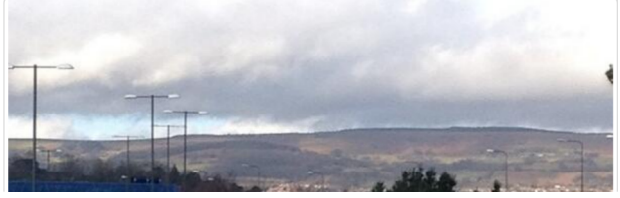
10:22am



10:20am



10:17am



10:17am



Keiligh Baker Follow
@ArgusKBaker

Police have blocked east and westbound lanes plus slip roads on and off the motorway

10:14 AM - 4 Feb 2014

1 RETWEET

10:14am



Keiligh Baker Follow
@ArgusKBaker

4 fire engines, at least 3 ambulances, 1 air ambulance and multiple mini bus ambulances and police cars at junction 26 eastbound

10:13 AM - 4 Feb 2014

10:13am





Keiligh Baker Follow
@ArgusKBaker

Here's a pic of the scene

10:11 AM - 4 Feb 2014

10:13am

10:12am

Gwent Police confirmed there are two reported casualties - the driver of the bus and a passenger.

The motorway has been closed in both directions between junction 24 and 28 so that the Air Ambulance can land and diversions are in place.

Officers are at the scene, together with the fire service and ambulance service.

10:09am

Pictures from reader Nathan Pearce of the coach crash:







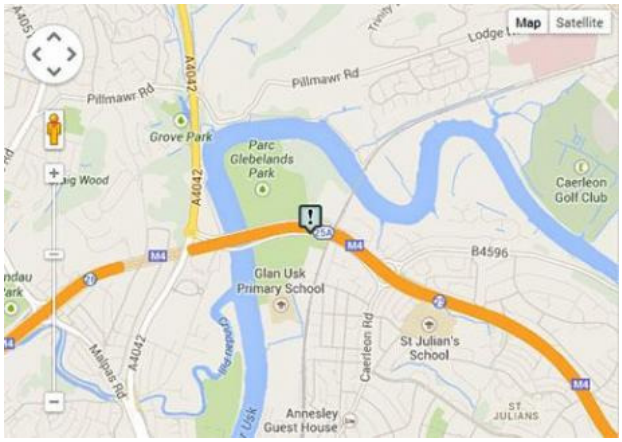


9:57am

Firefighters are at the scene of the crash on the eastbound stretch of the motorway.

9:55am

Scene of the accident:



9:52am

Argus reader Sarah Biggs posted on the Argus Facebook page that the coach has crashed into a barrier and lots of waiting outside the bus.

9:50am

Are you at the scene? We have photographers en-route, but tell us what you can see or send pictures to **newsdesk@southwalesargus.co.uk** or leave a comment.

9:50am

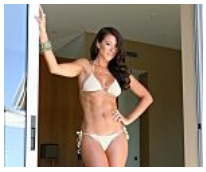
Gwent Police said they were called just before 9.30am to the accident on the M4 between junctions 26 and 25.

They say the collision is between a lorry, a bus and a number of cars.

Firecrews have just arrived.

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Jonnytrouble says... 1:09pm Tue 4 Feb 14

Welcome to Newport the home of the outdated overcrowded M4 !
I hope nobody is seriously hurt in that nasty accident and whoever caused this mess gets prosecuted if it is driver error !
Last accident was Sat 1st February 2014 and it is now regular, no wonder our economy is struggling to recover..
WG take note again please as you wasted all that money on those new signs, speed cameras, we desperately need a relief M4 to start now !

Score: 27 | Report this post »

Bobevans says... 1:26pm Tue 4 Feb 14

> **Jonnytrouble** wrote:
> Welcome to Newport the home of the outdated overcrowded M4 !
> I hope nobody is seriously hurt in that nasty accident and whoever caused this mess gets prosecuted if it is driver error !
> Last accident was Sat 1st February 2014 and it is now regular, no wonder our economy is struggling to recover..
> WG take note again please as you wasted all that money on those new signs, speed cameras, we desperately need a relief M4 to start now !

You can count on at least 3 accidents a week on this stretch of the Motorway.

It needs rebuilding it is not up to Motorway standard

Score: 24 | Report this post »

taffymark says... 1:30pm Tue 4 Feb 14

Air Ambulances to Cardiff and Swansea, why? A so called city called Newport with serious congestion problems and a Hospital that is 5 minutes away from the accident obviously cannot accommodate Air Ambulances or even maybe the injuries sustained in the accident, says it all really!

Score: -17 | Report this post »

pod05pod says... 1:40pm Tue 4 Feb 14

> **taffymark** wrote:
> Air Ambulances to Cardiff and Swansea, why? A so called city called Newport with serious congestion problems and a Hospital that is 5 minutes away from the accident obviously cannot accommodate Air Ambulances or even maybe the injuries sustained in the accident, says it all really!

Because the Royal Gwent doesn't have a Helipad for the air ambulance to land?!?!

Score: 35 | Report this post »

Bvaughan says... 2:37pm Tue 4 Feb 14

Couldn't do my driving test today because of this. So so annoying.

Score: -59 | Report this post »

gracief says... 2:48pm Tue 4 Feb 14

I would've thought they could land a helicopter on the old Whiteheads site somewhere. We desperately need a new hospital with 21st Century facilties such as adequate parking and a helipad. Not exactly luxuries these days are they.

Score: 22 | Report this post »



k12345 says... 2:57pm Tue 4 Feb 14

> **Bvaughan** wrote:
> Couldn't do my driving test today because of this. So so annoying.

how insensitive!! Just shows that you are not ready to pass your test due to your incapacity to be mature in serious cases!!

Should the people involved have needed to go to Royal Gwent Hospital, there are provisions in place to land a helicopter, the same as Nevill Hall. Evidently the injuries involved required specialist involvement. Granted RGH is a hospital but it doesn't have the capacity to cover every occasion.

Score: 50 | **Report this post »**

I am deadly says... 3:22pm Tue 4 Feb 14

Instead of blaming the road - look at the standard of driving today - very poor standard, some drivers not having any clue of basic driving skills - maybe its time all people had to take a test on motorways, because looking on normal roads at the standard at least 50% should never go near a motorway - you cannot blame a road this again will be proved human error.

Some facts.

Did you know?

95% of all road accidents involve some human error.
In 76% of road accidents the human is solely to blame.
Most road accidents could be prevented with care and quite simple common sense actions.
The majority of road accidents happen in built up areas.
Between 30% - 40% of all fatal accidents occur on the road.
The most dangerous hours on the roads on weekdays are the rush hours from 3.00 to 6.00pm, and then 7.00 to 9.00am.
One in seven people killed on the roads die in drink-drive accidents.
Most road accidents happen in daylight.

I can see what has happened here by the damage to the vehicles in the photos - and I am sure this will be proven correct very soon .

Score: 5 | **Report this post »**

CBG101 says... 3:50pm Tue 4 Feb 14

Cant believe M4 eastbound is still closed after 6 hrs!!

Score: 11 | **Report this post »**

Bartlett1990 says... 3:56pm Tue 4 Feb 14

It's ok, to get home I shall use the relie....

Oh wait, WHERE'S THIS GOD DAMNED RELIEF ROAD!!!

Score: 9 | **Report this post »**

---

portman says... 4:08pm Tue 4 Feb 14

The design and layout of this stretch of the m4 causes confusion and driver error ,im sorry it's not fit for purpose ! A disaster is waiting to happen

Score: 19 | **Report this post »**

Bobevans says... 4:10pm Tue 4 Feb 14

> **taffymark** wrote:
> Air Ambulances to Cardiff and Swansea, why? A so called city called Newport with serious congestion problems and a Hospital

> that is 5 minutes away from the accident obviously cannot accommodate Air Ambulances or even maybe the injuries sustained in the accident, says it all really!
>
> They go to the nearest hospital best equipped for the type of injury

Score: 23 | Report this post »

DBTivney says... 4:48pm Tue 4 Feb 14

Why is there a photo showing the driver still trapped in the coach? don't you examine pictures before posting ? get it off.

Score: -3 | Report this post »

Floppy backed says... 4:50pm Tue 4 Feb 14

The whole of Newport and the surroundings have been put on stop. Our business has been seriously effected today and we dont use the M4!!! We cant carry on with the M4 being shut continually and its knock on effects.

Score: 11 | Report this post »

Bobevans says... 4:55pm Tue 4 Feb 14

> **Floppy backed** wrote:
> The whole of Newport and the surroundings have been put on stop. Our business has been seriously effected today and we dont use the M4!!! We cant carry on with the M4 being shut continually and its knock on effects.
>
> Get used to it. It is an almost daily problem so far all the WAG seems to want to do is build a Newport By pass using the already inadequate and equally as poorly designed SDR which in any case would do nothing at all to solve the problems with this badly designed section of the M4

Score: 18 | Report this post »

Frankfurt says... 4:57pm Tue 4 Feb 14

> **Bobevans** wrote:
>
> > **taffymark** wrote:
> > Air Ambulances to Cardiff and Swansea, why? A so called city called Newport with serious congestion problems and a Hospital that is 5 minutes away from the accident obviously cannot accommodate Air Ambulances or even maybe the injuries sustained in the accident, says it all really!
> >
> > They go to the nearest hospital best equipped for the type of injury
>
> Also taking the injured to 3 hospitals spreads the load and helps the RGH .

Score: 14 | Report this post »

---

siameselady says... 5:09pm Tue 4 Feb 14

Lets spare a thought for our fabulous emergency services who are always at hand to deal with these horrible situations. Also thank god there were no fatalities...

Score: 29 | Report this post »

Jonnytrouble says... 5:17pm Tue 4 Feb 14

> **I am deadly** wrote:
> Instead of blaming the road - look at the standard of driving today - very poor standard, some drivers not having any clue of basic driving skills - maybe its time all people had to take a test on motorways, because looking on normal roads at the standard at least 50% should never go near a motorway - you cannot blame a road this again will be proved human error.
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> Some facts.
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> The most dangerous hours on the roads on weekdays are the rush hours from 3.00 to 6.00pm, and then 7.00 to 9.00am.
> One in seven people killed on the roads die in drink-drive accidents.
> Most road accidents happen in daylight.
>
> I can see what has happened here by the damage to the vehicles in the photos - and I am sure this will be proven correct very soon .

That is Utter rubbish saying.....
" I can see what has happened here by the damage to the vehicles in the photos - and I am sure this will be proven correct very soon "

Anyway It could be mechanical ? oil on road ? etc. ? who knows except the Police investigators, so wait and see what we hear (if we do) the cause of this nasty accident,most probably your right on what your saying and it could be driver error to blame as so many just 'PULL OUT NOT LOOKING FIRST USING MIRRORS AND NOT SIGNALLING 'but as I said before this is now one overcrowded and out dated stretch of motorway and South Wales with Newport being the first City and Gateway desperately need this relief motorway urgent now and it's time for all this stalling to STOP once and for all for OUR Economy's sake...
Who on earth in there right mind would want to invest in OUR area if one hear's of this once again ?
Must be costing £££££££'s in lost business !!!

Score: 11 | **Report this post »**

---

juicy.lucy says... 5:38pm Tue 4 Feb 14

> **CBG101** wrote:
> Cant believe M4 eastbound is still closed after 6 hrs!!

its because of the petrol and oil on the road?! this can cause accidents too do we really need another one soon after as you are moaning about it being closed, be moaning again then won't you

Score: -6 | **Report this post »**

Lliswerry Man says... 5:44pm Tue 4 Feb 14

Chief Inspector Paul Evans said he appreciated the closure of the M4 is causing problems for motorists but that the decision to close the motorway is "never taken lightly".

Which is good to hear, however follow this up with making sure the Routes you divert to are able to take the Extra Load, instead YOU do not, and the whole of Newport grinds to a halt, with drivers acting in totally inappropriate manners. Gwent Police need to sort this out properly. Appreciate the dangers you are then putting on the residents of Newport by allowing all this heavy traffic through, delaying not only businesses, delaying emergency services trying to get through for OTHER patients within our City and the safety of pedestrians trying to get across far busier roads, and children getting to and from schools. I do not think that the Chief Inspector actually does appreciate the full knock on effect.

If this were to happen this often around the m25, there would be an outcry and funds found to fix it. I used the m25 for 5 years and whilst accidents did happen, the Police made sure they did not simply shift the problems elsewhere, yes they have more lanes to work with, but they also have trained professionals who make sure diversions are managed properly, and there lies the problem in and around Newport,

it is not managed correctly, just diverted. We apparently have "Highways Agency" vehicles who patrol the M4, why were they not placed at each location to manage the traffic that was being diverted, making sure drivers Obeyed Traffic Lights and Lane restrictions.

I as many of us do and would appreciate his professionalism at the scene of such devastation on the m4, but remember that their are other priorities also, that being the safety of people on the routes of the diversions, traffic does not stay on the sdr between closed junctions, they follow sat navs through the city, down the main roads, Cardiff Road, Chepstow Road, Malpas Road etc, any route they think they can get through quicker. If the wait for this "relief road" is to continue, then it is time, those who have the power to act, deal now with making sure diversions are managed correctly and cameras placed to monitor junctions, ie Coldra Roundabout, Malpas Roundabout, Tredegar Park Roundabout so that we simply do not move accident blackspots elsewhere.

Score: 12 | Report this post »

Floppy backed says... 6:00pm Tue 4 Feb 14

> **juicy.lucy** wrote:
>
> > **CBG101** wrote:
> > Cant believe M4 eastbound is still closed after 6 hrs!!
>
> its because of the petrol and oil on the road?! this can cause accidents too do we really need another one soon after as you are moaning about it being closed, be moaning again then won't you

WEAK! There are professional companies that do spill clearing up you telling me that it takes over 6hrs to clear! This is a major road for the heart of everything in Wales there has to be faster response and plans in place for the next one and lets face it its more than once a week now.

There is a figure somewhere that states the amount of money the M4 brings to the country and shutting it for for a considerable amount of time is not acceptable.

Our company has lost serious hours and had to endure overtime which equals a waste of money that a small business employing a team cant afford!

Score: 5 | Report this post »

Bobevans says... 6:29pm Tue 4 Feb 14

> **Floppy backed** wrote:
>
> > **juicy.lucy** wrote:
> >
> > > **CBG101** wrote:
> > > Cant believe M4 eastbound is still closed after 6 hrs!!
> >
> > its because of the petrol and oil on the road?! this can cause accidents too do we really need another one soon after as you are moaning about it being closed, be moaning again then won't you
>
> WEAK! There are professional companies that do spill clearing up you telling me that it takes over 6hrs to clear! This is a major road for the heart of everything in Wales there has to be faster response and plans in place for the next one and lets face it its more than once a week now.
>
> There is a figure somewhere that states the amount of money the M4 brings to the country and shutting it for for a considerable amount of time is not acceptable.
>
> Our company has lost serious hours and had to endure overtime which equals a waste of money that a small business employing a team cant afford!

If it keep delaying deliveries companies in England will order from elsewhere. They will not want to let their customers down

This section of the M$ should have been rebuilt years ago instead it is the usually assembly approach of lots of talk and do nothing. It has been the same thing with the Ebbw Vale to Newport rail service. The daft thing is they could run a service now by

simply splitting and join trains at Rogerstone for whatever reason though the WAG has no real interest in running a service to Newport

Score: 8 | Report this post »

JDLlanmartin says... 7:09pm Tue 4 Feb 14

Questions for WAG and Highways Agency that no-one appears to be asking....
Why such long long queues?
Why did the WAG bother to buy, developand waste money on a road no-one knows about.? The road through the old Llanwern Steel works has had a few million spent on it. Wasn't it done to relieve the M4 in cases like this and keep WALES economy moving?
Why did the Highways Agency spend so much on Road traffic management signs and gantries along the M4?
Why do so few drivers using the M4 know of the above road that can get you past any M4 hold ups? Probably because there are no signs to even say the road exists on the M4.
No excuse for this WAG or Highways Agency - you have the traffic management system signs. use them for something useful instead of telling us the time every few hundred metres!!!!!!!!!

Score: 2 | Report this post »

jerymp says... 7:55pm Tue 4 Feb 14

How about a large sign on the approaches to Newport saying " Be warned -- ahead lies a stretch of dangerous badly designed and crowded motorway, drive intelligently and maintain a sensible speed and distance from other vehicles"
Come to think of it this advice really applies to the whole of our road system but I`m afraid a significant number of drivers seem to think it doesn't apply to them.

Score: 6 | Report this post »

33daverave says... 8:37pm Tue 4 Feb 14

> **JDLlanmartin** wrote:
> Questions for WAG and Highways Agency that no-one appears to be asking....
> Why such long long queues?
> Why did the WAG bother to buy, developand waste money on a road no-one knows about.? The road through the old Llanwern Steel works has had a few million spent on it. Wasn't it done to relieve the M4 in cases like this and keep WALES economy moving?
> Why did the Highways Agency spend so much on Road traffic management signs and gantries along the M4?
> Why do so few drivers using the M4 know of the above road that can get you past any M4 hold ups? Probably because there are no signs to even say the road exists on the M4.
> No excuse for this WAG or Highways Agency - you have the traffic management system signs. use them for something useful instead of telling us the time every few hundred metres!!!!!!!!!

That road cost £13m and is utterly useless.It just ends up at the SDR and the bottleneck.I bet someone walked away happy when that dodgy contract was dished out.
Like a few others I know of at the WG.

Score: 4 | Report this post »

Limestonecowboy says... 9:07pm Tue 4 Feb 14

Why are there posts from 'experts' implying this is driving error there will be an investigation; spare a thought for those injured & the students on the bus witness to what happened to the driver this could well of been caused by a mechanical fault.

This section of M4 is overcrowded so there is a higher likelyhood of incidents just get new M4 built - the Environmentalists are the ones causing the damage.

Score: 3 | | Report this post »

polly909 says... 10:23pm Tue 4 Feb 14

Since turning this stretch off road into a 50mph zone,has had the opposite affect.its deadly look at the stats

Score: 1 | | Report this post »

polly909 says... 10:42pm Tue 4 Feb 14

With Everyone driving at the same restricted speed of 50mph on a busy intersection of the motorway, how can you expect to safely change lanes, get off at a junction, or join the motorway it's ridiculous,!. There were a lot less accidents when drivers were able to use the fast lane and slow lane policy, as cars could then manoeuvre into lanes a lot safer. Of course it's impossible to rule out driver error, but the 50mph zone is not the answer!

Score: -2 | | Report this post »

jerymp says... 10:50pm Tue 4 Feb 14

Polly,just go and put kettle on

Score: -2 | | Report this post »

polly909 says... 11:34pm Tue 4 Feb 14

Look at the facts my friend,getting on and off the m4 through newport is a gamble,the slip roads are dangerously to short,the coldra roundabout is a lot safer now,with long slip roads on and off,get rid off the 50mph for the fast lane,on the st Julian's section at least,accidents have increased ten fold since the speed measures were implemented,ps hit the drivers hard who drive to slow,I was travelling behind someone who joined at the malpas intersection driving westbound doing the great speed off 30mph,I unable to pick up speed to join the munch faster and busier middle lane,there is no 50mph zone on that stretch

Score: 1 | | Report this post »

jerymp says... 12:15am Wed 5 Feb 14

Polly, where is the evidence of a tenfold increase in accidents?
According to you decreasing speed to 50 mph increases accidents so can I assume that you believe that increasing the limit to 70 will mean less accidents.so why stop at 70 why not 80 or 90?
The faster you are travelling and the closer you are to other vehicles the less time you have to react to avoid a collision also The greater the speed the greater will be the damage to the vehicles and any persons in them
If you can't understand that you should not be driving

Score: 4 | | Report this post »

gabriel williams says... 1:40am Wed 5 Feb 14

why did you change the speed limit back , that streach of motorway as it stands at the moment from coldra to cardiff gate should be 40mph . the amount of accidents on that part of motorway is shocking . still no relief road . took me 2 hours to get frrom one side of newport to the other earlier . id like to thank the emergency services for dealing with these accidents as i would just panic , they got nerves of steel to turn up to places and see things like this is it almost coming to every 3 days on the m4?
i know i shouldnt moan but the weather and the winds mightve had something to do with it as theres one hell of a sidewind there .
i dont think people take road conditions and weather into account now when they are driving and lots of people treat motorways as race tracks or runways to see how fast the vehicles can go . every vehice should be limited to 60mph in this country, there is

no need to go any faster. i wouid make it law for every vehicle apart from emergency services to be fitted with a speed restrictor .

Score: 3 | | Report this post »

TransporterMan says... 8:03am Wed 5 Feb 14

Why does it take so long to clear an accident? It seems from the time line that all the injured were away by 11am. The motorway wasn't re-opened until around 5pm. Does it really need 6 hours to clear the damaged vehicles? If every RTA was treated the same way the road system would be permanently gridlocked.

Score: 4 | | Report this post »

Dolieboy says... 8:16am Wed 5 Feb 14

> **polly909** wrote:
> Look at the facts my friend,getting on and off the m4 through newport is a gamble,the slip roads are dangerously to short,the coldra roundabout is a lot safer now,with long slip roads on and off,get rid off the 50mph for the fast lane,on the st Julian's section at least,accidents have increased ten fold since the speed measures were implemented,ps hit the drivers hard who drive to slow,I was travelling behind someone who joined at the malpas intersection driving westbound doing the great speed off 30mph,I unable to pick up speed to join the munch faster and busier middle lane,there is no 50mph zone on that stretch

I can see from your post that you are not from the UK. I can also see that you could be the cause of a future accident. Joining or leaving a motorway is never a "gamble", it's a matter of indicating, adjusting your speed, looking for a gap and driving to suit the conditions. Please let us know when you intend to take to the roads.

Score: 3 | | Report this post »

rightsideup says... 11:22am Wed 5 Feb 14

I'd like to see a comment from our illustrious WAG.....

Score: 3 | | Report this post »

cjwales1 says... 3:04pm Wed 5 Feb 14

Do you now think after Newport being gridlocked yet again, even the hardfast treehuggers appreciate the need for the relief road to go ahead and the Lesser spotted great loony bird will have to move its nest 50m either side of it ???
If you look at the area surrounding the 2nd Severn crossing entrance onto the levels it is full of wildlife and a credit to those involved, however it seems that certain people have nothing better to do than just object to the idea of a new motorway !!! Wildlife moves !!! tis a shame your petty concerns are solid in your head !!! just move to somewhere that suits your self centered opinions !!!! Let the majority of people not have to face this anarchy on as it seems a nearly basis lately !!!
WE NEED A NEW ROAD !!!!!!!

Score: 6 | | Report this post »

Jonnytrouble says... 4:45pm Wed 5 Feb 14

> **Lliswerry Man** wrote:
> Chief Inspector Paul Evans said he appreciated the closure of the M4 is causing problems for motorists but that the decision to close the motorway is "never taken lightly".
>
> Which is good to hear, however follow this up with making sure the Routes you divert to are able to take the Extra Load, instead YOU do not, and the whole of Newport grinds to a halt, with drivers acting in totally inappropriate manners. Gwent Police need to sort

> this out properly. Appreciate the dangers you are then putting on the residents of Newport by allowing all this heavy traffic through, delaying not only businesses, delaying emergency services trying to get through for OTHER patients within our City and the safety of pedestrians trying to get across far busier roads, and children getting to and from schools. I do not think that the Chief Inspector actually does appreciate the full knock on effect.
>
> If this were to happen this often around the m25, there would be an outcry and funds found to fix it. I used the m25 for 5 years and whilst accidents did happen, the Police made sure they did not simply shift the problems elsewhere, yes they have more lanes to work with, but they also have trained professionals who make sure diversions are managed properly, and there lies the problem in and around Newport, it is not managed correctly, just diverted. We apparently have "Highways Agency" vehicles who patrol the M4, why were they not placed at each location to manage the traffic that was being diverted, making sure drivers Obeyed Traffic Lights and Lane restrictions.
>
> I as many of us do and would appreciate his professionalism at the scene of such devastation on the m4, but remember that their are other priorities also, that being the safety of people on the routes of the diversions, traffic does not stay on the sdr between closed junctions, they follow sat navs through the city, down the main roads, Cardiff Road, Chepstow Road, Malpas Road etc, any route they think they can get through quicker. If the wait for this "relief road" is to continue, then it is time, those who have the power to act, deal now with making sure diversions are managed correctly and cameras placed to monitor junctions, ie Coldra Roundabout, Malpas Roundabout, Tredegar Park Roundabout so that we simply do not move accident blackspots elsewhere.

BRILLIANT ! Well said....
Fancy going into Politics ?
You would be better than some we know who have not said a word, what do they do for the money there paid ?

Score: 6 | | Report this post »

Jonnytrouble says... 4:52pm Wed 5 Feb 14

> **polly909** wrote:
> Look at the facts my friend,getting on and off the m4 through newport is a gamble,the slip roads are dangerously to short,the coldra roundabout is a lot safer now,with long slip roads on and off,get rid off the 50mph for the fast lane,on the st Julian's section at least,accidents have increased ten fold since the speed measures were implemented,ps hit the drivers hard who drive to slow,I was travelling behind someone who joined at the malpas intersection driving westbound doing the great speed off 30mph,I unable to pick up speed to join the munch faster and busier middle lane,there is no 50mph zone on that stretch

Give me your car details so I can stay well away from you !!!

Score: 7 | | Report this post »

Dave on his Soapbox says... 7:30pm Wed 5 Feb 14

.....was keeping the M4 closed for so long really necessary or was it designed to apply more pressure on everyone to get the new one agreed to ASAP?

Didn't the WAG fund new equipment for the police that was supposed to speed up accident investigation?

Score: 1 | | Report this post »

Mervyn James says... 8:14pm Wed 5 Feb 14

> **Dave on his Soapbox** wrote:
> .....was keeping the M4 closed for so long really necessary or was it

> designed to apply more pressure on everyone to get the new one agreed to ASAP?
>
> Didn't the WAG fund new equipment for the police that was supposed to speed up accident investigation?

My son returning from Glamorgan school home to Newport, started out at 3:15pm and only returned home 6:30 pm, 3 HOURS stuck in the jams, what he hell are the police playing at holding up traffic that long ?

Score: 0 | | Report this post »

---

taffymark says... 11:00pm Wed 5 Feb 14

> **pod05pod** wrote:
>
> > **taffymark** wrote:
> > Air Ambulances to Cardiff and Swansea, why? A so called city called Newport with serious congestion problems and a Hospital that is 5 minutes away from the accident obviously cannot accommodate Air Ambulances or even maybe the injuries sustained in the accident, says it all really!
>
> Because the Royal Gwent doesn't have a Helipad for the air ambulance to land?!?!

If you read my comments you would note that I mentioned the helipad scenario! The point is, a city such as Newport in this case, does not have these facilities and given the amount of accidents on the Newport stretch of the M4 what would happen if all 57 passengers suffered the same sort of injuries that the driver and one passenger sustained badly enough to be flown to Cardiff and Swansea respectively. How many Air Ambulances do we have in South Wales to ferry a lot more similar injuries to Cardiff/Swansea and taking into account the "Golden Hour" if there was more need for Air Ambulances on that day I fear people would have died unnecessarily.

Score: 0 | | Report this post »

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BBC NEWS

SOUTH EAST WALES

4 February 2014 Last updated at 20:07

M4 motorway reopens after coach crash near Newport

The M4 motorway has completely reopened near Newport more than seven hours after a serious crash in which 13 people were injured.

A lorry, car and coach carrying 57 people collided at about 09:30 GMT eastbound at junction 25 (Caerleon) causing major traffic disruption.

Two people were seriously injured but most casualties were described as walking wounded.

Gwent Police said all lanes reopened by 17:00 GMT but traffic was still slow.

The eastbound carriageway had been shut between junction 28 (Tredegar Park) and junction 24 (Coldra) as emergency services dealt with the incident.

Part of the westbound carriageway was also closed for several hours while accident investigators examined the scene.

Tailbacks stretched as far as the toll booths near the Severn bridges westbound and the Cardiff Gate junction eastbound.

The coach was carrying more than 50 students, who police said had been visiting Wales on a sports tour from overseas.

Several people were treated for minor injuries at the Royal Gwent Hospital in Newport and one was admitted with more serious injuries, said a spokesman for Aneurin Bevan University Health Board.

Two off-site triage centres were also set up - at St Julian's clinic and the Newport Centre.

The driver of the bus was flown to Morriston Hospital in Swansea while another casualty was treated at the University Hospital of Wales in Cardiff.

The drivers of the lorry and car were treated at the scene but did not require hospital treatment.

Some of the students were taken to a nearby rest centre.

Nick Smith, of the Welsh Ambulance Service, said: "We assessed and treated a number of casualties at the scene of the road traffic collision, 11 of which have been taken to hospitals across south Wales with varying degrees of injuries.

"Incidents involving multiple casualties can be challenging, but staff both in our control room and on the frontline have worked hard with our emergency service colleagues, the local authority and local health board to provide immediate and seamless healthcare for patients.

"The students involved in the collision have remained very calm while our clinicians have assessed and treated them, helping the situation to run smoothly."

There were miles of tailbacks with many drivers spending hours in crawling traffic.

Mike Edwards, from Newport, was travelling behind a fire engine as it arrived at the scene.

"Children were being escorted off the motorway via the slip road in a very well controlled fashion," he said.

"The driver of the bus was visible and looked quite poorly but I could see him moving.

"It was a very shocking scene to witness."

'Frustrated'
Creative and therapeutic art student Abbey Murphy was trying to get to an afternoon exam at the University of South Wales' Caerleon campus.

She had travelled just 700m on the A48(M) from Cardiff to Newport in just under two hours.

"It's absolutely ridiculous, I've never been stuck in a traffic jam like it," she said.

Alex McDonald, who was trying to get to work in Bristol, told BBC Wales he spent more than four hours stuck on the A48 near Cardiff before finally reaching the M4 shortly after 15:00 GMT.

Earlier, he said: "The signs say there are delays rather than the motorway being shut.

"We're basically being parked here just to keep the traffic okay elsewhere.

"It's annoying when the signs don't give any indication of what's happening."

Another motorist, Kash Amin, had been trying to get to his business in Newport from Cardiff.

He said he had only been travelling a short distance on the motorway before it ground to a halt.

"People are getting frustrated," he said. "I've only moved 100m in the past 70 minutes.

"I've got staff and two shops that are closed."

Ch Insp Paul Evans of Gwent Police apologised to motorists for the closure, saying "the decision to do so is never taken lightly and we fully recognise the impact this has on motorists as well as the communities affected by diversions".

He added: "We need to ensure we investigate every such collision thoroughly, gathering all evidence possible, and also ensuring the safety of everyone involved as well as other motorists who will be using this road once it's reopened."

BBC

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BBC NEWS

SOUTH EAST WALES

5 February 2014 Last updated at 13:58

Newport M4 crash driver and passenger still in hospital

Two people remain in hospital after a crash which closed part of the M4 in Newport for seven hours on Tuesday.

A lorry, car and a coach carrying 57 people, most of them foreign students, collided on the eastbound carriageway at junction 25 (Caerleon) at 09:30 GMT.

The bus driver is being treated at Morriston Hospital in Swansea and one passenger is in the University Hospital of Wales, Cardiff. Both are stable.

Gwent Police officers have appealed for witnesses to contact them.

Eleven other people were injured in the crash.

At one stage both carriageways of the motorway were closed to allow the air ambulance to land and fly the coach driver to Morriston, and then for examiners to carry out investigations.

The closures caused tailbacks as far as the Second Severn Crossing and eastern Cardiff.

All lanes on the motorway had reopened by 17:00 GMT, although traffic remained slow-moving.

More than 50 overseas students were on the coach. It is understood they had been on a sports tour of Wales.

Several people were treated for minor injuries at the Royal Gwent Hospital in Newport and one had been admitted with more serious injuries, said a spokesman for Aneurin Bevan University Health Board.

Two off-site triage centres were also set up.

Anyone with information on the crash should ring 101, or 01633 838111 if calling from outside the Gwent area, and quote log 91 04/02/14.

BBC

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Welsh Government M4 plans show 'no clear policy rationale' environment adviser claims

Natural Resources Wales criticism of M4 consultation plans suggested there were a 'wide range' of adverse environmental impacts in the plans

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The M4 in Newport

A preferred option to build a £1bn relief road to solve chronic problems with an M4 bottleneck has been criticised by the government's own environmental body, it has emerged.

In a submission to a Welsh Government consultation on plans to revamp the M4, Natural Resources Wales (NRW) – charged with advising the Welsh Government on environmental management – said the Welsh Government should consider whether its plans represented "the most sustainable solution" to ease congestion and suggested a number of environmental effects of the plans had not been taken into account.

In his letter to the Welsh Government consultation on the issue, NRW executive director for operations (South) Graham Hillier said it was “unclear how earlier policy initiatives and statutory processes have been concluded” and it would need to consider how wider transport initiatives would affect “the apparent need for such a road scheme”.

He added: “The construction and operation of a new road, as envisaged in the draft plan, would lead to a wide range of adverse environmental impacts.

“We are unable to advise, given the level of detail provided at this strategic level of consultation, whether all of these impacts could be fully avoided, reduced, mitigated or compensated, in accordance with statutory requirements.”

Mr Hillier wrote that it appeared there was a “gap” in statutory process and “no clear policy rationale” for pursuing a new M4 road scheme, calling for a statement showing how the Strategic Environmental Assessment had influenced the process to produce draft plans for the projects.

The concerns raise questions over whether the Welsh Government’s approach contravened European environmental law in its consultation – raising the spectre that it may have to repeat a consultation to assess environmental impacts.

The Environment and Sustainability Committee has written to Transport Minister Edwina Hart to seek clarification on how the government assessed each proposed route suggested and whether it took account of all possible routes. The committee has been conducting an inquiry over the past three months into the Welsh Government’s consultation on proposals to overhaul the M4 corridor around Newport, which put forward a “preferred” option of building a new relief road and two “reasonable alternative” proposals.

Green groups have repeatedly criticised the Welsh Government’s latest consultation on the M4, which sets out three options for easing congestion on the M4 corridor around Newport. Its preferred “black route” option is to build a £1bn relief road between junction 23 at Magor and junction 29 at Castleton.

An alternative “purple route” would also see a three-lane relief road built to the south of Newport, but via a different route, while a “red” option would see a dual carriageway built.

Gareth Clubb, director of Friends of the Earth Cymru, said: “Natural Resources Wales seems to be drawing similar conclusions to those reached by Friends of the Earth Cymru.

“Firstly, that the Welsh Government’s approach to assessing possible alternatives is haphazard and incomplete. Secondly, that the Welsh Government hasn’t bothered to evaluate how other transport plans, like the South Wales Metro, are likely to affect demand for road space.

“And thirdly, that the recent consultation may have been unlawful because it didn’t include the full impacts of the proposed motorway, including junctions, on the environment.”

James Byrne, Living Landscapes manager for Wildlife Trusts Wales, said: “This proposal from Welsh Government is at odds with their own duty to consider sustainable development, climate change reductions, halting the loss of biodiversity by 2020 etc. We too think the Welsh Government should show an exemplar approach to its sustainable development duty by adopting sustainable transport options.”

Plaid Cymru spokesman Llyr Gruffydd said: “We have said that the M4 around Newport needs a sustainable and affordable solution, rather than a new motorway. Ministers in Cardiff and London have been talking about using borrowing powers to fund a new M4 but we believe that would swallow up the entirety of the whole country’s borrowing limit, leaving no capacity to invest in other projects in the rest of Wales.

“There has also been little consideration of how public transport improvements could relieve some of the localised traffic congestion, at a lower financial and environmental cost.

“One of the most remarkable points made by Natural Resources Wales is that there is ‘no clear policy rationale’ for the Welsh Government’s preferred option of building over the Gwent Levels. The committee inquiry is ongoing but we would expect the argument on sustainability to correlate very strongly with what Plaid Cymru has been saying.”

A Welsh Government spokeswoman said: “We are currently considering responses to the consultation so it would be inappropriate to comment further at this stage. If the draft plan is adopted, it would be subject to an Environmental Impact Assessment."

What do you think?

What do you think about this story? Have your say by leaving your comments below.

SOUTH WALES Argus



Jennie Griffiths Follow
@GriffithsJECtrl

Malpas + Maindee crew have attended a fire ia lorry carrying scrap metal on M4 East Caerleon to Coldra at 15:35 2BAs 2hosereels 1 safety jet

5:05 PM - 14 Feb 2014



Dave Arter@davea 14 Feb
"@LewisDite: Nasty fire on the M4 instagram.com/p/kZuQV3ogMx/" @southwalesargus



Suze Follow
@Suziesiw

@davea @southwalesargus had only just started when I drove past on his side. I phone the fire

BBC NEWS

WALES

17 February 2014 Last updated at 15:56

Nick Servini
Political editor, Wales
More from Nick



Wales' council re-organisation – a new way forward

COMMENTS (48)

Carwyn Jones began his monthly news conference on Monday by talking about the James Bond studio Pinewood opening up a new film and TV location in Cardiff.

As interesting as that is, I'm going to tell you about what he had to say concerning local government re-organisation which will be of more interest to the 150,000 council workers in Wales.

The background is that the Williams Commission last month fired the starting gun on local government reorganisation when it recommended that the current 22 councils should be cut to between 10 and 12 through a series of mergers.

Since then Carwyn Jones has been meeting up with opposition party leaders to try to build enough support to fast-track legislation through the assembly before the next elections in two years.

On Monday, we found out that's unlikely to happen. The first minister said the chances are "very small indeed."

So it seems almost certain that there will be no quick deal to force through council re-organisation this side of the assembly elections.

Definitive map

We were told the Liberal Democrats are insisting on voting reform, the Conservatives have some issues about the boundaries and Plaid Cymru haven't made up their minds.

The Williams Commission talked about an Easter deadline on the way forward.

The first minister insists that was never a Welsh government date.

Its deadline is the summer to agree a definitive map with the opposition parties.

Once that is done, he says he hopes to encourage councils to merge voluntarily because it will be in their interests to do so and they will then know that the map is not going to change.

A number are already said to be examining this possibility.

What else the parties want to do with councils will be in their manifestos, and then the formal law making process will get under way after the elections.

Carwyn Jones said it's likely the full formalisation of the process will be completed by 2018.

His hope is that by then the mergers will have been completed although he did also admit that the voluntary process won't be enough to cover all of the mergers that were proposed in the Williams Commission.

Just in case you're wondering what's going to happen to your council, the commission concluded as a minimum, that the following local authorities should merge:

Isle of Anglesey and Gwynedd
Conwy and Denbighshire
Flintshire and Wrexham
Ceredigion and Pembrokeshire
Neath Port Talbot and Bridgend
Rhondda Cynon Taf and Merthyr Tydfil
Cardiff and the Vale of Glamorgan
Blaenau Gwent, Caerphilly and Torfaen
Monmouthshire and Newport

With Carmarthenshire, Powys and Swansea unchanged, this would leave 12 authorities.

There is the option of Swansea merging with Neath Port Talbot and Bridgend and Carmarthenshire joining Ceredigion and Pembrokeshire to reform the old county of Dyfed.

Carwyn Jones said there were good reasons for Swansea to standalone but said there was no agreement yet on what to do with the counties further west, which have been in the headlines for different reasons in recent days.

There's been no word yet from the Welsh Local Government Association and the opposition parties on this way yet.

Until we get that, it's difficult to work out how realistic these ideas are but there's likely to be resistance from within the Labour party and within the existing councils.

But the message to local authorities was clear: council change is going to happen, the exact map will be published by the summer and once that is done then it's in your interests to do it voluntarily before we force you.

It was a hard-hitting message from a first minister who is not pulling any punches these days in criticising the record of the 22.

He said the current structure is collapsing, particularly in relation to education where a third are in special measures.

He added: "We have to have a structure for local government that is robust in the future in the way that this structure has not been, and was never meant to be robust given the changes that happened in the mid 1990s."

Your comments (48)



Nick Servini
Political editor, Wales
More from Nick

The rough and the smooth
20:53 UK time, Friday, 2 May 2014
The Labour leader Ed Miliband witnessed the rough and the smooth on his short visit to the centre of Cardiff.
Read full article

Comments

This entry is now closed for comments

All Comments (48)

Order by: Latest First Highest Rated Lowest Rated

48.Jacques Protic
18TH FEBRUARY 2014 - 23:39 +1
47 Seen it too Carwyn Jones fretting about English independence and more powers for WAG Still no direct link to expose compulsory teaching of Welsh language upon largely disinterested pupils as the real cause of Welsh education demise Precious teaching time taken away from core subjects that matter in formative years WAG must return freedom of choice to parents to chose W or E for their kids!

47.viewer
18TH FEBRUARY 2014 - 23:12 +2
Some Newsnight coverage of Wales...CJ blaming education failure on teachers following the removal of testing! Take some responsibility man! Language touched on as linked to it & external WAG education expert confirmed welsh language teaching does NOTHING for economic

development except offer a future as a 'theme park'. Spoke to Dowlais MV choir...only 1 wanted independence & he was english.

46.viewer
18TH FEBRUARY 2014 - 22:54 +2
#45 But Robin Farrar thinks a finite pot/austerity is a 'neo-liberal' con, refusing to acknowledge economic reality/scarcity of resources & would say that the specialist required should be trained in the medium of welsh. They ignore the facts that don't suit their ideologically driven stance, considering themselves as some kind of freedom fighters.

45.Boxer_the_Horse
18TH FEBRUARY 2014 - 22:06 +1
#44 " I can never get a Welsh language service from the NHS "

So, if your kid had a rare form of leukaemia { G forbid }, what would you prefer: a} a Malayan paediatric haematologist who spoke English OR b} a Welsh-speaking general paediatrician ?
You might prefer a Welsh-speaking paediatric haematologist but: small country / super-speciality: there probably isn't one.

44.cymuned
18TH FEBRUARY 2014 - 21:53 -1
It would be great if actual figures of Welsh speakers in public sector jobs were publicised - I can never get a Welsh language service form the NHS, Courts, Local Authority, police - you name it - it's all monolglot English thanks to Meri Hughes / welsh labour - so rejoice you lot -don't be so downhearted!

Comments 5 of 48 **Show More**

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SOUTH WALES Argus GWENT NEWS

Crash causes delays on M4 in Newport

7:45am Monday 17th February 2014 in Gwent news



Crash causes delays on M4 in Newport

VERY slow traffic is reported due to an accident, now on the hard shoulder on the M4 eastbound between J24 at the Coldra and J23A at Magor Services.

Congestion is stretching back to J25 at Caerleon. All lanes have been re-opened. Lane two (Of two) of the main carriageway was blocked by six vehicles half way between the two junctions until 07.05.

Police have moved all vehicles off the main carriageway, with residual congestion not helped by usual rush hour traffic



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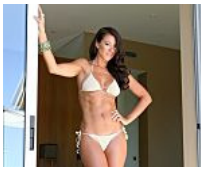
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St3v3y says... 1:02pm Mon 17 Feb 14

Incidents are almost becoming a daily occurrence, yet still no sign of any motorway police or working speed cameras or active lane control....this stretch of motorway has become a free for all for all the bad drivers to take full advantage of.

Score: 2 | Report this post »

Jonnytrouble says... 1:09pm Mon 17 Feb 14

Just waiting for another major gridlock !
Do the WG care ?
With the hope of new jobs, how about a new relief motorway !

Score: 5 | Report this post »

St3v3y says... 1:19pm Mon 17 Feb 14

> **Jonnytrouble** wrote:
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Do the WG care ?
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Waste of money tbh, Use the £90m + do do something about the dump that Newport has become.....

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Updated 7:51am Wednesday 7th May 2014
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SOUTH EAST WALES

24 February 2014 Last updated at 09:38

11-mile jam easing after Newport M4 three-vehicle crash

An 11-mile (18km) traffic queue of morning commuters on the eastbound M4 near Newport, following a three-vehicle crash, has eased, says Traffic Wales.

One person had to be cut free from one of the vehicles after the incident between junction 24 at Coldra and Magor services at around 07:15 GMT on Monday.

One lane was closed, which caused delays with traffic queuing for the Brynglas tunnels, but has reopened.

South Wales Fire and Rescue Service cleared the incident by 08:35 GMT.

BBC

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Thousands of Gwent homes at risk of flooding

7:02am Monday 24th February 2014 in News



Flooding caused after the River Usk burst its banks at Caerleon

MORE than 8,000 homes in Gwent are at risk of a flood likely to happen once in 100 years or sooner.

The risk was disclosed in figures from Natural Resources Wales, obtained by AM Lindsay Whittle.

He has said that flooding in England, which has seen homes inundated in Somerset and near the Thames, has shown the need to ensure the basics like dredging are done.

In Gwent, 955 homes are at high risk of at least a one in 30 years flood

That is broken down to 511 in Newport, 279 homes in Monmouthshire, 90 in Blaenau Gwent, 41 in Caerphilly and 34 homes in Torfaen.

Across Gwent, 7,335 homes are at risk of flooding between once every 30 years and once every 100 years.

In Newport 2,599 residential properties fall within that bracket, as do 1,459 in Caerphilly, 1,127 in Blaenau Gwent, 1,710 in Torfaen and 440 in Monmouthshire.

A further 22,139 homes in Gwent are at risk of flooding between once every 100 years and once every 1,000 years.

That includes 12,694 in Newport, 3,926 in Caerphilly, 3,743 in Monmouthshire, 1,089 in Torfaen and 687 in Blaenau Gwent.

Meanwhile another 3,358 non-residential properties across the five Gwent counties are at risk of flooding in 1 in 100 years or sooner.

Mr Whittle, Plaid Cymru AM for South Wales East, said he has written to Natural Resources Wales to ask about flood protection given the recent terrible flooding, particularly across the border.

He added: "The whole episode in England has highlighted the need to ensure that the basics are done first such as making sure that rivers are not allowed to silt up and maintenance is carried out on drainage systems.

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"It is important that people feel safe in their homes from flooding and are protected."

Newport was hit by tidal flooding at the beginning of January when a storm surge led to homes being flooded in the Crindau area of the city.

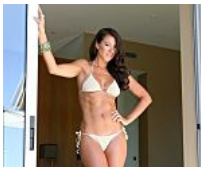
Areas of Southern England have been worse hit – with the Met Office saying that this winter has been the wettest on record.

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NATIONAL NEWS

Artists up for Turner Prize named

Updated 7:51am Wednesday 7th May 2014



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KlOwen says... 1:17pm Mon 24 Feb 14

important point to note here. Those flood can occur in any year, not that we have to wait 100 years until the next one.
A 1 in 100 is the chance of it happening in any year.
Same as the 1 in 30, is a 3% chance in any year doesn't sound a lot but you are less likely to match 3 numbers on the lottery (1 in 56) than those properties are to be flooded.

Score: 0 | Report this post »

foxy3rd says... 7:05pm Mon 24 Feb 14

Once in a hundred years or sooner??
Once in a hundred years could be next week.

Score: 2 | Report this post »

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YOUR AM WRITES: South Wales East AM Lindsay Whittle

4:03pm Thursday 20th February 2014 in News



YOUR AM WRITES: South Wales East AM Lindsay Whittle

DURING debates at the Senedd on the Welsh Government's new Social Services and Wellbeing bill, I was delighted that the Deputy Minister accepted my key amendment on advocacy services.

The Government's initial proposals would have allowed Welsh local authorities to charge for those services if they wished.

Many third sector organisations came out strongly against allowing charges for advocacy because it would have created inequality. It would have become a barrier for people who needed access to social services.

It was vital that we ensured that people were enabled to have a voice and can take back some control over their lives. If they were denied that due to the barriers presented by charging for services, it would have become a human rights issue.

I'm pleased that this will now become law and I'm grateful for the support of the Older Person's Commissioner and organisations such as Age Cymru.

On the issue of fostering, I'm pleased that local authorities, as a result of my amendment, are likely to be allowed to support young people in their care up to the age of 22 – providing the individual and foster carer agrees.



More and more young people are remaining at home for longer these days – often because they cannot afford to move out because of housing costs.

It would be wrong for young people in the care of the state to be forced out from the age of 18 – they should not be treated any differently than anyone else. This is all about the state being a good parent and the costs involved are not forecast to be substantial.

• Last week Natural Resources Wales came out strongly against the Welsh Government's proposals for an M4 relief road saying there was "no clear policy rationale" for pursuing it.

My view remains that improving the existing A48 corridor would not only be a cheaper but certainly less environmentally damaging alternative to a M4 mark two along with public transport improvements. And how can spendingsb £1bn on a road which goes across the beautiful Gwent Levels be justified?

• I took the opportunity on Valentine's Day to visit the British Heart Foundation shop in Pontypool.

During February BHF ran up the Ramp up the Reds campaign with people invited to buy a heart-shaped love note and put it up in the window. In

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fact, one young lady put up a note proposing to her boyfriend and he put another accepting. Very romantic.

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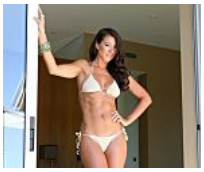
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NATIONAL NEWS

Artists up for Turner Prize named

Updated 7:51am Wednesday 7th May 2014



Mervyn James says... 5:58pm Thu 20 Feb 14

SS has NO wellbeing service for Newport's deaf community, there is no-one trained to the skills required,and the specialized service folded 9 years ago. SW also only work part-time not full time, and 40%have asked to leave, because they are being bullied by their employers, get wise, and many family care service workers were just all given the sack and have to leave April 1st, so I suspect that joke is on those who need care and support. There is no advocacy either, they refer deaf to Glamorgan for goodness sake, I had to get that aspect kicked out from the information station as nonviable, myself, rank amateurs and not even living in this area.. As a deaf community we call it a 'No Help Service'.

Score: -1 | Report this post »

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Welsh Government M4 plans show 'no clear policy rationale' environment adviser claims

Natural Resources Wales criticism of M4 consultation plans suggested there were a 'wide range' of adverse environmental impacts in the plans

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The M4 in Newport

A preferred option to build a £1bn relief road to solve chronic problems with an M4 bottleneck has been criticised by the government's own environmental body, it has emerged.

In a submission to a Welsh Government consultation on plans to revamp the M4, Natural Resources Wales (NRW) – charged with advising the Welsh Government on environmental management – said the Welsh Government should consider whether its plans represented "the most sustainable solution" to ease congestion and suggested a number of environmental effects of the plans had not been taken into account.

In his letter to the Welsh Government consultation on the issue, NRW executive director for operations (South) Graham Hillier said it was “unclear how earlier policy initiatives and statutory processes have been concluded” and it would need to consider how wider transport initiatives would affect “the apparent need for such a road scheme”.

He added: “The construction and operation of a new road, as envisaged in the draft plan, would lead to a wide range of adverse environmental impacts.

“We are unable to advise, given the level of detail provided at this strategic level of consultation, whether all of these impacts could be fully avoided, reduced, mitigated or compensated, in accordance with statutory requirements.”

Mr Hillier wrote that it appeared there was a “gap” in statutory process and “no clear policy rationale” for pursuing a new M4 road scheme, calling for a statement showing how the Strategic Environmental Assessment had influenced the process to produce draft plans for the projects.

The concerns raise questions over whether the Welsh Government’s approach contravened European environmental law in its consultation – raising the spectre that it may have to repeat a consultation to assess environmental impacts.

The Environment and Sustainability Committee has written to Transport Minister Edwina Hart to seek clarification on how the government assessed each proposed route suggested and whether it took account of all possible routes. The committee has been conducting an inquiry over the past three months into the Welsh Government’s consultation on proposals to overhaul the M4 corridor around Newport, which put forward a “preferred” option of building a new relief road and two “reasonable alternative” proposals.

Green groups have repeatedly criticised the Welsh Government’s latest consultation on the M4, which sets out three options for easing congestion on the M4 corridor around Newport. Its preferred “black route” option is to build a £1bn relief road between junction 23 at Magor and junction 29 at Castleton.

An alternative “purple route” would also see a three-lane relief road built to the south of Newport, but via a different route, while a “red” option would see a dual carriageway built.

Gareth Clubb, director of Friends of the Earth Cymru, said: “Natural Resources Wales seems to be drawing similar conclusions to those reached by Friends of the Earth Cymru.

“Firstly, that the Welsh Government’s approach to assessing possible alternatives is haphazard and incomplete. Secondly, that the Welsh Government hasn’t bothered to evaluate how other transport plans, like the South Wales Metro, are likely to affect demand for road space.

“And thirdly, that the recent consultation may have been unlawful because it didn’t include the full impacts of the proposed motorway, including junctions, on the environment.”

James Byrne, Living Landscapes manager for Wildlife Trusts Wales, said: “This proposal from Welsh Government is at odds with their own duty to consider sustainable development, climate change reductions, halting the loss of biodiversity by 2020 etc. We too think the Welsh Government should show an exemplar approach to its sustainable development duty by adopting sustainable transport options.”

Plaid Cymru spokesman Llyr Gruffydd said: “We have said that the M4 around Newport needs a sustainable and affordable solution, rather than a new motorway. Ministers in Cardiff and London have been talking about using borrowing powers to fund a new M4 but we believe that would swallow up the entirety of the whole country’s borrowing limit, leaving no capacity to invest in other projects in the rest of Wales.

“There has also been little consideration of how public transport improvements could relieve some of the localised traffic congestion, at a lower financial and environmental cost.

“One of the most remarkable points made by Natural Resources Wales is that there is ‘no clear policy rationale’ for the Welsh Government’s preferred option of building over the Gwent Levels. The committee inquiry is ongoing but we would expect the argument on sustainability to correlate very strongly with what Plaid Cymru has been saying.”

A Welsh Government spokeswoman said: “We are currently considering responses to the consultation so it would be inappropriate to comment further at this stage. If the draft plan is adopted, it would be subject to an Environmental Impact Assessment."

What do you think?

What do you think about this story? Have your say by leaving your comments below.

Sun dazzle causes delays on M4 in Newport

8:25am Wednesday 5th March 2014 in News



Sun dazzle causes delays on M4 in Newport

Heavy traffic is reported on the M4 at St Julian's Hill eastbound between J25, A4042 (Caerleon) and J24, A48 (Coldra), because visibility is reduced and low sun.

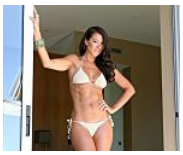
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You Me At Six up for five awards



Miley hits back at overdose claims



New 24 adventure 'true to London'

Comments (2)

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bluebanana says... 8:54pm Wed 5 Mar 14

I'm sure some people would still like to blame the road layout/quality etc etc. What happens in the future when the sun shines on the new M4 relief road and causes congestion? Build another one?!

Score: -4 | Report this post »

yesnaby says... 8:28pm Wed 12 Mar 14

Wrong kind of sun.

Score: 0 | Report this post »

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Artists up for Turner Prize named

Updated 7:51am Wednesday 7th May 2014



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Newport M4 lane re-opens after multi-car crash

6:00pm Thursday 13th March 2014 in News



Multi-vehicle crash blocks M4 lane in Newport

UPDATE: 6.03pm

A casualty with non-life threatening injuries was treated by paramedics following this afternoon's crash and taken to The Royal Gwent Hospital.

Fire crews were alerted at 4.50pm but left the scene at 5.22pm after making the area safe. The lane is now open.

UPDATE: 5.03pm

A CRASH involving "four or five cars" has blocked a lane on the M4 in Newport.

The collision happened on St Julian's Hill westbound between J24 at the Coldra and J25 at Caerleon.

One lane is blocked just prior to J25 at the bottom of the hill following the collision.

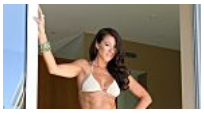
Emergency services are en-route but damage appears to be minimal on camera.

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grumpyandopinionated says... 5:59pm Thu 13 Mar 14

It's been fairly accident free for a while, I thought that the argus had stoped reporting them.

Score: 1 | Report this post »

Jonnytrouble says... 7:26pm Thu 13 Mar 14

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Artists up for Turner Prize named

Well im glad the SWA reported it,so that our useless MP's/Am's that stay quiet regarding this vital corridor into Wales will see that the relief Motorway cannot await another 20 yrs ! They should keep on and on in that useless debating chamber in WG !
I also think we should have signs saying ' beware of BAD or MAD drivers ' when you come off the Severn crossing into Wales and from Cardiff another sign saying ' beware of BADor MAD drivers ' for those coming into Newport !

Score: -1 | Report this post »

real comment says... 7:30pm Thu 13 Mar 14

THERE SHOULD BE MORE POLICE PATROLS ON THE M4. HARDLY EVER SEE ANY AT ALL

Score: 8 | Report this post »

Magor says... 7:54pm Thu 13 Mar 14

> **real comment** wrote:
> THERE SHOULD BE MORE POLICE PATROLS ON THE M4. HARDLY EVER SEE ANY AT ALL

They cant get much time to patrol after attending all the accidents.

Score: -1 | Report this post »

Magor says... 7:57pm Thu 13 Mar 14

Does anyone know when the fire damage to the tunnel will be fixed?

Score: -1 | Report this post »

jerymp says... 7:47am Fri 14 Mar 14

> **Jonnytrouble** wrote:
> Well im glad the SWA reported it,so that our useless MP's/Am's that stay quiet regarding this vital corridor into Wales will see that the relief Motorway cannot await another 20 yrs ! They should keep on and on in that useless debating chamber in WG !
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How about ' Newport --the stock car racing Mecca of the U.K.'

Score: -4 | Report this post »

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Updated 7:51am Wednesday 7th May 2014



An artist whose work has featur ed erotic images with the explicit details sandpapered away and another who narrates slideshows are up for this year's Turner Prize.

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BBC NEWS

WALES

25 March 2014 Last updated at 09:43

Osborne: M4 bottlenecks are 'damaging the Welsh economy'

The chancellor has told BBC Wales that the M4 in south Wales is one of the worst traffic bottlenecks in the UK and it is damaging the Welsh economy.

George Osborne, visiting south Wales, said the Welsh government had the powers to start work immediately.

He said he had travelled on the motorway on Monday and there were "the usual traffic problems".

"It's not been dealt with for years and years and is damaging to the Welsh economy," he said.

Mr Osborne has previously promised to work with the Welsh government to sort out congestion in the Newport area.

Options include a new three-lane motorway route to the south of the city.

Mr Osborne told BBC Radio Wales: "I've spent the night in Cardiff but yesterday clearly, on the M4, there were your usual traffic problems.

"It's one of the bottlenecks for the entire United Kingdom and, again, not dealt with for years and years and years, and damaging to the Welsh economy."

He told BBC Radio Wales that while recent reforms would give the Welsh government more borrowing and tax powers, the UK government did not want to wait for the legislation to pass.

He said: "We don't want to wait for those borrowing powers to be in place, we want the Welsh Assembly Government to get on and to be able to fund this earlier.

"Why wait for a vital improvement that will support jobs in the area?"

The Welsh government has previously been told it can use existing borrowing powers to fund the project.

Destroy habitats



Plans to ease congestion on the M4 in south Wales were first unveiled by the Welsh government in 2004.

Five years later the then Labour-Plaid coalition in Cardiff Bay shelved the idea when the estimated cost rose to £1bn.

In April, Mr Osborne confirmed his backing for an M4 relief road, saying it was **one of the most important road schemes in the UK.**

Later in November, UK ministers agreed Welsh ministers could borrow the money needed to fund the scheme.

During his interview with BBC Wales, the chancellor also spoke about the **escalating row over funding which is threatening to delay a major upgrade of the Great Western main line** between Swansea and London.

The dispute is over who pays for a separate electrification of railway lines in the south Wales valleys.

Mr Osborne maintained that the valleys lines work was mainly the responsibility of the Welsh government, which has said the UK government should foot the bill.

The chancellor said: "The deal was set out in 2012. There's a shared financing for the whole electrification process.

"The London to Swansea line, which obviously is principally the responsibility of the Westminster government, and then the valleys lines which is principally the responsibility of the Welsh government."

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Chancellor George Osborne says the Welsh Government should start the Newport M4 relief road now



By David Deans - Politics reporter 3:32pm Tuesday 25th March 2014 in News



Welsh Government should start M4 build now - Osborne

THE Welsh Government could get on and build the £1 billion M4 relief road immediately, George Osborne said today.

But one environmental campaigner said that was impossible when the Welsh Government hadn't yet made a decision on last year's consultation.

The Chancellor's comments come as south east Wales continues to wait for the results of a Welsh Government consultation into building the M4 relief road which ended last year.

A decision on that work isn't expected until the summer.

Looking for a...



Mr Osborne was asked on the BBC if it was his view that the Welsh Government could start to build the new M4 immediately.

He said: "Yes, that's my view. I spent the night in Cardiff but yesterday clearly on the M4 there was your usual traffic problems.

"It's one of the bottlenecks for the entire United Kingdom... not dealt with for years and years."

The UK Government has said that officials in Cardiff will be able to use existing borrowing powers to fund the project. The chancellor said: "Why wait for a vital improvement that will support jobs in the area."

Despite strong support for the project from the CBI and several Newport politicians, many concerns have been raised about whether the Welsh Government would be able to afford the road and its environmental impact.

The Gwent Wildlife Trust and Friends of the Earth Cymru have also threatened potential legal action.

Friend's of the Earth Cymru's Gareth Clubb said it was "absolutely incorrect" that work could start immediately: "It's impossible for work to start before a decision has been made."

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2. Woman found dead at Newport home named (40 minutes ago in News)
3. Dragons ace Hallam Amos chasing Wales upgrade (59 minutes ago in Sport)
4. Newport man locked up for teen sex attacks

Transport minister Edwina Hart has said she's going to make a decision in the summer, Mr Clubb said, adding that the group's legal threat against the project is still outstanding.

"We are waiting to see if the Welsh Government has taken into account all options other than building an M4 to the south of Newport," he said.

Conservative Newport councillor Matthew Evans, opposition leader, said he was "tired of speaking to the media about when there was going to be progress" on the project.

"This is vital for the economy of south east Wales," he said.

Lindsay Whittle, Plaid Cymru AM for South Wales East, said building the new M4 was "not the best answer for South East Wales" and that the cheaper and less environmentally damaging alternative is to improve the existing A48.

William Graham AM, Shadow Minister for Business, said the M4 is creaking under the weight of daily congestion: "Sadly, Welsh Labour Ministers sat on their hands during the years of plenty when they had the funds to invest in infrastructure."

A Welsh Government spokesperson said: "We are currently considering responses to the consultation and an announcement is due in the summer."

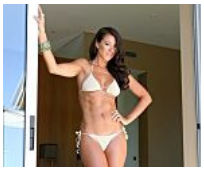
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You Me At Six up for five awards



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robertce says... 3:38pm Tue 25 Mar 14

WAG need to pull their fingers out and get on with it, or the recovery in Wales will be short lived as investment goes elsewhere.

Score: 8 | Report this post »

theviking666 says... 4:18pm Tue 25 Mar 14

William Graham AM, Shadow Minister for Business, said the M4 is creaking under the weight of daily congestion: “Sadly, Welsh Labour Ministers sat on their hands during the years of plenty when they had the funds to invest in infrastructure.” no wasted the money on vanity projects and new civil servant buildings.

Score: 9 | Report this post »

NakedDancer says... 4:26pm Tue 25 Mar 14

I can understand Gwent Wildlife Trust and Friends of the Earth objecting - they obviously have their own agenda (especially FOTE that object to any development anywhere). However, you really can't understand Plaid Cymru objecting. No-one in their right mind could think upgrading the A48 through residential areas with years of disruption and more wasted money to NOT solve the problem is a good idea. Stop talking - get the M4 relief road built - pleeeeeese.

Please no more talking. Get t buit.

Score: 11 | Report this post »

Magor says... 5:34pm Tue 25 Mar 14

Well he is dead right for once.The wildlife will move elsewhere there is still plenty of space along the Severn that will never be built on.WAG should be given a deadline to start by Whitehall after all it is part of the UK motorway network taking traffic from England and the rest of Europe via the ferries to Ireland.

Score: 6 | Report this post »

MERoden says... 5:49pm Tue 25 Mar 14

I agree with a new M4 Relief Road, but there has been no information on where the new junctions are going to be. We need at least two new junctions, preferably three. One the east side of Newport, and one the West side of Newport. We could also have a Central Newport junction that connected the new motorway into the city centre, just like Bristol has the M32 motorway that goes right into the city centre.

It is no good having a new motorway with no junctions off it. The new motorway MUST be connected into the existing road network. What we DO NOT want is a new motorway with no junctions off it that will result in everybody completely by-passing Newport. That would be a disaster for Newport, particularly at a time when Newport is starting to improve with the city centre re-developments going well, and plenty of new housing developments.

Therefore, I am all for a new motorway as long as there will be junctions off it into the existing road network in Newport.

Score: 0 | **Report this post »**

---

keithbob says... 6:32pm Tue 25 Mar 14

> **MERoden** wrote:
> I agree with a new M4 Relief Road, but there has been no information on where the new junctions are going to be. We need at least two new junctions, preferably three. One the east side of Newport, and one the West side of Newport. We could also have a Central Newport junction that connected the new motorway into the city centre, just like Bristol has the M32 motorway that goes right into the city centre.
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>
> Therefore, I am all for a new motorway as long as there will be junctions off it into the existing road network in Newport.

disagree with this post,the new m4 should be built soley for cardiff traffic and the rest of wales,if it was signposted correctly as cardiff and the west,traffic for newport would be reduced considerably causing less congestion and frequent accidents due to the unfit for purpose brynglas tunnels,built when most familys never owned cars or had just one!.the junction should come off just before magor and go through the much underused docks re
joining the m4 back west of newport around st.mellons.and while our welsh politicians are on the case,perhaps they could try and get the severn bridge tolls abolished or reduced,has to be the most expensive toll bridge in europe if not the world!

Score: 3 | **Report this post »**



Bobevans says... 6:39pm Tue 25 Mar 14

> **keithbob** wrote:
>
> > **MERoden** wrote:
> > I agree with a new M4 Relief Road, but there has been no information on where the new junctions are going to be. We need at least two new junctions, preferably three. One the east side of Newport, and one the West side of Newport. We could also have a Central Newport junction that connected the new motorway into the city centre, just like Bristol has the M32 motorway that goes right into the city centre.
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There should be one junction for Newport. The big problem with the existing section of M4 is the crazy number of junctions

Score: 0 | Report this post »

varteg1 says... 6:43pm Tue 25 Mar 14

It may seem a bit of common sense actually emanating from the notorious towel folder, however, why should Wales chuck multi millions onto a pot that is already bursting to almost breaking point with the BILLIONS we road users pay into it every year.
Let him open that purse and give us back some of what we have p[aid for the use of the roads over the last five or so decades.

Not to forget it's not just road tax we cough up for, but also fuel and car taxes, added to which we must put VAT,m which is actually charged on that tax, in effect doing something totally immoral, paying tax to be taxed.

If Osborne thinks we need that new road, let the State pay for it out of the almost obscene account that we the road user has been filling to overflowing since it first imposed a tax(and the tax on tax) to use the road system.
As Chancellor it is, or should b,e in his power to get the Treasury to meet the costs, it will still be quids in even if the new road cost a couple of billion.

Score: 2 | Report this post »

Mervyn James says... 8:52pm Tue 25 Mar 14

> **robertce** wrote:
> WAG need to pull their fingers out and get on with it, or the recovery in Wales will be short lived as investment goes elsewhere.

WHERE is the Money ? Building new roads over wildlife areas apart, there is still the issue of traders being priced out of using the Bridges, and compulsory purchase of housing in Newport for wider roads. Did not Cameron and Co just refuse outright to electrify the rail services in Wales ? We're broke, next question ?

Score: -1 | Report this post »

Limestonecowboy says... 10:03pm Tue 25 Mar 14

You voted for a WAG therefore you get the WAG you deserve its no good bleating on about the State paying when people voted in their own government. can't have it both ways.

Score: 2 | Report this post »

varteg1 says... 9:55am Wed 26 Mar 14

> **Limestonecowboy** wrote:
> You voted for a WAG therefore you get the WAG you deserve its no good bleating on about the State paying when people voted in their own government. can't have it both ways.

The State is STILL the taxmaster, calling a regional Assembly, which cannot ever become taxmaster in it's own area, a 'government' is fatuous.

We, did not vote for it, what we voted for can only be accepted if the majority of the electorate actually voted, they did not, and the pathetic result, based on a meagre majority when over a half did not even vote, thereby demonstrating the indifference to the stupid notion of regional control, hardly gave credence or justification for the outcome. Nor did that majority, which in fact represented around one sixth of the electorate, give rise to anything near to a 'government'. what we have is little more than a supersize county council, with far more power to meddle in local affairs than any previous county council ever had, or should ever have.

Either get shot of all local councils, and leave it to the Assembly, or get shot of this overburden which is running wild with what funding Wales gets. WE DO NOT NEED BOTH.

Score: 1 | Report this post »

Llanmartinangel says... 10:25am Wed 26 Mar 14

> **varteg1** wrote:
>
> > **Limestonecowboy** wrote:
> > You voted for a WAG therefore you get the WAG you deserve its no good bleating on about the State paying when people voted in their own government. can't have it both ways.
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>
> Either get shot of all local councils, and leave it to the Assembly, or get shot of this overburden which is running wild with what funding Wales gets. WE DO NOT NEED BOTH.

Good post.

Score: 0 | Report this post »

GardenVarietyMushroom says... 1:08pm Wed 26 Mar 14

If Osbo doesn't have hte most untrustworthy face in modern politics, I'm a monkey's uncle.

Score: 0 | Report this post »

Limestonecowboy says... 7:16pm Wed 26 Mar 14

> **GardenVarietyMushroo**
> **m** wrote:
> If Osbo doesn't have hte most untrustworthy face in modern politics, I'm a monkey's uncle.

Yep you probably are!

Score: 0 | Report this post »

Malpas fire station move hinges on M4 decision

8:34pm Thursday 27th March 2014 in News



Malpas fire station (4920333)

MALPAS Fire station, situated near the **Brynglas Tunnels** in Newport, could relocate depending on if a proposed **M4** relief road goes ahead.

South Wales Fire and Rescue Authority said that if a new road were built or the existing motorway were widened they would look at their provision across Newport, with another location potentially allowing better access to emergencies.

A Blaenau Gwent spokesman said it was unlikely Malpas Fire Station would close.

Steve Rossiter, head of service performance and communications, said "[Malpas Fire Station] is unlikely to close. The potential is it may move depending on the location of a relief road."

"Malpas was not considered as part of a general review of the service because of a lack of progress on the relief road," he said.

The station covers around 20 square miles and serves a population of roughly 76,000 with most call-outs being to the surrounding Bettws and Malpas areas. Crews currently deal with around 2,000 incidents per year with dwelling fires, unwanted fire signals, traffic collisions and malicious calls the most common.

Mr Rossiter said: " If the road infrastructure were to change, we would review our fire cover in that area."

He added that in his opinion the M4 relief project was "a pivotal piece of work for business in South Wales in general."

The closure of Blaina fire station would potentially put 15 jobs at risk, but the fire authority's Deputy Chief Officer Sally Chapman said the majority of station staff could be redeployed to other locations.

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Emergency repairs cause 7-mile tailbacks on M4 in Newport

5:38pm Monday 7th April 2014 in News



Emergency repairs cause 7-mile tailbacks on M4 in Newport

TWO lanes are closed and queueing traffic is reported for seven miles due to emergency repairs on the M4.

The delays are on the westbound side between J27 Highcross and J28 at Tredegar Park with congestion stretching to J24 at the Coldra.

The repair work is happening just before J28.

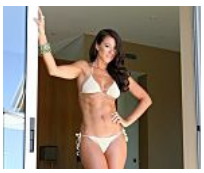
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volkswagonlwb says... 6:20pm Mon 7 Apr 14

great timing when people are trying to get home after a days work, been stuck now for 1 hr 2 mins and still only half way home, thanks

Score: 7 | Quote » | Report this post »

MUCKIE1 says... 8:51pm Mon 7 Apr 14

There was a huge hole in the tarmac in the middle of the carriageway, it had to be closed off. I wouldn't fancy hitting that at any speed.

It's not this incident that was a problem, its the whole M4 that is falling apart under the sheer weight of traffic, this is strangling the life out of the Welsh economy and it is no coincidence that businesses are setting up on the english side of the bridge, the Welsh economy is dying due to the Bridge tolls and the M4 around Newport.
Scrap the VAT on tolls, then scrap the tolls.

Score: 10 | Quote » | Report this post »

Magor says... 9:51pm Mon 7 Apr 14

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4. Dragons pull logo campaign (29)
5. Haul of illegal tobacco is biggest ever found in Newport (23)

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Artists up for Turner Prize named

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Scrap the VAT on tolls, then scrap the tolls.

Its booming over in Bristol,yet over here its dead.

Score: 1 | Quote » Report this post »

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Updated 7:51am Wednesday 7th May 2014



An artist whose work has featur ed erotic images with the explicit details sandpapered away and another who narrates slideshows are up for this year's Turner Prize.

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- More Sport »

SOUTH WALES Argus GWENT NEWS

Delays after pothole appears on Severn Bridge

11:28am Tuesday 8th April 2014 in Gwent news



Delays after pothole appears on Severn Bridge

ONE lane is closed and queueing traffic reported after a pothole appeared on the M4 Second Severn Crossing.

The eastbound stretch is affected.

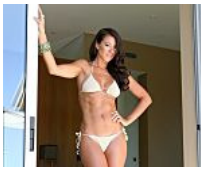
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crashintheattic says... 3:38pm Tue 8 Apr 14

Brief, and to the point.

Score: 6 | Quote » | Report this post »

keithbob says... 11:49pm Tue 8 Apr 14

cant believe our roads are in such a state,potholes are appearing everywhere and now on major motorways,but to have one on the severn bridge is taking the proverbial considering how much it costs to use the most expensive crossing in europe if not the world!!.so where is the toll money actually going??

Score: 5 | Quote » | Report this post »

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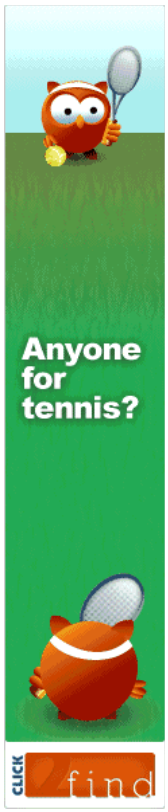
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NATIONAL NEWS

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BBC NEWS

WALES POLITICS

10 April 2014 Last updated at 20:22

M4 relief road could stop rail upgrade, warn campaigners

Funding a £1bn M4 relief road across the Gwent Levels could stop electrification of railway lines in the south Wales valleys, campaigners claim.

UK and Welsh ministers are arguing over who should pay for the rail upgrade.

But the Campaign Against the Levels Motorway (Calm) warned Welsh ministers might have to choose between the two schemes.

Calm says upgrading the A48 and a road through the former steelworks at Newport would be much cheaper.

The group's alternative plan for reducing congestion on the M4 around the city was proposed in a report for the Institute for Welsh Affairs (IWA) last December.

The document said the estimated cost of that scheme was £380m.

Welsh ministers have said tackling the bottlenecks is essential for the Welsh economy.

The main element of their plan is a section of three-lane motorway between M4 junction 23 at Magor and junction 29 at Castleton.

They are considering responses to a consultation and are due to make an announcement in the summer.

'Bottomless pot'

On Thursday, Calm's spokesman Gareth Clubb said: "If UK government ministers are to be believed, the Welsh government has agreed to pay for electrification of the valleys line.

"But at the same time, Edwina Hart [the Welsh transport minister] is pushing ahead with plans to build a hugely expensive, environmentally destructive motorway through the Gwent Levels.

"The Welsh government hasn't got a bottomless pot of money for transport projects, at some point it's going to have to make a choice.

"So will it choose a motorway of questionable benefit for the few, or better public transport for hundreds of thousands of people in the valleys?"

First Minister Carwyn Jones has accused the UK government of going against a pledge to pay for electrification of the valleys network.

The UK government says an agreement was made two years ago for Welsh ministers to cover the cost.

In a statement the Welsh government said Calm was "wrong".

"This is not a case of 'either or' as any M4 enhancement would need to be complementary with public transport improvements.

"Discussions are ongoing with the UK regarding the funding of valleys line electrification.

"Meanwhile, all responses to the M4 consultation, including any alternatives proposed, are currently being considered and an announcement is due in the summer."

Delays on M4 in Newport near High Cross

8:15am Friday 11th April 2014 in News



Delays on M4 in Newport

Queueing traffic is reported on the M4 westbound in Newport.

The delays are on the exit slip road at J28 at Tredegar Park and congestion is stretching to J27 at Highcross.

Cameras showing traffic is queueing back into lane one of the main carriageway.

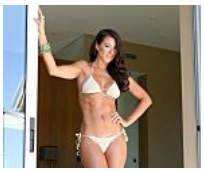
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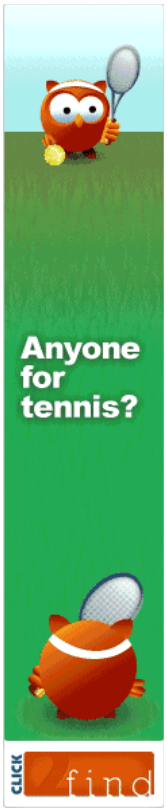
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Good Job No Kids says... 12:36pm Fri 11 Apr 14

Surprise, Surprise, is this not just a standard day?

Yet CALM think an upgrade to the SDR would suffice, dream on!

Score: -1 Quote » Report this post »

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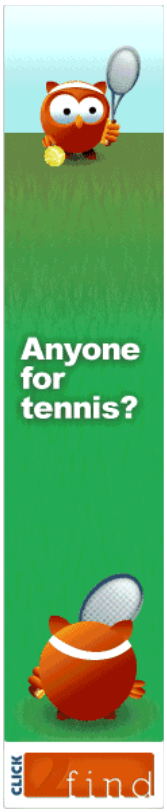
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NATIONAL NEWS

Artists up for Turner Prize named

M4 reopens after police incident in Malpas, Newport

Updated 8:15am Thursday 17th April 2014 in News

This live event has finished

2:29pm

Newport Bus
@NewportBus
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CUSTOMER NOTICE Roads are now reopened, heavy traffic will still cause some delays to services, sorry for any inconvenience caused

1:58 PM - 16 Apr 2014

1:53pm



Nicole Garnon
@NicoleGarnon
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Just spoken to woman who has given up trying to get home to Malpas because of traffic caused by M4 incident

1:50 PM - 16 Apr 2014

1:44pm

All lanes of the M4 have now re-opened.

1:43pm

A spokeswoman for Gwent Police said: "Traffic was being diverted off the M4 at Newport and around the Malpas intersection as police had concerns for the safety of a man who was stood on the M4 above the Malpas Intersection.

"Police attended the location after receiving a report from a member of the public at 12.55pm about the man at the location. The man was brought down to safety at about 1.25pm.

1:32pm

Traffic cameras showing traffic queues this afternoon on the M4 in Newport:

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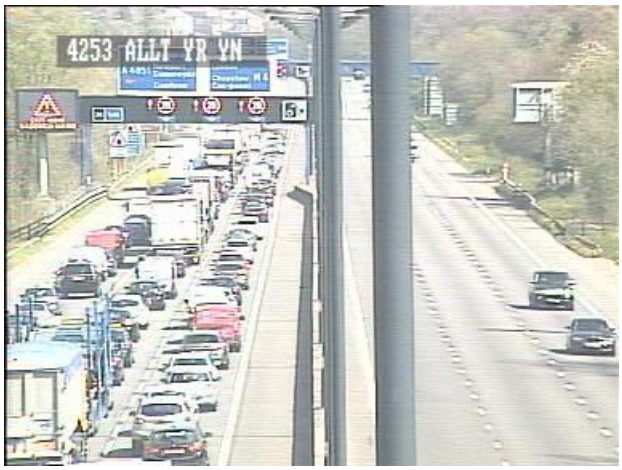
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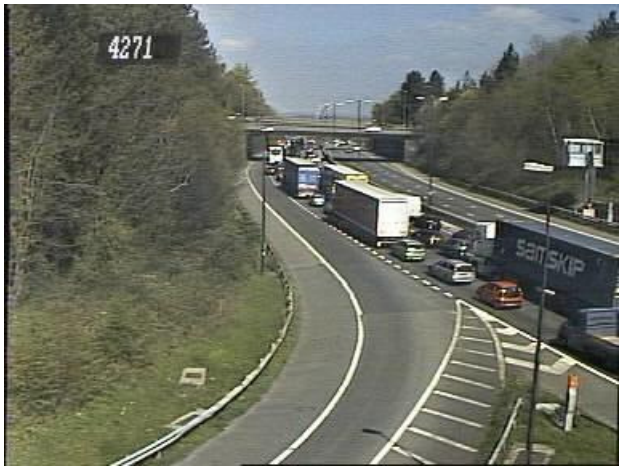
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1:27pm

The M4 is closed westbound between J25 at Caerleon and J26 with the A4051 at Malpas Road.

Congestion is stretching to J24 at the Coldra. The incident is located in between the slip roads at J26, with Police closing the motorway at J25.

1:21pm

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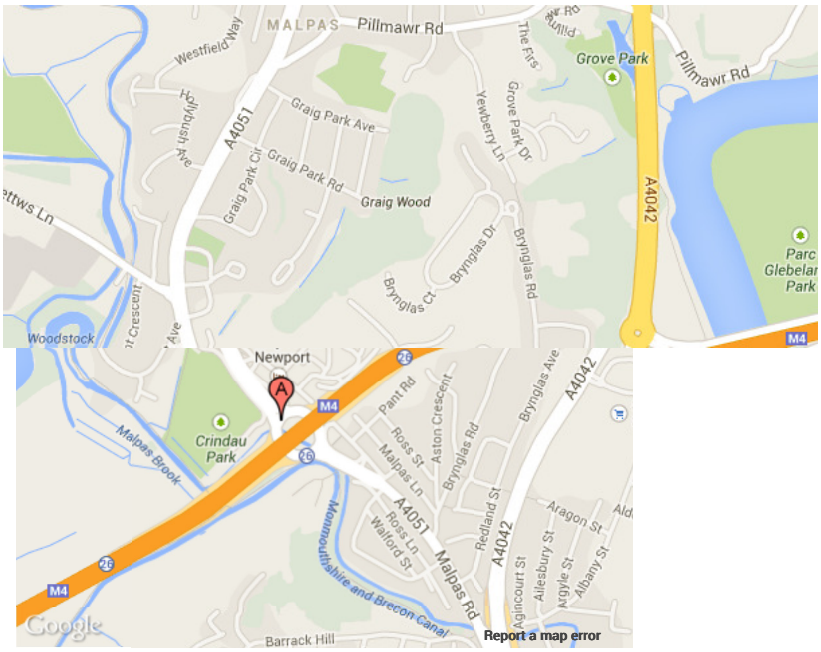
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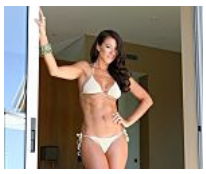
The A4051 Northbound is closed, with queueing traffic reported due to a police incident on the Malpas roundabout at J26.

Traffic is unable to get to the northbound carriageway of the A4051, due to the incident.

Heading North from Newport City Centre along Malpas Road, traffic is only able to join the Westbound M4, whilst the incident is dealt with.

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Artists up for Turner Prize named

Updated 7:51am Wednesday 7th May 2014



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Overturned caravan on M4 westbound near Newport causes traffic tailbacks

6:13pm Thursday 24th April 2014 in News

AN OVERTURNED caravan is causing traffic tailbacks westbound on the M4 between Newport and Cardiff.

The incident is between Junction 29 (A48M) and Junction 30(Cardiff Gate).

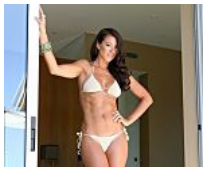
Three lanes were blocked and traffic was at a standstill. One of the lanes has now re-opened (6.30pm) and traffic is moving slowly.

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caravans,aaarrrgghhh
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SOUTH WALES Argus GWENT NEWS

Delays on M4 in Newport after Brynglas Tunnel crash

9:50am Tuesday 6th May 2014 in Gwent news

UPDATE: 9.45am

ONE person was taken to hospital after a three-vehicle crash on the M4 this morning.

The Welsh Ambulance Service said the accident took place on the eastbound carriageway shortly after 7am and the casualty was conveyed to Royal Gwent Hospital.

A Welsh Ambulance Service spokesperson said: "We were called at 7.06am today to reports of a three-vehicle road traffic collision on the eastbound carriageway of the M4 near junction 25 for Brynglas.



Delays on M4 in Newport after Brynglas Tunnel crash

"A crew in an emergency ambulance attended, and one person was taken to the Royal Gwent Hospital in Newport."

UPDATE: 7.58am

DELAYS are reported on the M4 near the Brynglas Tunnel eastbound between J26, A4051 (Malpas Road) and J25a, A4042 (Newport), because of an accident earlier on.

All lanes have been re-opened.

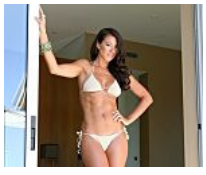
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keithbob says... 12:36pm Tue 6 May 14

crash in tunnels yet again,blah blah,when the hell are we going to get the news on a new m4 relief road.this is an accident black spot that needs urgent attention.

Score: 1 | Quote » | Report this post »

Dolieboy says... 1:50pm Tue 6 May 14

Does not help when people approach the tunnels at 50mph, then for some reason brake hard and slow to 35mph. If people stuck to the limit of 50mph through the tunnels, there would be fewer accidents and less congestion.

Score: 4 | Quote » | Report this post »

grumpyandopinionated says... 4:38pm Tue 6 May 14

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Artists up for Turner Prize named

Atleast the number of accidents reported has dropped. But the M4 around newport is simpley too busy and can not cope with the peak flow traffic. We do need a relief road but nobody has the insight to plan for the future so all we'll end up with is an upgrade or add on to the SDR etc rather than building a completly new road.

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BBC NEWS

SOUTH EAST WALES

7 May 2014 Last updated at 18:16

More time for M4 manhole repairs near Newport

More time is needed for repairs to a manhole which collapsed on the eastbound section of the M4 in Newport, the Welsh government has said.

There were long delays for motorists on Wednesday while emergency repairs to the carriageway took place between Caerleon at junction 25 and the Coldra roundabout at junction 24.

One lane has been closed all day.

Weather conditions have been blamed for the delay and the closure is set to be in place until 06:00 BST on Thursday.

BBC

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BBC NEWS

SOUTH EAST WALES

23 May 2014 Last updated at 21:01

M4 delays ease after 32 miles of stop-start traffic

A rugby final at Cardiff's Arms Park ground was partly the cause of 32 miles (50 km) of stop-start traffic on the westbound M4, traffic officials said.

Drivers were delayed from Bath's junction 18 to Newport's junction 26, according to Traffic Wales.

It said rugby fans heading for Cardiff to see Bath and Northampton Saints in the Amlin Challenge Cup and the bank holiday getaway were both factors.

The delays had cleared around the time of the game's 20:00 BST kick-off.

But motorists still faced delays of up to 30 minutes with heavier traffic than usual at the tolls on the Second Severn Crossing, Traffic Wales said.

Drivers approaching Cardiff earlier also had to cope with downpours as well as an earlier accident on the westbound A48 near Newport.

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Wales

6:45am, Mon 2 Jun 2014

Four-car collision on M4 in Newport

Last updated Mon 2 Jun 2014

- UK
- M4 Motorway

One lane is closed on the Eastbound carriageway of the M4 in Newport after an accident.

Four cars were involved in the collision between J26 A4051 (Malpas Road) and J25A A4042 / B4596 (Newport/Grove Park Roundabout), near the exit of the Brynglas tunnel.

There is congestion back to to J27 B4591 (Highcross).

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UPDATE: Two lanes closed on M4 in Newport

7:54am Tuesday 10th June 2014 in News



Two lanes closed on M4 in Newport

UPDATE 8.21am: All lanes have now reopened.

TWO lanes are closed and queueing traffic is reported on the M4 in Newport because of a broken down car.

The incident is on the eastbound stretch between J28 at Tredegar Park and J27 at Highcross.

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A5 Participation Activities

Participation Activities

M4 CEM	Timescale	Activity
Stage 1 *This stage centred on engagement for the M4 CEM to identify travel related problems on the M4 Corridor around Newport*	September 2010	Establishment of an Engagement Strategy, Working Group, Steering Group and Stakeholder Database *Project group, expert steering group and stakeholder database established of all relevant organisations and individuals developed*
	April 2011	Strategic Stakeholder Workshop, Councils Workshops and four public drop-in exhibitions around Newport *Councillors, stakeholders and public attended a serious of exhibitions and workshops to establish the problems, aims and goals of the M4 CEM*
Stage 2 *This stage focused on looking at possible solutions to transport related problems on the M4 Corridor around Newport*	May - June 2011	Redefining the problems, aims and goals of the M4 CEM and development of possible solutions to travel related problems on and around the M4 between Magor and Castleton *Informed by feedback from Stage 1 engagement, redefined problems, aims and goals and the 100 possible solutions that could be implemented to achieve one or more of the M4 CEM goals*
	July 2011	Issue of initial publicity material and first Stakeholder Forum Group Workshop *Publicity material was released to inform people of the programme and upcoming events. The First Stakeholder Group Forum examined more than 100 potential schemes that may be part of the strategy for addressing travel related problems on the M4 Corridor Magor to Castleton. The options were refined and packaged into groups which comprised one or more measures.*
	December 2011	Option development *Informed by the results of both the Stakeholder Forum Group Workshops , further refining of the options was undertaken*

		to form a potential package of measures (strategy)
Stage 3 *Consultation open to all, asking participants to comment on a range of options contributing towards a strategy to reduce traffic congestion on the M4 around Newport*	March – July 2012	A consultation open to all consisting of various public meetings and events to inform the public *Over 650 responses to the Consultation Document were received and analysed. The consultation resulted in public support for the provision of an additional high quality road to the south of Newport, supported by additional measures to address travel related problems within the M4 Corridor*

M4 Corridor around Newport	Timescale	Activity
Stage 1 *This stage focussed on filtering and reducing the number of options to be progressed for further appraisal*	June 2013	M4 Corridor around Newport WelTAG Stage 1 (Strategy Level) Appraisal *The appraisal concluded that a new section of 3-lane motorway to the south of Newport following a protected (TR111) route in addition to complementary measures, would be achieve the goals and address the problems of the M4 Corridor around Newport, and should be progressed for further appraisal*
Stage 2 *This stage assessed the draft Plan and its Reasonable Alternatives in order to address a number of statutory*	July - August 2013	Assessments of the draft Plan *A number of environmental, health and equality based assessments of the draft Plan were undertaken in order to address the Strategic Environmental Assessment Regulations, Habitats Regulations Assessment, the Equality Act (2010) and WelTAG*

regulations		
Stage 3 *Consultation open to all, asking participants to comment on Welsh Government's preferred strategy and its reasonable alternatives contributing to the decision towards adopting the draft Plan*	September 2013	Consultation Strategy *Building on the M4 CEM Consultation, a 'menu' of promotion options were decided on in terms of options to implement, to include:* • Welsh Government press release (September 2013) • Emails and electronic distribution of leaflet to all South Wales councillors and contact database (September 2013) • Distribution of a 4 page bilingual Leaflet (September 2013) • Service station poster campaign, all services between Magor and Swansea (September-December 2013) • Adverts in Capital Times, Cardiff and South Wales Advertiser, Marshfield Mail, Newport Voice Magazine and the Big Issue Cymru (September-December 2013 editions) • Bilingual radio advertising campaign on Real Radio (September-December 2013) • 7 document deposit points were organised across Newport (September-December 2013) • Undertaking of 2 workshops and 10 exhibition events (October-December 2013) Consultation Launch *The consultation, open to all, launched on 23 September 2013* *The Consultation Document and Response Form was published in paper copy and distributed to the Document Deposit Centres and online at www.m4newport.com and www.wales.gov.uk/consultations* *Welsh Government wrote to every elected AM and MP within the SWWITCH and SEWTA area, whilst emails were sent to the contact database and the South Wales councillors, also informing them of the*

		Consultation period and providing them with the leaflet, which included information about the Consultation and giving dates of Consultation events
	October – December 2013	Drop-in exhibitions *The M4 Corridor around Newport project staff displayed information boards, offered guidance and provided consultation materials at the following drop-in events around Newport:* • Ebenezer Baptist Church, Magor (2-3 October 2013) (487 attended) • The Newport Centre, Newport (8-9 October 2013) (196 attended) • All Saints Church, Brynglas (15-16 October 2013) (133 attended) • Castleton Village Hall, Castleton (29-30 October 2013) (294 attended) • The Newport Centre, Newport (25-26 November 2013) (124 attended)
	November 2013	Workshop and Telephone Interviews *A HIA workshop was undertaken with the invited stakeholders, where the project staff presented information and facilitated deliberate discussions as part of the HIA consultation process, conducted at:* • Urdd Hall, Cardiff (12 November 2013) *A series of telephone interviews were conducted with a number of key stakeholders for the EqIA process at:* • Arup, Cardiff (12 November 2013) *A EqIA workshop was also undertaken with the Minority Ethnic Communities Health Association for Newport: Initiating Change (MECHANIC), where again the project staff presented information and facilitated deliberate discussions as part of the EqIA consultation process, conducted at:* • Victoria House, Newport (10 December 2013)

	September – December 2013	Respond to queries *Over 200 letters, emails or drop-in exhibition requests relevant to the M4 Corridor around Newport Consultation were received by the Welsh Government, Arup or Dialogue by Design between September and December 2013. Those requiring response were responded to by the project team within 5 working days when possible. The majority of emails received to m4newport@arup.com included requests for consultation documents, response forms or TR111 proximity plans*

A6 Engagement Strategy

File Note

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Project title	M4 Corridor around Newport	Job number 117300
cc		File reference
Prepared by	Allan Pitt	Date 15 May 2013
Subject	Engagement Strategy	

Contents

1. Engagement Context for the programme
2. Role of this Engagement Strategy
3. Guiding principles for engagement
4. High level engagement aims
5. Proposed phases for the engagement process

Appendix: Definition of different levels (and types) of engagement[1]

1 Engagement context for the M4 Corridor around Newport

The National Transport Plan (March 2010) recognised that *"for a long time there have been concerns about the section of the motorway around Newport, which falls well short of modern design standards. These centre on peak-time capacity, safety and the resilience of the local network".*

As part of the National Transport Plan, the Welsh Government aims to *"deliver a package of measures designed to improve the efficiency of the M4 in south east Wales, including public transport enhancements, making the best possible use of the motorway and improving the resilience of the network".*

A strategy is thus required to embrace the three themes referred to.

[1] 'Engagement' here means *all* forms of work with stakeholders – communication, telling, consulting, involving etc. 'Stakeholder' here means 'any individual or group with an actual or potential stake in the M4 CEM programme' i.e. members of the public, third sector, public and private sectors.

[2] Engage Wales describes good engagement as engagement that is joined up, fair and inclusive, there is clarity regarding the outcomes desired from engaging, and the process is open and responsive.

File Note

117300 15 May 2013

A written statement in July 2009 by the then Deputy First Minister Ieuan Wyn Jones announced that the New M4 project was not affordable at that time. The statement, however, accepted *"the need to urgently address safety and capacity issues on the existing route"* through the introduction of *"a range of measures"*. The M4 Corridor Enhancement Measures (CEM) Programme was thus initiated and this aimed to create a package of measures to deal with resilience, safety and reliability issues within the M4 corridor between Magor and Castleton. A Welsh Transport Planning and Appraisal Guidance (WelTAG)[2] Stage 1 Appraisal (Strategy Level) was undertaken for the M4 CEM Programme.

Under the M4 CEM Programme, a long list of possible solutions was explored. No single solution was seen to deliver all objectives set for transport provision along the M4 Corridor. However, packages that combine public transport, highway and other travel solutions were identified for appraisal. These included on line widening of the M4 between Junctions 24 and 29 as well as improvement to the existing road network to the south of the city centre and a new dual carriageway all-purpose road to the south of Newport.

Recognising the potential level of public interest in transport issues within the M4 corridor around Newport, and the numbers of people potentially affected by any new measures presented as part of the M4 CEM Programme, the Welsh Government undertook wide-ranging and focussed engagement with stakeholders and local people from September 2010. The approach to engagement was based on established good practice in Wales and the UK, and has been fully compliant with Welsh Government principles for implementing public engagement, and the engagement values set out in Engage Wales[3]. The engagement work was appropriately aligned, in terms of timing and decision making, to the technical assessment process of the M4 CEM Programme, helping to shape a Consultation Document[4]. During the engagement process, the Welsh Government and its project team conducted dialogue and deliberative sessions with statutory consultees and other key stakeholders, as well as with communities and other organisations likely to be interested in and affected by any transport related interventions along the M4 Corridor around Newport.

The M4 CEM Consultation, which asked participants to comment on a range of options that could contribute towards a strategy to reduce traffic congestion on the M4 around Newport, ran between March and July 2012. All available documents published as part of the engagement and consultation process associated with the M4 CEM Programme can be found at www.m4cem.com.

The M4 CEM Programme has involved public and stakeholder participation in three key phases:

1. To help identify all relevant travel-related problems, aims and goals in the M4 Corridor around Newport and to establish if there is a need for a transport intervention;
2. To explore a wide range of possible approaches to achieving the goals and aims of the programme; and
3. To ensure that Welsh Government benefits from understanding public views, as well as those of key stakeholders, in order to identify measures that represent a better economic, social, environmental and technical solution to problems affecting travel on the M4 corridor between Magor and Castleton.

[2] http://wales.gov.uk/topics/transport/publications/weltag/?lang=en
[3] www.participationcymru.org.uk
[4] www.m4cem.com

A comprehensive promotion and publicity campaign was undertaken to make as many people as possible across South Wales aware of the opportunity to engage and comment on the M4 CEM Consultation. The Minister for Local Government and Communities wrote to all AMs and MPs in the South Wales area informing them when the Public Consultation was starting and where they could obtain further information. Emails were also sent to all Local Authorities and Clerks of Community Councils in the Newport area advising them of the consultation. The Welsh Government arranged for adverts to be placed in Newport Matters, Capital Times and the Cardiff and South Wales Advertiser to try to reach as many of the public as possible. In addition, Public Notices about the Consultation were published in local papers including the South Wales Echo, South Wales Argus, Glamorgan Gazette, South Wales Evening Post and Western Mail. There have been adverts on Newport Buses, on the Big Screen in Cardiff, and at Motorway services along the M4 (Magor to Swansea), newsletters were left in a number of public buildings around Newport.

Following feedback from some of the attendees of the original drop-in exhibitions about the failure of some of the original publicity attempts to raise awareness, the Welsh Government arranged for three additional drop-in public exhibitions and the Welsh Government also extended the Consultation period by an additional month. To advertise these exhibitions and the extended period for responses, the Welsh Government arranged for some 80,000 leaflets to be distributed in the Newport area. To further highlight the Public Consultation and the additional exhibitions, a radio advertising campaign was held on Real Radio and Gold Radio.

The M4 CEM WelTAG Stage 1 Appraisal concluded that the following measures are worthy of further consideration:

- A new dual carriageway route to the south of Newport;
- Public transport enhancement; and
- Common (complementary) measures.

Recent initiatives including discussions between Welsh Government and HM Treasury/Department for Transport as well as findings by the Silk Commission have created potential funding opportunities for Welsh Government infrastructure projects. This re-opens the possibilities to provide a new section of motorway to the south of Newport. Thus, this engagement strategy has been prepared in order to inform the preparation of a new draft Plan for the M4 Corridor around Newport.

2 Role of this Engagement Strategy

This document sets out a high level and strategic approach to the engagement process as part of the development of, and consultation on, a draft Plan for the M4 Corridor around Newport. It sets out guiding principles to which those involved in planning and delivering the engagement and consultation process must adhere; the aims of engagement activity associated with the draft Plan; and sets out a cycle of engagement phases.

3 Guiding principles for engagement

The approach to engagement will be based on accepted good practice, across Wales and the UK as a whole. Engagement should be in accordance with the Welsh Government's governance principles for implementing public engagement, and the engagement values set out in Engage Wales. As such, the following guiding principles should be adopted:

a) Take a planned approach, which:
   i. Ensures that any engagement work is properly related, in terms of timing and decision making, to the technical process as a whole, and that it is joined up, linking relevant departments within Welsh Government and with identified key stakeholders;
   ii. Sets out a clear plan of who will be engaged, how, by what means; and
   iii. Maintains flexibility, adapting the engagement work if necessary, in light of any unplanned events.

b) Be clear, internally (within Welsh Government and its contractors) and externally (to all stakeholders), on:
   i. The policy aims;
   ii. The purpose of any engagement – from the perspective of both Welsh Government and the stakeholders themselves, i.e. what it is Welsh Government are trying to achieve from the engagement activity;
   iii. The detail of what is, and isn't, available for public and/or stakeholder influence; and
   iv. Clarity and transparency about who is making decisions about what, when and how; and about how any contributions, participation or responses from people with whom Welsh Government engages will shape the draft Plan and measures within it.

c) Give the public and stakeholders as much choice as possible regarding how they want to engage with the process. Tailor engagement approaches to suit the different types of stakeholder:
   i. Use existing engagement channels as much as possible, i.e. taking engagement to people through public events and publicity, rather than only expecting them to engage;
   ii. Ensure that key engagement materials are accessible, 'plain English' and translated; and
   iii. Use a variety of methods of engaging.

d) Ensure engagement satisfies existing legislation as well as overarching policies and principles of human rights and equalities and a commitment to a bi-lingual Wales.

e) Provide accessible and regular, clear updates on the process, and a final round of feedback to those who participated, as to how their input has been used.

4 High level aims for engagement

At a strategic level, the purpose of engaging with stakeholders is to maintain regular communication with stakeholders, so that they are aware of how the Welsh Government is preparing and then consulting on a draft Plan and to gather views and information that will shape:

a) Agreement on what the key problems and objectives are on the M4 Corridor around Newport;

b) What measures are being considered as part of a draft Plan (this includes measures already considered and new ideas put forward by participants as part of the engagement process);

c) The detail of how some measures, already committed to be implemented within the M4 Corridor around Newport, will be implemented; and

d) How and when could a draft Plan be adopted with the preferred strategy (or reasonable alternatives) being progressed as projects up to their construction.

Under these high level engagement aims, other goals for engagement are to:

- Extract as much relevant local knowledge as possible;
- Utilise stakeholder expertise and knowledge to help prepare a draft Plan;
- Build shared understanding, across all sectors and stakeholders on potential solutions that will form part of a draft Plan.

5 Proposed phased approach for the engagement process

These phases should inform the technical process:

1. **Evaluate options and decide what measures should be included within a draft Plan:** Welsh Government take all of the results of the engagement and consultation process to date and make decisions regarding which measures can deliver desired outcomes, and present these in a draft Plan for public consultation, prior to any decision to adopt that draft Plan.
2. **Feedback:** Explain how the engagement and consultation process has informed any decisions associated with a draft Plan, including an evaluation of the process. Request feedback from stakeholders on how they have perceived the engagement process.
3. **Implementation:** Start a new phase of engagement, relating to the implementation of measures at scheme level, should any measures be progressed through an adopted draft Plan.

Appendix – Definitions of different levels of engagement

The M4 Corridor around Newport will not necessarily engage stakeholders at all the levels described below. The definitions provided are to provide an overview of what approaches the Welsh Government may adopt in order to achieve effective and beneficial engagement.

Information giving

Providing information (e.g. about activities, news, results of a decision) or giving feedback. This may or may not be with the intention of altering their perceptions or behaviour. This can also mean allowing views to be shared and enabling others to listen to different points of view.

Education

As with information-giving, but more effort is put into explaining or raising awareness of an issue, often in order to change attitudes or encourage action.

Targeted information gathering

This is seeking specific information from specific people to inform a decision, e.g. asking disabled users about inclusive access issues.

Broad information gathering

This is trying to inform a decision to be made by gathering views as widely as possible from stakeholders first. This often involves one-off engagement.

Two-way dialogue: informing, questioning, listening

Asking opinions and collecting views, e.g. questionnaires, surveys, hearings, meetings, voting, market research, focus groups and debate. There can be two-way communication (i.e. participants are informed of the results) but final decisions are made by those who are doing the questioning. Participants have a passive role as providers of facts, opinions or ideas.

Formal consultation (public)

A process in which anyone has the opportunity to offer a view on proposals set out in a published document (i.e. draft Plan), within a defined time period.

Involvement

Where more than just opinions are sought but where participants may be part of the solution though taking action or endorsing an idea (e.g. participatory planning meeting, advisory or working group). Communication must be two-way, but responsibilities are not necessarily formally set out and relationships between participants may remain unclear. This is trying to inform a decision to be made but wanting stakeholders and participants to have a more active role as shapers of opinions, ideas and outcomes, often on an on-going basis. This results in longer term and more influential relationships in which final decisions are made by the responsible body (e.g. Welsh Government), but based on the working relationship with those engaged.

A7 Consultation Strategy

Welsh Government

M4 Corridor around Newport

Consultation Strategy

8931

Issue Rev A | 24 July 2013

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 117300

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1 Introduction

1.1 Background

The M4 motorway between Magor and Castleton falls well short of modern motorway design standards, particularly in relation to capacity and safety. Problems with congestion and unreliable journey times have been a fact of life on the M4 around Newport for many years.

On 26 June 2013, Edwina Hart AM CStJ MBE, Minister for Economy, Science and Transport, published the following written statement:

"Addressing the capacity and resilience issues on the M4 around Newport is the top transport challenge that we face in ensuring that Wales has an effective economic infrastructure which improves our competitiveness and access to jobs and services…As a result of ongoing discussions with the UK Government there has been a significant change in the assessment of the affordability of a major enhancement of the M4. Building on the extensive development and consultation work undertaken on M4 Corridor Enhancement Measures (CEM), we will be consulting formally over the summer with Natural Resources Wales in order to go out to public consultation this September with a finalised draft Plan and Strategic Environmental Assessment (SEA) Report. If implemented, the draft plan would lead to a motorway being built south of Newport."

A draft Plan will present the Welsh Government's preferred strategy alongside any reasonable alternatives to that preferred strategy, which will be subject to stakeholder and public consultation.

1.2 Approach to engagement and consultation

Much assessment, appraisal and engagement has been undertaken to develop a motorway solution to the south of Newport since 1991 and a detailed history is provided within the M4 Corridor around Newport Welsh Transport Planning and Appraisal Guidance[1] (WelTAG) Appraisal Report Stage 1 (Strategy Level)[2].

During the engagement process associated with the preparation of an M4 Corridor around Newport draft Plan, building on that undertaken for the M4 Corridor Enhancement Measures (CEM) Programme, the Welsh Government and its project team has conducted dialogue and deliberative sessions both with internal and external specialists and expert stakeholders, as well as with communities and other organisations likely to be interested in and affected by any transport related interventions along the M4 Corridor around Newport.

Recognising the potential level of public interest in transport issues within the M4 Corridor around Newport, and the numbers of people potentially affected by any options presented as part of an M4 Corridor around Newport draft Plan, the Welsh Government will undertake wide-ranging and focussed engagement with stakeholders and local people.

[1] Welsh Transport Planning and Appraisal Guidance, June 2008, Welsh Assembly Government
[2] M4 Corridor around Newport WelTAG Appraisal Report Stage 1 (Strategy Level), June 2013, Welsh Government, available at www.m4cem.com.

The approach to engagement is based on established good practice in Wales and the UK, and is fully compliant with Welsh Government principles for implementing public engagement, and the engagement values set out in Engage Wales[3]. The engagement work so far has been appropriately aligned, in terms of timing and decision making, to the technical assessment process as part of the development of a draft Plan.

The M4 Corridor around Newport programme is at a strategy level, aiming to address the problems and achieve the goals of the M4 Corridor around Newport. These have been established with stakeholders and the public through engagement and formal consultation[4].

As a plan or programme, in order to satisfy the requirements of WelTAG, as well as the SEA Regulations[5] and HRA Regulations[6], a draft Plan will be consulted on alongside its associated assessments. As such, a draft Plan Consultation Document will be subject to public consultation alongside an SEA Environmental Report, Habitats Regulations Assessment, Health Impact Assessment and Equality Impact Assessment.

The above assessments of the draft Plan will be finalised, taking into consideration any comments received by consultation bodies to relevant scoping exercises[7]. A draft Plan setting out the preferred strategy for the M4 corridor around Newport, and its associated assessments, will be published and will be the subject of formal consultation with statutory and public consultees in accordance with the relevant regulations. Following consultation, the Welsh Ministers would then consider the results of the consultation and determine whether or not to adopt the draft Plan, with or without amendments.

1.3 Purpose

As set out in WelTAG, the principal reasons for encouraging participation are that a better final decision will be reached; and the implementation of that decision will be easier, cheaper and quicker. Associated benefits are to get the public and stakeholder organisations to feel a sense of ownership over policies; and to demonstrate the Welsh Government's commitment to open and responsive government.

The principal differences between strategies and schemes are scope and detail. A strategy such as the M4 Corridor around Newport draft Plan will typically stand to influence a larger part of the country (and, therefore, a larger group of people) than a scheme. Planners can therefore expect to use different methods to encourage participation for strategies than for schemes. As WelTAG sets outs, it is a common misconception that participation should only happen once there is something well defined to discuss. On the contrary, it is beneficial to conduct meaningful participation at the strategy stage, which will provide the foundation for more collaborative and successful participation during later stages.

[3] www.participationcymru.org.uk
[4] See www.m4cem.com for further information
[5] http://www.legislation.gov.uk/uksi/2004/1633/contents/made
[6] http://www.legislation.gov.uk/uksi/2010/490/contents/made
[7] Scoping Reports for each of the assessments were submitted to the appropriate Consultation Bodies on 9 July 2013.

The purpose of this report is to provide a strategy for consultation with stakeholders and public, aiming to:

- Provide stakeholders and public with useful, accurate, timely and user-friendly information;
- Maximise the opportunities for stakeholders and the public to be involved in the engagement and consultation process;
- Make it easy for stakeholders and the public to communicate with the project team and share their views on the draft Plan; and
- Ensure that the Welsh Government listens, responds and feeds back how stakeholder and public views have been taken into account in the decision making process.

2 Approach to Consultation

2.1 Consultation groups

There are different types of stakeholder who may wish to be engaged with the draft Plan and consulted on it. These may include:

- Statutory consultees (any organisations which are identified by law to be consultation bodies);
- Elected members (European Parliament, UK Parliament, Welsh Government, Local Authorities);
- Community, Town and Parish Councils;
- The general public;
- Businesses and business groups;
- Community organisations and groups;
- Environmental Non-governmental organisations (NGOs);
- Third sector, charity, voluntary organisations and educational institutions;
- Transport providers and bodies; and
- Other statutory organisations and public bodies (health service providers, emergency services).

This consultation strategy aims to engage all consultation groups in the draft Plan consultation process.

2.2 Equality

It is important to ensure that the draft Plan and its associated engagement and public consultation process respects existing equalities legislation (Equality Act 2010) and overarching principles of human rights and equalities, as well as the Welsh Government's own commitment to supporting the Welsh language (Welsh Language Act 1993). As such, methods of communication and communication techniques should ensure equality in its widest sense.

Participants will be provided with the opportunity to provide information about their age, sex and nationality when completing a consultation Response Form (see section 2.3). This will allow the project team to analyse the results of the consultation and identify where any issues of equality and social exclusion may need to be considered and/or addressed as part of the draft Plan. As outlined in Section1, an Equality Impact Assessment of the draft Plan will be undertaken and consulted on with stakeholders and the public alongside a draft Plan Consultation Document and its other associated environmental and health focused assessments.

For the National Transport Plan (NTP), the NTP Equality Impact Assessment, Consultation Document, Rural Proofing Checklist and Consultation Questions were available in Welsh language. For the M4 Corridor around Newport draft Plan, the Consultation Document, Response Form, SEA Environmental Report Non-technical Summary and Equality Impact Assessment, as well as publicity materials, will be made available in both English and Welsh languages.

2.3 Consultation documents

The documents[8] that will form part of the M4 Corridor around Newport draft Plan consultation will include[9]:

- Draft Plan – Consultation Document (bilingual);
- Draft Plan – Consultation Document Response Form (bilingual);
- Draft Plan – SEA Environmental Report;
- Draft Plan – SEA Environmental Report Non-Technical Summary (bilingual);
- Drat Plan – Equality Impact Assessment Report (bilingual);
- Draft Plan – Health Impact Assessment Report;
- Draft Plan – HRA Screening Report; and
- Draft Plan – HRA Statement to Inform an Appropriate Assessment.

The M4 CEM and M4 Corridor around Newport WelTAG Stage 1 Appraisal (Strategy Level) Reports[10] will provide supporting information but not be subject to consultation.

The draft Plan Consultation Document will be the overarching document for the draft Plan and will outline:

- The background to the preparation of the draft Plan;
- The problems, aims and goals for the M4 Corridor around Newport (providing the evidence base to explain the need for the draft Plan);
- A description of the preferred strategy, its reasonable alternatives and the consequences of doing nothing;
- A summary of the likely economic, social and environmental impacts of the preferred strategy, its reasonable alternatives and the do-minimum scenario;
- A description of the draft Plan assessments and where they are available;
- How responses will help the Welsh Government decide whether to adopt the draft Plan, with or without amendment; and
- Next steps (moving from a strategy to a scheme level).

Subject to approval, the Minister for Economy, Transport and Science may provide a Foreword to the Consultation Document, to promote the consultation exercise as one of significant importance to the economy of Wales.

A single M4 Corridor around Newport draft Plan Consultation Response Form will pose the following consultation questions, which aim to seek direct responses to how doing nothing, the draft Plan and its reasonable alternatives will address the problems and achieve the goals of the M4 Corridor around Newport, as well as seeking comments on the associated environmental, equality and health assessments of the draft Plan[11]:

[8] All documents to be consulted on will require Welsh Government to provide Document Numbers
[9] Actual document titles subject to change
[10] Available at www.m4cem.com and http://wales.gov.uk/topics/transport/publications
[11] These are subject to change with a project team 'question selection' workshop scheduled for July 2013

1. To what extent do you think the 'do-minimum scenario' will address the problems and achieve the goals of the M4 Corridor around Newport?
2. To what extent do you think the draft Plan (preferred strategy Black Route and its complementary measures) will address the problems and achieve the goals of the M4 Corridor around Newport?
3. To what extent do you think the reasonable alternative to the draft Plan (Red Route and its complementary measures) will address the problems and achieve the goals of the M4 Corridor around Newport?
4. To what extent do you think the reasonable alternative to the draft Plan (Purple Route and its complementary measures) will address the problems and achieve the goals of the M4 Corridor around Newport?
5. Have you any comments to make regarding the Strategic Environmental Assessment of the draft Plan?
6. Have you any comments to make regarding the Habitats Regulations Assessment of the draft Plan?
7. Have you any comments to make regarding the Health Impact Assessment of the draft Plan?
8. Have you any comments to make regarding the Equality Impact Assessment of the draft Plan?
9. Have you any additional comments?

A single Response Form will provide a formal tool for all responses to the draft Plan Consultation Document and the draft Plan assessments, which will make the consultation more accessible and easier to respond to for all. A single method of formal response to the draft Plan consultation will also support the data entry, analysis and reporting process associated with the consultation responses.

The Response Form will seek to collect information about the participant, in order to support the analysis of the responses against travel behaviour[12] and equality[13]. The following information will be sought:

- First Name, Surname and Organisation (if applicable);
- Address and Postcode;
- Email;
- How often the participant uses the M4 motorway around Newport (with selection categories);
- The purpose of these journeys (with selection categories);
- Age (with selection bandings);
- Sex; and
- Nationality.

A Welsh Government Data Protection Statement will be provided on the Response Form, to satisfy the Data Protection Act 1998.

[12] It will be important to collect travel behaviour data in order to understand how a respondent's comments may be linked to their purpose and frequency of travel on the M4 motorway around Newport

[13] It will be important to collect equality data in order to inform the Equality Impact Assessment of the draft Plan, in accordance with the Equality Act 2010

2.4 Timing of consultation

In line with Welsh Government guidance on the undertaking of public consultations[14], a 12 week consultation period is planned.

The consultation will start towards the end of September 2013, which will ensure that the consultation ends before Christmas 2013. This period will therefore not conflict with any Public holidays that could delay the receipt of responses. The launch date is to be confirmed by Ministerial approval.

2.5 Publicity

Recognising the potential level of public interest in transport issues within the M4 Corridor around Newport, and the numbers of people potentially affected by any options presented as part of an M4 Corridor around Newport draft Plan, efforts should be made to make as many people as possible across South Wales aware of the opportunity to engage and comment on the M4 Corridor around Newport draft Plan. Publicity will therefore be aimed at a wide range of people, encompassing all possible interests, ages and socio-economic groups.

The following approach to publicity will therefore be implemented, subject to Ministerial approval:

- The Minister will write to all AMs and MPs in the South Wales area informing them when the Consultation is starting and where they can obtain further information;
- Emails will be sent by Arup to all Local Authorities and Clerks of Community Councils in South Wales advising them of the Consultation;
- All contacts on the Arup M4 stakeholder database (over 1,500 individuals and organisations, including statutory stakeholders) are to be informed of the consultation in writing or by email, at the start of the consultation period;
- 100,000 flyers are to be delivered to properties in and around Newport, extending to Caldicot in the east and Castleton in the west;
- Flyers will also be sent to local libraries, health centres, and public transport interchanges and other community facilities in Newport;
- To utilise existing public information distribution networks, adverts will be placed in the Newport Matters, Cardiff and South Wales Advertiser, and Capital Times;
- Posters will be displayed at motorway services along the M4 (Magor to Swansea) and at community venues within Newport; and
- Radio campaigns will be undertaken on Capital Gold and Real Radio.

The publicity campaign will commence in Week 1 of the Consultation, to maximise press coverage that is likely to be attracted from the launch of the consultation, following a Welsh Government announcement. A ‘reminder’ radio campaign in Week 10 of the Consultation may be considered by the Welsh Government to encourage responses in the closing two weeks of the consultation period.

[14] http://wales.gov.uk/consultations/aboutconsultation?lang=en

2.6 Events

In order to make the consultation as accessible as possible to both stakeholders and members of the public, a series of drop-in exhibitions, open to all, will be held.

At these events, members of the project team, including technical experts, will be available to address any queries or concerns that attendees might have. A register will be taken to record details of any visitors and actions arising from the events.

Exhibition boards and large, clear maps of the options are to be displayed, showing the full environmental and other constraints on an OS background. Exhibition display boards will be displayed to present:

- An outline of the need for a solution to the problems and goals of the M4 Corridor around Newport;
- The consequences of doing nothing (the do-minimum scenario);
- A description of the draft Plan and its reasonable alternatives;
- A summary of the Consultation Document and associated assessments;
- Next steps; and
- Instructions on how to respond to the consultation and where further information is available.

Draft Plan Consultation Documents and associated assessment reports will be available, as well as Response Forms. Materials to complete Response Forms will be provided, whilst freepost labels and envelopes will be made available for those who wish to respond via paper copy of the Response Form.

Building on lessons learned from the New M4 and M4 CEM Consultation event, the following public drop-in exhibitions will be undertaken for two consecutive days at each of the following locations:

- The Newport Centre, in Week 2 of the Consultation, 12-7pm ;
- Ebenezer Baptist Church, in Week 3 of the Consultation, Magor, 12-7pm;
- Brynglas House, Brynglas, in Week 4 of the Consultation, 12-7pm;
- Castleton Village Hall, in Week 5 of the Consultation, Castleton, 12-7pm;
- The Newport Centre, in Week 10 of the Consultation, 12-7pm.

2.7 Stakeholder meetings

The Welsh Government has identified a number of key stakeholders that, due to the nature of their organisation or relationship with transport in the M4 Corridor around Newport, should be the subject of specific stakeholder meetings. These include Welsh Government departments, local authorities, particular land owners, operators/users of the M4 Corridor and/or River Usk, statutory environmental consultees and business groups.

Some key stakeholders have been engaged in the development of the draft Plan and its associated assessments, whilst these and others may require stakeholder meetings during and after the draft Plan consultation to help inform the potential adoption and/or implementation of the draft Plan.

2.8 Methods of response to the consultation

It is important to give stakeholders and the public as much choice as possible regarding how they want to engage with the consultation process.

All consultation documents and the Response Form will be made available to download online at the dedicated M4 Corridor around Newport website and will be available for inspection or to take away at deposit points in hard copy. Furthermore, an online consultation page will be made available, for respondents to complete and submit their responses online.

Based on the level of demand during the M4 CEM Consultation[15], which is likely to attract a similar level of responses for the M4 Corridor around Newport Consultation, it is proposed that the following quantities of the following reports are initially printed to be made available in hard copy:

- Draft Plan – Consultation Document [2,000]
- Draft Plan – Consultation Document Response Form [2,500]
- Draft Plan – SEA Environmental Report [500]
- Drat Plan – Equality Impact Assessment Report [250]
- Draft Plan – Health Impact Assessment Report [250]
- Draft Plan – HRA Screening Report [250]
- Draft Plan – HRA Statement to Inform an Appropriate Assessment [250]

5 copies of each document, plus 50 response forms in total, will be made available at deposit points[16] including:

- Newport City Council Civic Centre;
- Monmouthshire County Council Caldicot One Stop Shop,
- Post Offices at Magor, Liswerry, Castleton and Newport Central;
- Newport Central Library;
- Welsh Government, Cathays Park;
- Brynglas House, Newport;
- All Saints Church, Newport;
- Wyevale Garden Centre, Castleton; and
- All public exhibition venues.

All deposit points will be listed online and within the Consultation Document.

Sufficient quantities of the consultation documents will be made available at each of the public drop-in exhibitions.

Hard copies will be able to be requested from the Communications Manager at Arup (details will be provided at www.m4cem.com and in hard copies). An ‘order list’ will be made available at public drop-in exhibitions, to ensure that hard copies of any documents can be made available to those who request them.

[15] See www.m4cem.com for further information
[16] These include deposit points previously used for the New M4 and M4 CEM Consultations (1993 – 2012)

A review of hard copies available following four weeks into the consultation period will help determine the need for further printing to be arranged for the remainder of the consultation period.

Five hard copies of the M4 CEM and M4 Corridor around Newport WelTAG Stage 1 Appraisal (Strategy Level) Reports will be made available at public drop-in exhibitions (marked as not to be removed).

Arup intend to secure a freepost address with the Royal Mail for the return of paper Response Forms. These will then be directed to Dialogue by Design, who will process and analyse all comments (see section 2.10).

2.9 Responding to communications and consultation responses

For all incoming correspondence not comprising a formal response to the draft Plan consultation, the following contact details will be made available, and advertised on a dedicated M4 Corridor around Newport website[17] and within all consultation documents:

- Project email address[18];
- Arup telephone: 02920473727; and
- Arup postal address: 4 Pierhead Street, Capital Waterside, Cardiff CF10 4QP.

The project team Communications Manager will be responsible for managing and coordinating responses to any correspondence received via the above lines of communication. Any letters, emails or other correspondence received that is associated with the consultation but not comprising a formal response to the consultation, will be recorded within a database. All forms of correspondence requiring a response will be coordinated with, and when necessary provided by, the Welsh Government. Responses to similar enquiries should be consistent and tailored to the needs of any query, subject to Welsh Government approval of all responses.

Arup reception staff will be briefed to direct any calls or requests for information to the Communications Manager, or in their absence, the Arup Project Manager.

All formal consultation responses that provide a contact detail will be sent written notification of receipt of their response. This will be via automated response to any responses submitted electronically via a designated consultation website, to be managed by Arup and hosted by Dialogue by Design, who will process and analyse all responses (see section 2.10).

[17] Currently www.m4cem.com but subject to change to www.m4can.com for the new consultation
[18] Currently m4cem@arup.com but subject to change to m4can@arup.com for the new consultation

2.10 Participation Report

As required by WelTAG, planners need to summarise the participation process, covering the following:

- The development of the participation strategy (objectives set, rationale for approach adopted);
- The activities undertaken in relation to the wider planning process;
- General findings;
- An explanation of how proposals have been modified in response to participants' contributions; and
- A brief assessment of whether the participation conducted has achieved the objectives.

Dialogue by Design, an independent specialist consultation practice, should be commissioned to manage and report on the analysis of consultation responses. As the market leader in undertaking large consultation practices, Arup wish to secure the services of Dialogue by Design to help process and factually report on the responses received to the consultation. This will enable Arup to disseminate the results of the consultation in a more effective and timely manner, to ultimately prepare an M4 Corridor around Newport draft Plan Participation Report. Dialogue by Design's involvement in the M4 CEM Consultation allows for lessons to be learned, thus encouraging a more efficient service to be provided for the M4 Corridor around Newport Consultation. Arup would provide technical input and support to the response analysis process, whilst Dialogue by Design's services would include hosting a consultation website[19], processing and analysing participant responses, and providing a factual report of the results to Arup.

2.11 Evaluation

As outlined by WelTAG, whilst no participation strategy will leave all stakeholders entirely satisfied, some work better than others. By establishing what went well and what could have gone better; the planner can ensure that subsequent participation strategies are more effective. The planner should therefore devote some effort to finding out to what extent the objectives for the participation strategy was actually met and why. This may not require any additional research – it may be sufficient for those involved to meet briefly and review the experience. If certain points have proved particularly contentious or the planner has been forced to revise the planning approach because of stakeholder opposition, it may be appropriate to carry out a limited survey to establish why this was and whether a different approach would have made matters better.

[19] Previously www.m4cemconsultation.com for the M4 CEM Consultation (March to July 2012)

3 Next Steps

Following the end of the consultation period, a Participation Report will be prepared by Arup and issued to the Welsh Government for review, approval and publication. This will build on a factual report of results provided to Arup by Dialogue by Design, who will be responsible for processing and analysing the responses to the consultation with the technical support of Arup.

The comments received on the SEA Environmental Report will be given consideration and taken into account in an SEA Statement. An SEA Statement will be drafted by Arup, to be reviewed, approved and then published by the Welsh Government when the draft Plan is adopted, with or without amendment, by the Welsh Government. The purpose of the SEA Statement is to outline how the environmental assessment and consultation influence the option(s) to be progressed by the Welsh Government as part of a preferred strategy.

The HRA Reports will be updated to take into account any comments from Natural Resources Wales, in accordance with the HRA Regulations. The Reports will be prepared by Arup and issued to the Welsh Government for review, approval and publication.

The HIA Report will be updated to take into account any comments from WHIASU, in accordance with WelTAG. The Report will be prepared by Arup and issued to the Welsh Government for review, approval and publication.

The EqIA Report will be updated to take into account any comments from Welsh Government's Fairer Futures and Department of Economy, Transport and Science's Equality Unit, in accordance with WelTAG and the Equality Act 2010. The Report will be prepared by Arup and issued to the Welsh Government for review, approval and publication.

The Welsh Government will then decide whether to adopt the draft Plan, with or without amendment.

A8 M4 Corridor around Newport Publicity Material

M4 Corridor around Newport

Llywodraeth Cymru
Welsh Government

www.cymru.gov.uk

We want your views on our draft Plan which aims to address transport related problems on the M4 around Newport.

This is why we are holding a 12 week public consultation starting on 23 September and closing on 16 December 2013.

What is this about?

Unreliable journey times and traffic congestion, particularly during rush hour, are common occurrences on the M4 around Newport. This is due to the lack of capacity and alternative routes, especially during incidents and accidents. The Welsh Government is committed to making a change.



We are consulting on a draft Plan, which builds on the information we have already gathered and presents you with the opportunity to tell us what you think about our preferred strategy for the M4 around Newport.

If implemented, the draft Plan would lead to a motorway being built to the south of Newport.

How you can help

We want as many people as possible to view and comment on our draft Plan and its associated strategic environmental, habitats regulations, health and equality assessments.

How to share your views

You can share your views either online at *www.m4newport.com*, or on paper using the single response form and sending it to our freepost address *'FREEPOST M4 CONSULTATION'.*

Consultation documents and the single response forms are available to download at the above web address or can be viewed in many Deposit Centres around Newport during the consultation period.

You can also request a paper copy by using the contact details below, or for further information

Write to us at:
Allan Pitt,
Arup, 4 Pierhead Street,
Cardiff, CF10 4QP
Email: *m4newport@arup.com*
Call: *029 20473727*

Who takes the final decision and what happens next?

Using the feedback received from the consultation, the Welsh Government will decide whether to adopt the draft Plan, with or without amendments, taking into account the responses to the associated asessments.

An announcement will be made early next year, once the Welsh Government has made its decision.

Thank you

To everyone who has already been involved in helping us to develop our draft Plan. We hope you will help us on the draft Plan and associated assessments, by sharing your views with us. We look forward to receiving your comments by **16 December 2013.**

ARUP

You can visit one of our Drop-in Exhibitions where you can speak to our staff and get more information about the draft Plan.

Drop-in Exhibitions 12pm-7pm

Wednesday 2 and Thursday 3 October
Magor - Ebenezer Baptist Church NP26 3HY

Tuesday 8 and Wednesday 9 October
Newport - The Newport Centre NP20 1UH

Tuesday 15 and Wednesday 16 October
Brynglas - All Saints Church NP20 5QY

Tuesday 29 and Wednesday 30 October
Castleton- Castleton Village Hall CF3 2UW

Monday 25 and Tuesday 26 November
Newport - The Newport Centre NP20 1UH

Document Deposit Centres

Caldicot One Stop Shop, NP26 5DB

Castleton Village Hall, CF3 2UW

Liswerry Post Office, NP19 0JX

Magor Post Office, NP26 3EP

Newport Central Library, NP20 1PA

Newport Information Centre, NP20 4AX

Welsh Government, Cathays Park, Cardiff, CF10 3NQ

Deposit Draft Plan Documents

- **draft Plan - Consultation Document and Response Form;**
- **Strategic Environmental Assessment Environmental Report; (Full Report and Non-Technical Summary)**
- **Equality Impact Assessment Report;**
- **Health Impact Assessment Report;**
- **Consideration of the Options for the M4 Corridor around Newport in Relation to the Requirements of the Habitats Regulations.**

Coridor yr M4 o amgylch Casnewydd

Llywodraeth Cymru
Welsh Government

www.cymru.gov.uk

Rydym am gael eich barn ar ein Cynllun draft sy'n ceisio mynd i'r afael â phroblemau sy'n gysylltiedig â thrafnidiaeth ar yr M4 o amgylch Casnewydd.

Dyna pam yr ydym yn cynnal ymgynghoriad cyhoeddus am 12 wythnos a fydd yn dechrau ar 23 Medi ac yn dod i ben ar 16 Rhagfyr 2013.

Beth yw hanes hyn i gyd?

Mae amserau siwrneiau annibynadwy a thagfeydd traffig, yn enwedig yn ystod yr adeg brysuraf, yn ddigwyddiadau cyffredin ar yr M4 o amgylch Casnewydd. Diffyg capasiti a llwybrau amgen sy'n gyfrifol am hyn, yn enwedig yn ystod digwyddiadau a damweiniau. Mae Llywodraeth Cymru wedi ymrwymo i wneud newid.



Rydym yn ymgynghori ar Gynllun drafft, sy'n adeiladu ar y wybodaeth a gasglwyd gennym eisoes ac yn cynnig y cyfle i chi ddweud eich barn wrthym am ein strategaeth a ffefrir ar gyfer yr M4 o amgylch Casnewydd.

Pe bai'n cael ei roi ar waith, byddai'r Cynllun drafft yn arwain at adeiladu trafforddd i'r de o Gasnewydd.

Sut gallwch chi helpu

Rydym am i gynifer o bobl â phosibl weld a gwneud sylwadau ar ein Cynllun draft a'i asesiadau amgylcheddol strategol, rheoliadau cynefinoedd, iechyd a chydraddoldeb cysylltiedig.

Sut i rannu eich barn

Gallwch rannu eich barn naill ai ar-lein yn www.m4newport.com, neu ar bapur gan ddefnyddio'r ffurflen ymateb unigol a'i hanfon at ein cyfeiriad rhadbost *'FREEPOST M4 CONSULTATION'.*

Mae dogfennau'r ymgynghoriad a'r ffurflenni ymateb unigol ar gael i'w lawrlwytho yn y gwe gyfeiriad uchod, neu gellir eu gweld mewn llawer o Ganolfannau Cadw o amgylch Casnewydd yn ystod y cyfnod ymgynghori.

Gallwch hefyd ofyn am gopi papur trwy ddefnyddio'r manylion cysylltu isod, neu i gael mwy o wybodaeth

Ysgrifennwch atom:
Allan Pitt,
Arup, 4 Pierhead Street,
Caerdydd, CF10 4QP
E-bost: *m4newport@arup.com*
Ffôn: *029 20473727*

Pwy sy'n gwneud y penderfyniad terfynol a beth sy'n digwydd nesaf?

Gan ddefnyddio'r adborth a geir o'n hymgynghoriad, bydd Llywodraeth Cymru yn penderfynu ynghylch pa un ai mabwysiadu'r Cynllun drafft ai peidio, gyda newidiadau neu heb newidiadau, gan ystyried yr ymateb i asesiadau amrywiol.

Gwneir cyhoeddiad yn gynnar y flwyddyn nesaf, pan fydd Llywodraeth Cymru wedi gwneud penderfyniad.

Diolch

I bawb sydd eisoes wedi ein helpu i ddatblygu ein Cynllun drafft. Gobeithiwn y byddwch yn ein helpu ar y Cynllun drafft ac asesiadau cysylltiedig, trwy rannu eich barn â ni. Edrychwn ymlaen at dderbyn eich sylwadau erbyn **16 Rhagfyr 2013.**

ARUP

Gallwch ymweld ag un o'n Harddangosfeydd Galw Heibio lle gallwch siarad â'n staff a chael mwy o wybodaeth am y Cynllun drafft.

Arddangosfeydd Galw Heibio 12yh-7yh

Dydd Mercher 2 a Dydd Iau 3 Hydref
Magwyr - Eglwys y Bedyddwyr Ebeneser NP26 3HY

Dydd Mawrth 8 a Dydd Mercher 9 Hydref
Casnewydd - Canolfan Casnewydd NP20 1UH

Dydd Mawrth 15 a Dydd Mercher 16 Hydref
Brynglas - Eglwys yr Holl Saint NP20 5QY

Dydd Mawrth 29 a Dydd Mercher 30 Hydref
Cas-bach - Neuadd Bentref Cas-bach CF3 2UW

Dydd Llun 25 a Dydd Mawrth 26 Tachwedd
Casnewydd - Canolfan Casnewydd NP20 1UH

Canolfannau Cadw Dogfennau

Siop Un Stop Cil-y-Coed, NP26 5DB

Neuadd Bentref Cas-bach, CF3 2UW

Swyddfa'r Post Llysweri, NP19 0JX

Swyddfa'r Post Magwyr, NP26 3EP

Llyfrgell Ganolog Casnewydd, NP20 1PA

Canolfan Wybodaeth Casnewydd, NP20 4AX

Llywodraeth Cymru, Parc Cathays, Caerdydd, CF10 3NQ

Dogfennau'r Cynllun Drafft wedi'i Adneuo

- **Cynllun draft – Dogfen Ymgynghori a Ffurflen Ymateb i'r Ddogfen Ymgynghori;**
- **Adroddiad yr Asesiad Amgylcheddol Strategol; (Adroddiad Llawn a Chrynodeb Annhechnegol)**
- **Adroddiad yr Asesiad o'r Effaith ar Gydraddoldeb;**
- **Adroddiad yr Asesiad o'r Effaith ar Iechyd;**
- **Ystyriaeth o'r opsiynau ar gyfer Coridor yr M4 o amgylch Casnewydd parthed gofynion y Rheoliadau Cynefinoedd**

M4 Corridor around Newport

Llywodraeth Cymru
Welsh Government

www.cymru.gov.uk



We want your views on our draft Plan which aims to address transport related problems on the M4 around Newport.

This is why we are holding a 12 week public consultation starting on 23 September and closing on 16 December 2013.

Visit us at one of our Drop-in Exhibitions 12pm-7pm

Wednesday 2 and Thursday 3 October
Magor - Ebenezer Baptist Church NP26 3HY

Tuesday 8 and Wednesday 9 October
Newport - The Newport Centre NP20 1UH

Tuesday 15 and Wednesday 16 October
Brynglas - All Saints Church NP20 5QY

Tuesday 29 and Wednesday 30 October
Castleton - Castleton Village Hall CF3 2UW

Monday 25 and Tuesday 26 November
Newport - The Newport Centre NP20 1UH

For more information visit *www.m4newport.com*
or call *029 20473727*



M4 Corridor around Newport

Coridor yr M4 o amgylch Casnewydd

Llywodraeth Cymru
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Wednesday 2nd and Thursday 3rd October
Magor - Ebenezer Baptist Church NP26 3HY

Tuesday 8th and Wednesday 9th October
Newport - The Newport Centre NP20 1UH

Tuesday 15th and Wednesday 16th October
Brynglas - All Saints Church NP20 5QY

Tuesday 29th and Wednesday 30th October
Castleton - Castleton Village Hall CF3 2UW

Monday 25th and Tuesday 26th November
Newport - The Newport Centre NP20 1UH

All exhibitions are open between 12pm and 7pm.



Rydym am gael eich barn ar ein Cynllun draft sy'n ceisio mynd i'r afael â phroblemau sy'n gysylltiedig â thrafnidiaeth ar yr M4 o amgylch Casnewydd.

Dyna pam yr ydym yn cynnal ymgynghoriad cyhoeddus am 12 wythnos a fydd yn dechrau ar 23 Medi ac yn dod i ben ar 16 Rhagfyr 2013.

Gallwch ymweld ag un o'n Harddangosfeydd Galw Heibio lle gallwch siarad â'n staff a chael mwy o wybodaeth am y Cynllun drafft.

Dydd Mercher 2 a Dydd Iau 3 Hydref
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Dydd Mawrth 29 a Dydd Mercher 30 Hydref
Cas-bach – Neuadd Bentref Cas-bach CF3 2UW

Dydd Llun 25 a Dydd Mawrth 26 Tachwedd
Casnewydd – Canolfan Casnewydd NP20 1UH

Bydd yr holl arddangosfeydd ar agor rhwng 12yh a 7yh.



A9 Public Exhibition Display Panels

Llywodraeth Cymru
Welsh Government

www.cymru.gov.uk

Welcome

Transport and access to services, homes, work and leisure are issues affecting us all and we hope that anyone who lives, works or travels through South Wales will participate in this draft Plan public consultation.

This public drop-in exhibition is being held as part of the Welsh Government's draft Plan Consultation to provide you with the opportunity to ask questions about the various aspects of the draft Plan.

Staff are on hand to answer your questions, talk you through the exhibition boards and the way you can express your opinions.

If implemented, the draft Plan would lead to a motorway being built south of Newport.

The information provided on these exhibition boards are snapshots extracted from the draft Plan Consultation Document and you should still read the full document. Relevant page numbers to the Consultation Document are shown on each of the display boards.

Croeso

Mae trafnidiaeth a mynediad at wasanaethau, cartrefi, gwaith a chyfleusterau hamdden yn effeithio arnom i gyd ac rydym yn gobeithio y bydd unrhyw un sy'n byw, gweithio, neu'n teithio trwy Dde Cymru yn cymryd rhan yn yr ymgynghoriad cyhoeddus hwn ar y Cynllun drafft.

Cynhelir yr arddangosfa gyhoeddus galw heibio hon fel rhan o Ymgynghoriad Cynllun drafft Llywodraeth Cymru er mwyn rhoi cyfle i chi ofyn cwestiynau ar wahanol agweddau o'r Cynllun drafft.

Mae staff ar gael i ateb eich cwestiynau, esbonio cynnwys yr arddangosfa i chi, a'r ffordd y gallwch fynegi eich barn.

Os caiff y Cynllun drafft hwn ei weithredu bydd traffordd yn cael ei hadeiladu i'r de o Gasnewydd.

Gwybodaeth sydd wedi ei ddethol o Ddogfen Ymgynghori'r Cynllun drafft sydd ar y byrddau arddangos, ac felly dylech ddarllen y ddogfen lawn. Nodwyd rhifau tudalennau sy'n berthnasol i'r Ddogfen Ymgynghori ar bob un o'r byrddau arddangos.

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Background

The M4 in South Wales forms part of the Trans-European Transport Network, which provides connections throughout Europe by road, rail, sea and air. The M4 plays a key strategic role in connecting South Wales with the rest of Europe.

Providing a facility for transporting goods, linking people to jobs and employment sites as well as serving the Welsh tourism industry, the M4 is critical to the Welsh economy.

Congestion on the M4 causing unreliable journey times and reduced service levels can therefore hinder economic development in South Wales.

The M4 Motorway between Magor and Castleton does not meet modern motorway design standards. This section of the M4 has many lane drops and lane gains, resulting in some two-lane sections, an intermittent hard shoulder and frequent junctions. It is often congested, especially during weekday peak periods resulting in slow and unreliable journey times and stop-start conditions with incidents frequently causing delays.

This is why problems with congestion and unreliable journey times have been a fact of life on the M4 around Newport for many years.

(See page 7 of the Consultation Document for more information.)

Cefndir

Mae'r M4 yn Ne Cymru yn rhan o'r Rhwydwaith Trafnidiaeth Traws-Ewropeaidd, sy'n darparu cysylltiadau ledled Ewrop ar hyd ffyrdd, rheilffyrdd, ar y môr a thrwy deithiau awyr. Mae'r M4 yn chwarae rhan strategol allweddol yn cysylltu De Cymru â gweddill Ewrop

Gan ddarparu cyfleuster ar gyfer cludo newyddau, cysylltu pobl â swyddi a safleoedd cyflogaeth, yn ogystal â gwasanaethu diwydiant twristiaeth Cymru, mae'r M4 yn holl bwysig i economi Cymru.

Gall tagfeydd ar yr M4 yn achosi amserau siwrneiau annibynadwy a lefelau gwasanaethau llai felly rwystro datblygiad economaidd yn Ne Cymru.

Nid yw Trafforddyr M4 rhwng Magwyr a Chas-bach yn cyrraedd safonau dylunio traffyrdd modern. Mae'r rhan hon o'r M4 yn cynnwys nifer fawr o fannau lle mae lonydd yn lleihau a lonydd yn cynyddu, gan arwain at rai rhannau dwy lôn, llain galed ysbeidiol a chyffyrdd mynych. Mae tagfeydd yn digwydd yn aml, yn enwedig yn ystod adegau prysur ar ddiwrnodau'r wythnos, ac mae hynny'n arwain at amserau siwrneiau araf ac annibynadwy, traffig yn stopio a chychwyn, a digwyddiadau mynych sy'n achosi oedi.

Dyma pam y mae problemau gyda thagfeydd ac amserau siwrneiau annibynadwy wedi bod yn ffaith bywyd ers blynyddoedd lawer ar yr M4 o amgylch Casnewydd.

(Gweler tudalen 7 o'r Ddogfen Ymgynghori am fwy o wybodaeth.)

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Aims

The aims of the Welsh Government for the M4 Corridor around Newport are to:

1. Make it easier and safer for people to access their homes, workplaces and services by walking, cycling, public transport or road.
2. Deliver a more efficient and sustainable transport network supporting and encouraging long-term prosperity in the region, across Wales, and enabling access to international markets.
3. To produce positive effects overall on people and the environment, making a positive contribution to the overarching Welsh Government goals to reduce greenhouse gas emissions and to making Wales more resilient to the effects of climate change.

The draft Plan aims to help to achieve or facilitate these aims as part of a wider transport strategy for South East Wales, as outlined within the Prioritised National Transport Plan[1].

(See page 16 of the Consultation Document for more information.)

[1] National Transport Plan (2010) and Prioritised National Transport Plan (2011) Welsh Government.

Amcanion

Dyma amcanion Llywodraeth Cymru ar gyfer Coridor yr M4 o amgylch Casnewydd:

1. Ei gwneud hi'n haws ac yn fwy diogel i bobl gyrraedd eu cartrefi, mannau gweithio a gwasanaethau drwy gerdded, beicio, ar drafnidiaeth gyhoeddus neu ar y ffordd.
2. Cyflawni rhwydwaith trafnidiaeth fwy effeithlon a chynaliadwy sy'n cefnogi ac yn annog ffyniant hirdymor yn y rhanbarth, ledled Cymru, a galluogi cyrraedd marchnadoedd rhyngwladol.
3. Creu effeithiau cadarnhaol yn gyffredinol ar bobl a'r amgylchedd, gan wneud cyfraniad cadarnhaol at nodau cyffredinol Llywodraeth Cymru i leihau allyriadau nwyon tŷ gwydr a gwneud Cymru'n fwy cadarn i allu gwrthsefyll effeithiau'r newid yn yr hinsawdd.

Nod y Cynllun drafft yw helpu cyflawni neu hwyluso'r amcanion hyn fel rhan o strategaeth trafnidiaeth ehangach ar gyfer De Ddwyrain Cymru, fel yr amlinellir yn y Cynllun Trafnidiaeth Cenedlaethol â Blaenoriaeth[1].

(Gweler tudalen 16 o'r Ddogfen Ymgynghori am fwy o wybodaeth.)

[1] Y Cynllun Trafnidiaeth Cenedlaethol (2010) a Chynllun Trafnidiaeth Cenedlaethol â Blaenoriaeth (2011) Llywodraeth Cymru.

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Problems

The M4 motorway between Magor and Castleton does not meet modern motorway design standards, particularly in relation to capacity and design. Problems with congestion and unreliable journey times have been a fact of life on the M4 around Newport for many years. The 17 identified transport related problems are listed below. Those shown in ***bold italics*** were selected as a priority, the most times by respondents to the M4 CEM consultation:

Capacity

1. ***A greater volume of traffic uses the M4 around Newport than it was designed to accommodate, resulting in regular congestion at peak times over extended periods.***
2. The M4 around Newport is used as a convenient cross town connection for local traffic, with insufficient local road capacity.
3. HGVs do not operate efficiently on the motorway around Newport.
4. There is insufficient capacity through some of the Junctions (e.g. 3 lane capacity drops to 2 lane capacity).
5. ***The 2-lane Brynglas tunnels are a major capacity constraint.***
6. The M4 cannot cope with increased traffic from new developments.

Resilience

7. ***Difficulties maintaining adequate traffic flows on the M4 and alternative highway routes at times of temporary disruption; alternative routes are not able to cope with M4 traffic.***
8. The road and rail transport system in and around the M4 Corridor is at increasing risk of disruption due to extreme weather events.
9. ***When there are problems on the M4, there is severe disruption and congestion on the local and regional highway network.***
10. The M4 requires essential major maintenance within the next 5-10 years; this will involve prolonged lane and speed restrictions, thus increasing congestion problems.
11. There is insufficient advance information to inform travel decisions when there is a problem on the M4.

Safety

12. The current accident rates on the M4 between Magor and Castleton are higher than average for UK motorways.
13. The existing M4 is an inadequate standard compared to modern design standards.
14. Some people's driving behaviour leads to increased accidents (e.g. speeding, lane hogging, unlicensed drivers).

Sustainable Development

15. There is a lack of adequate sustainable integrated transport alternatives for existing road users.
16. Traffic noise from the motorway and air quality is a problem for local residents in certain areas.
17. The existing transport network acts as a constraint to economic growth and adversely impacts the current economy.

(See pages 15 and 16 of the Consultation Document for more information.)

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Problemau

Nid yw trafforddyr M4 rhwng Magwyr a Chas-bach yn cyrraedd safonau dylunio traffyrdd modern, yn arbennig o safbwynt capasiti a dyluniad. Mae problemau gyda gyda thagfeydd ac amserau siwrneiau annibynadwy wedi bod yn ffaith bywyd ers blynyddoedd lawer ar yr M4 o amgylch Casnewydd. Mae'r 17 o broblemau sy'n gysylltiedig â thrafnidiaeth wedi'u rhestru isod. Y problemau a ddangosir mewn ***llythrennau italig tywyll*** oedd y rhai a nodwyd fel blaenoriaeth amlaf gan ymatebwyr i Ymgynghoriad M4 CEM:

Capasiti

1. ***Mae mwy o draffig yn defnyddio'r M4 o amgylch Casnewydd na'r hyn y dyluniwyd y ffordd i ymdopi ag ef, ac mae hynny'n arwain at dagfeydd rheolaidd ar adegau prysur dros gyfnodau hir.***
2. Mae'r M4 o amgylch Casnewydd yn cael ei defnyddio fel cysylltiad cyfleus ar draws y dref i draffig lleol, am fod capasiit annigonol ar ffyrdd lleol.
3. Nid yw cerbydau nwyddau trwm yn gweithredu'n effeithlon ar y drafforddo amgylch Casnewydd.
4. Mae capasiti annigonol drwy rai o'r cyffyrdd (e.e. mae capasiti 3 lôn yn lleihau i gapasiti 2 lôn).
5. ***Mae twneli 2 lôn Brynglas yn rhwystr mawr i gapasiti.***
6. Ni all yr M4 ymdopi â thraffig cynyddol o ddatblygiadau newydd.

Cydnerthedd

7. ***Anawsterau yn cynnal llifoedd traffig digonol ar yr M4 a llwybrau priffyrdd amgen ar adegau pan fo tarfu dros dro; nid yw llwybrau amgen yn gallu ymdopi â thraffig yr M4.***
8. Mae'r system trafnidiaeth ffordd a rheilffordd yng Nghoridor yr M4 a'r cylch dan risg gynyddol o darfu yn sgil digwyddiadau tywydd garw.
9. ***Pan fo problemau ar yr M4, mae tarfu a thagfeydd difrifol ar y rhwydwaith priffyrdd lleol a rhanbarthol.***
10. Mae angen gwaith cynnal a chadw mawr ar yr M4 o fewn y 5-10 mlynedd nesaf; bydd hyn yn golygu cyfyngiadau hir ar lonydd a chyflymder, a bydd hynny'n cynyddu problemau tagfeydd.
11. Nid oes digon o wybodaeth ymlaen llaw i lywio penderfyniadau teithio pan fydd problem ar yr M4.

Diogelwch

12. Mae'r cyfraddau damweiniau ffordd ar yr M4 rhwng Magwyr a Chas-bach yn uwch na'r cyfartaledd ar gyfer traffyrdd y DU.
13. Mae'r M4 presennol o safon annigonol o gymharu â safonau dylunio modern.
14. Mae ymddygiad gyrru rhai pobl yn arwain at fwy o ddamweiniau (e.e. goryrru, meddiannu lonydd, gyrwyr heb drwydded).

Datblygu Cynaliadwy

15. Mae diffyg dewisiadau trafnidiaeth integredig cynaliadwy ar gyfer defnyddwyr ffordd presennol.
16. Mae sŵn traffig o'r draffordd ac ansawdd yr aer yn broblem i drigolion lleol mewn rhai ardaloedd.
17. Mae'r rhwydwaith trafnidiaeth presennol yn rhwystr rhag twf economaidd, ac mae'n effeithio'n niweidiol ar yr economi bresennol.

(Gweler tudalennau 15 ac 16 o'r Ddogfen Ymgynghori am fwy o wybodaeth.)

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Goals

The Welsh Government with the help of the others, identified 15 goals for the M4 CEM Programme. The 15 goals (listed below) provide a framework in which to appraise the relative performance at a strategic level of the draft Plan, the reasonable alternatives and the Do Minimum scenario.

As part of the M4 CEM Consultation respondents were asked to prioritise up to 4 goals out of the full 15. Goals 1,4,5 and 7 shown in ***bold italics*** were selected the most.

1. ***Safer, easier and more reliable travel east-west in South Wales.***
2. Improved transport connections within Wales and to England, the Republic of Ireland and the rest of Europe on all modes on the international transport network.
3. More effective and integrated use of alternatives to the M4, including other parts of the transport network and other modes of transport for local and strategic journeys around Newport.
4. ***Best possible use of the existing M4, local road network and other transport networks.***
5. ***More reliable journey times along the M4 Corridor.***
6. Increased level of choice for all people making journeys within the transport Corridor by all modes between Magor and Castleton, commensurate with demand for alternatives.
7. ***Improved safety on the M4 Corridor between Magor and Castleton.***
8. Improved air quality in areas next to the M4 around Newport.
9. Reduced disturbance to people from high noise levels, from all transport modes and traffic within the M4 Corridor.
10. Reduced greenhouse gas emissions per vehicle and/or person kilometre.
11. Improved travel experience into South Wales along the M4 Corridor.
12. An M4 attractive for strategic journeys that discourages local traffic use.
13. Improved traffic management in and around Newport on the M4 Corridor.
14. Easier access to local key services and residential and commercial centres.
15. A cultural shift in travel behaviour towards more sustainable choices.

(See page 17 of the Consultation Document.)

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Nodau

Fe wnaeth Llywodraeth Cymru, gyda chymorth eraill, nodi 15 o nodau ar gyfer y Rhaglen M4 CEM. Mae'r 15 o nodau (a restrir isod) yn darparu fframwaith ar gyfer arfarnu perfformiad cymharol y Cynllun drafft, y dewisiadau amgen rhesymol a'r senario Gwneud Cyn Lleied â Phosibl ar lefel strategol.

Mae'r 15 o nodau (a restrir isod) yn darparu fframwaith ar gyfer arfarnu perfformiad cymharol y Cynllun drafft ar lefel strategol, y dewisiadau amgen rhesymol a'r senario Gwneud Cyn Lleied â Phosibl. Fel rhan o Ymgynghoriad M4 CEM, gofynnwyd i ymatebwyr roi blaenoriaeth i hyd at bedwar o nodau o'r rhestr lawn o 15. Nodau 1, 4, 5 a 7 a ddangosir mewn ***llythrennau italig tywyll*** a ddewiswyd amlaf.

1. ***Teithio mwy diogel, haws a mwy dibynadwy o'r dwyrain i'r gorllewin yn Ne Cymru.***
2. Gwell cysylltiadau trafnidiaeth yng Nghymru ac i Loegr, Gweriniaeth Iwerddon a gweddill Ewrop ar bob dull ar y rhwydwaith trafnidiaeth rhyngwladol.
3. Defnydd mwy effeithiol ac integredig o ddewisiadau amgen i'r M4, gan gynnwys rhannau eraill o'r rhwydwaith trafnidiaeth a dulliau teithio eraill ar gyfer siwrneiau lleol a strategol o amgylch Casnewydd.
4. ***Gwneud y defnydd gorau posibl o'r M4 bresennol, y rhwydwaith ffyrdd lleol a rhwydweithiau trafnidiaeth eraill.***
5. ***Amserau siwrneiau mwy dibynadwy ar hyd Coridor yr M4.***
6. Cynyddu lefel y dewis i bawb sy'n teithio ar hyd y Coridor trafnidiaeth gan ddefnyddio pob dull rhwng Magwyr a Chas-bach, yn gymesur â'r galw am ddewisiadau amgen.
7. ***Gwell diogelwch ar Goridor yr M4 rhwng Magwyr a Chas-bach.***
8. Gwell ansawdd aer mewn ardaloedd nesaf at yr M4 o amgylch Casnewydd.
9. Llai o aflonyddu ar bobl yn sgil lefelau sŵn uchel, o'r holl ddulliau teithio a thraffig ar Goridor yr M4.
10. Llai o allyriadau nwyon tŷ gwydr fesul cilometrau cerbyd a/neu bobl.
11. Profiad teithio gwell i mewn i Dde Cymru ar hyd Coridor yr M4.
12. M4 sy'n ddeniadol ar gyfer siwrneiau strategol sy'n annog peidio â'i defnyddio gan draffig lleol.
13. Gwell rheolaeth ar draffig yng Nghasnewydd a'r cylch ar Goridor yr M4.
14. Mynediad haws at wasanaethau allweddol lleol a chanolfannau preswyl a masnachol.
15. Newid diwylliannol mewn ymddygiad teithio tuag at ddewisiadau mwy cynaliadwy.

(Gweler tudalen 17 o'r Ddogfen Ymgynghori.)

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Consequences of Doing Nothing

Existing problems encountered on the M4 Corridor around Newport relate to capacity, resilience, safety and issues of sustainable development.

Capacity

Capacity means the ability for the M4 Corridor around Newport to accommodate traffic.

Analysis shows that in 2012 during week day peak periods (also known as 'rush hour'), traffic flows approach 100% of capacity along sections of the M4 around Newport. Once flows exceed 80% of capacity, traffic can expect operational problems (frequent traffic jams). The more congested road conditions become, the greater the risk of incidents and accidents occurring. In the future, the situation is expected to deteriorate further.

(See page 9 of the Consultation Document for more information.)

Resilience

Resilience means the ability of the transport network to respond to incidents including accidents, roadworks and other causes of delays. Issues associated with resilience on the M4 Corridor around Newport include:

- Major maintenance works to the M4 will be required within the next 5-10 years, which could cause significant disruption. Significant maintenance works (that may be over a long period of time) are needed at the Brynglas Tunnels in order to satisfy an EU Directive and meet current safety standards by 2014;
- There is a perceived lack of information available about the road network for drivers planning to use the M4 but who have not yet joined it. This could assist them avoiding congestion at an earlier opportunity, particularly during incidents and delays; and
- Temporary decreases in highway capacity due to incidents or essential road works result in significant delays and adverse effects, particularly on local roads when they are used as diversions.

(See page 13 of the Consultation Document for more information.)

Safety

Issues with safety on the M4 Corridor around Newport include:

- Some sections do not meet motorway standards;
- The most common accidents on the M4 between Junctions 23 and 29 are rear-end shunts on both the westbound and eastbound approaches to the Brynglas tunnels. This is largely due to the stop-start conditions that occur during peak periods caused by the motorway reducing from 3 lanes to 2 lanes; and
- The Variable Speed Limit (VSL) system was introduced in June 2011 between Junctions 24 and 28, in order to improve safety conditions and traffic flow in the short term. The first year of operation has shown a reduction in accidents.

(See page 13 of the Consultation Document for more information.)

Sustainable Development

Congestion on the M4, particularly around Cardiff and Newport, is cited by the business community in South Wales as a barrier to economic growth. Where congestion increases, the cost of transport for businesses, commuters, consumers and economic performance can be affected.

In terms of the environment, local authorities in the UK work towards meeting the national air quality objectives and if they find any places where the objectives are not likely to be achieved, it must declare an Air Quality Management Area. Out of Newport's seven Air Quality Management Areas (AQMAs), four are associated with the M4.

Should traffic volumes increase along the M4, this would likely contribute not only to poor air quality, but also noise pollution, compromising the amenity of neighbouring residential communities.

(See page 14 of the Consultation Document for more information.)

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Canlyniadau Gwneud Dim

Mae'r problemau presennol a geir ar Goridor yr M4 o amgylch Casnewydd yn gysylltiedig â chapasiti, cydnerthedd, diogelwch a materion yn ymwneud â datblygiad cynaliadwy.

Capasiti

Mae capasiti yn golygu gallu Coridor yr M4 o amgylch Casnewydd i ymdopi â thraffig.

Mae dadansoddi'n dangos fod llif y traffig yn 2012 yn ystod cyfnodau brig ar ddiwrnodau'r wythnos (gelwir hefyd yn 'awr brysu') yn cyrraedd 100% o gapasiti ar hyd rhannau o'r M4 o amgylch Casnewydd. Pan fydd llif y traffig yn cyrraedd uwchlaw 80% o'r capasiti, gall traffig ddisgwyl problemau gweithredol (tagfeydd traffig mynych). Po fwyaf o dagfeydd fydd ar y ffordd, y mwyaf yw'r risg y bydd digwyddiadau a damweiniau yn digwydd. Yn y dyfodol, disgwylir y bydd y sefyllfa yn gwaethygu ymhellach.

(Gweler tudalen 9 o'r Ddogfen Ymgynghori am fwy o wybodaeth).

Cydnerthedd

Mae cydnerthedd yn golygu gallu'r rhwydwaith drafnidiaeth i ymateb i ddigwyddiadau, gan gynnwys damweiniau, gwaith ar y ffordd a phethau eraill sy'n achosi oedi. Mae materion yn ymwneud â chydnerthedd ar Goridor yr M4 o amgylch Casnewydd yn cynnwys:

- Bydd angen gwneud gwaith cynnal a chadw mawr i'r M4 o fewn y 5-10 mlynedd nesaf, a gallai hynny achosi tarfu sylweddol. Mae angen gwneud gwaith cynnal a chadw sylweddol (a all fod dros gyfnod amser hir) yn Nhwneli Brynglas er mwyn bodloni Cyfarwyddeb yr UE ac i fodloni safonau diogelwch presennol erbyn 2014;
- Mae diffyg gwybodaeth amlwg am y rhwydwaith ffyrdd i yrwyr sy'n bwriadu defnyddio'r M4 ond nad ydynt wedi ymuno â hi eto. Gallai hyn eu cynorthwyo i osgoi tagfeydd yn gynharach, yn enwedig yn ystod digwyddiadau ac oedi;
- Mae lleihad dros dro yng nghapasiti priffyrdd oherwydd digwyddiadau neu waith hanfodol ar y ffordd yn arwain at oedi sylweddol ac effeithiau niweidiol, yn enwedig ar ffyrdd lleol pan fyddant yn cael eu defnyddio fel llwybrau dargyfeirio.

Diogelwch

Mae materion yn ymwneud â diogelwch ar Goridor yr M4 o amgylch Casnewydd yn cynnwys:

- Rhai rhannau nad ydynt o safon trafforddd
- Y damweiniau mwyaf cyffredin ar yr M4 rhwng Cyffyrdd 23 a 29 yw siyntio o'r tu ôl ar y ffyrdd dynesu tua'r gorllewin a tua'r dwyrain at dwneli Brynglas. Y rheswm pennaf am hyn yw traffig yn stopio a chychwn yn ystod adegau prysur sy'n cael ei achosi gan y drafforddd yn lleihau o 3 lôn i 2 lôn; a
- Chyflwynwyd y System Amrywio Cyflymder (VSL) ym mis Mehefin 2011 rhwng Cyffyrdd 24 a 28, er mwyn gwella diogelwch a llif y traffig yn y tymor byr. Mae blwyddyn gyntaf gweithredu'r system wedi dangos gostyngiad yn nifer y damweiniau.

(Gweler tudalen 13 o'r Ddogfen Ymgynghori am fwy o wybodaeth.)

Datblygiad Cynaliadwy

Dywed y gymuned fusnes yn Ne Cymru bod tagfeydd ar yr M4, yn enwedig o amgylch Caerdydd a Chasnewydd, yn rhwystr rhag twf economaidd. Lle mae tagfeydd traffig yn cynyddu, gall hynny effeithio ar gost trafnidiaeth i fusnesau, cymudwyr, defnyddwyr a pherfformiad economaidd.

O ran yr amgylchedd, mae awdurdodau lleol yn y DU yn gweithio tuag at fodloni amcanion cenedlaethol o ran ansawdd yr aer, ac os daw awdurdod lleol o hyd i unrhyw fannau lle nad yw'n debygol y cyflawnir yr amcanion, mae'n rhaid iddo ddatgan Ardal Rheoli Ansawdd yr Aer yno. O saith o Ardaloedd Rheoli Ansawdd yr Aer (ARhAAau) yng Nghasnewydd, mae pedair ohonynt yn gysylltiedig â'r M4.

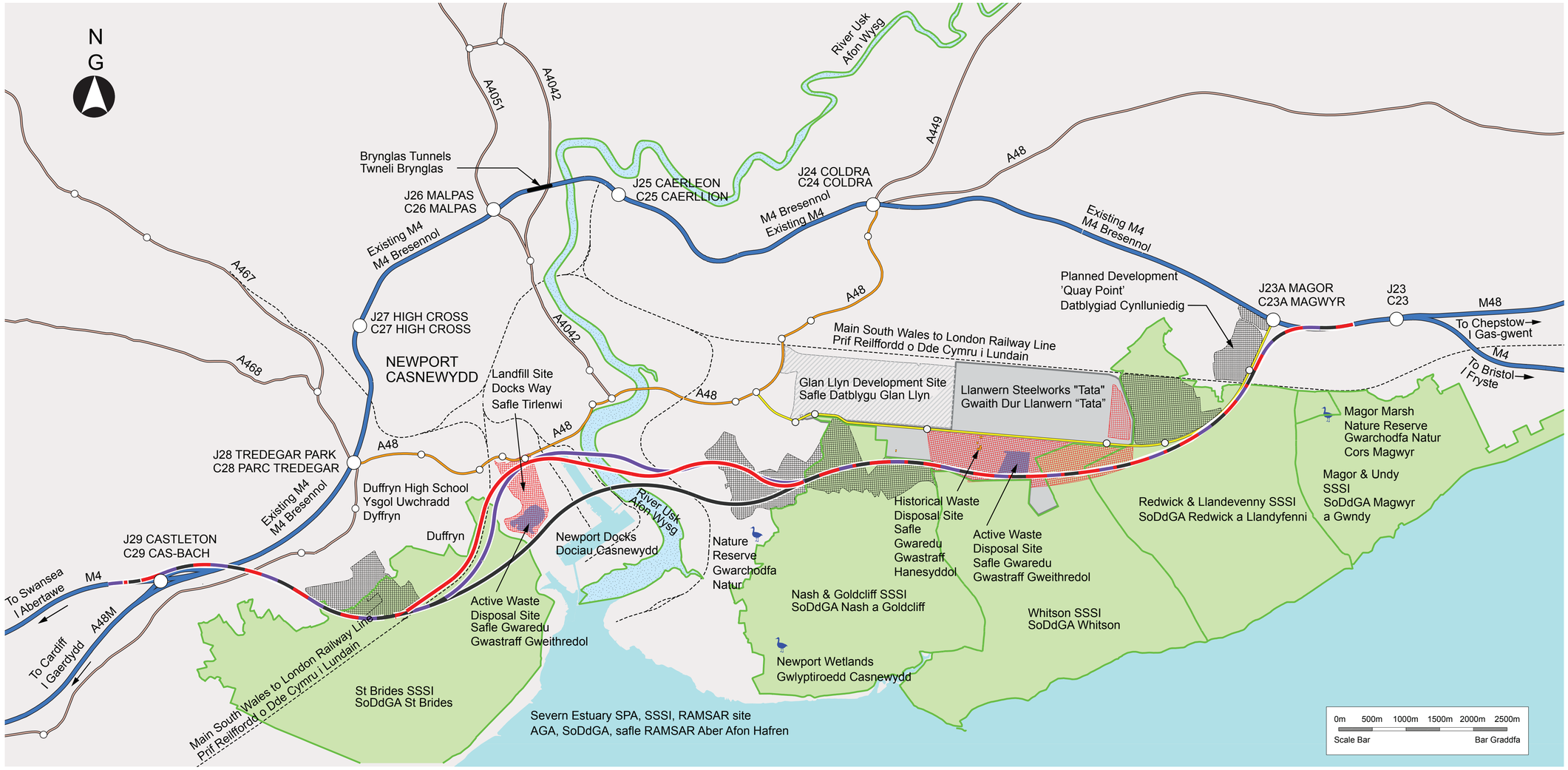
Pe bai maint y traffig yn cynyddu ar hyd yr M4, mae'n debygol y byddai hyn yn cyfrannu nid yn unig at ansawdd aer gwael, ond at lygredd sŵn yn ogystal, gan amharu ar amwynder cymunedau preswyl cyfagos.

(Gweler tudalen 14 o'r Ddogfen Ymgynghori am fwy o wybodaeth.)

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Map



Legend | Allwedd

- Black Route (the main element of the draft Plan)
  Llwybr Du (prif elfen y Cynllun drafft)
- Red Route (the main element to the 'reasonable alternative' to the draft Plan)
  Llwybr Coch (y prif elfen i'r 'dewis amgen rhesymol' i'r Cynllun drafft)
- Purple Route (the main element to the 'reasonable alternative' to the draft Plan
  Llwybr Porffor (y prif elfen i'r 'dewis amgen rhesymol' i'r Cynllun drafft)
- Newport Southern Distributor Road
  Ffordd Ddosbarthu Ddeheuol Casnewydd
- Steelworks Access Road
  Ffordd Fynediad i'r Gwaith Dur
- Existing Railway Lines
  Llinellau Rheilffordd Presennol
- Employment Land Allocation from Newport Unitary Development Plan
  Dyraniad Tir Cyflogaeth o Gynllun Datblygu Unedol Casnewydd
- Sites of Special Scientific Interest (SSSI)
  Safleoedd o Ddiddordeb Gwyddonol Arbennig (SoDdGA)
- River Usk SAC and SSSI
  ACA a SoDdGA Afon Wysg

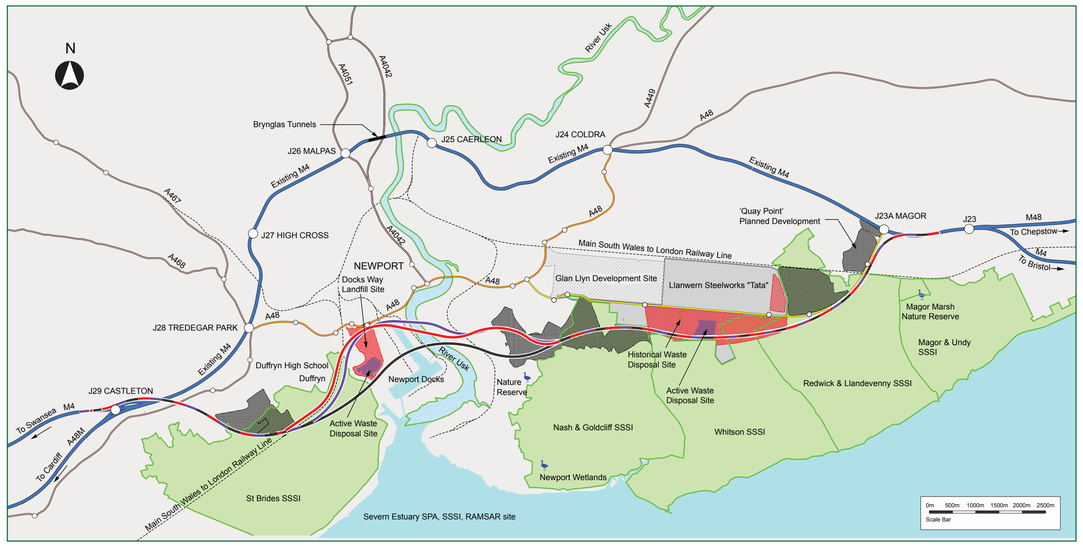
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Draft Plan
The Black Route and Complementary Measures

This preferred strategy comprises the construction of a new 3-lane motorway mainly following the protected TR111 Black Route, between Junctions 23 and 29, including a new crossing of the River Usk south of Newport. The River Usk is designated as a Special Area of Conservation (SAC).

The TR111 route to the south of Newport has remained protected for planning purposes since April 2006. The alignment of this proposed new section of motorway has been developed following extensive consultation, investigation and analysis. The aim is to minimise the impact on the environment, whilst fully meeting current motorway design and safety standards. Minor changes to the alignment of the TR111 protected route could still be made, subject to further investigation, if this option is taken forward. This motorway solution would be delivered as one scheme.



Legend

- Black Route (the main element of the draft Plan)
- Red Route (the main element to the 'reasonable alternative' to the draft Plan)
- Purple Route (the main element to the 'reasonable alternative' to the draft Plan)

Please see main map for full legend.

If this draft Plan is adopted a junction strategy would be investigated as part of scheme's development.

In addition to the new highway infrastructure, there are additional complementary measures that could assist in alleviating travel related problems within the M4 Corridor around Newport. The draft Plan's complementary measures are as follows:

Complementary Measures	Description
Re-classify existing M4 between Magor and Castleton	Re-classify the existing motorway as a trunk road, which could enable traffic management, safety and revised access measures. These could include modifications to interchanges at Magor and Castleton. Only certain classes of motorised vehicles can use motorways and they should have no traffic signals, intersections or property access. They are free of any ground level crossings with other roads, railways, or pedestrian paths, which are instead carried by overpasses and underpasses across the highway.
M48 – B4245 Link	New single carriageway link between the M48 and B4245. This would potentially provide relief to Junction 23A and to the local road network. It may also facilitate the introduction of a park and ride facility at Severn Tunnel Junction in the future.
Provide cycle friendly infrastructure	Promoting the use of cycling as an alternative to the car for journeys of up to three miles by providing new infrastructure or improving existing infrastructure.
Provide walking friendly infrastructure	Promoting the use of walking as an alternative to the car for journeys of up to three miles by providing new infrastructure or improving existing infrastructure.

(See pages 22 and 23 of the Consultation Document for more information.)

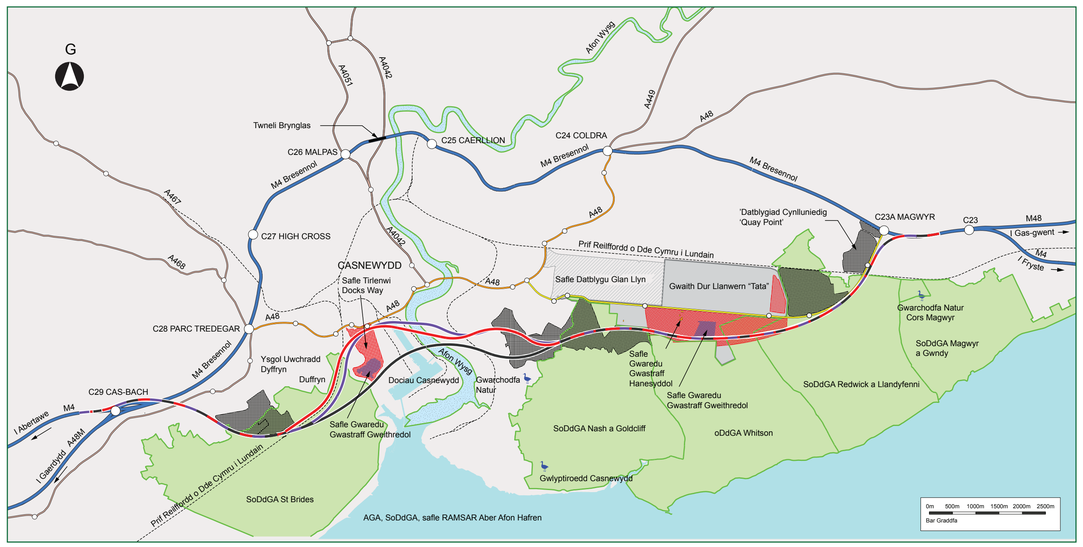
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Cynllun Drafft
Y Llwybr Du a'i Fesurau Ategol

Mae'r strategaeth hon a ffefrir yn cynnwys adeiladu traffordd 3 lôn newydd yn dilyn y Llwybr Du gwarchodedig TR111 yn bennaf, rhwng Cyffordd 23 a 29, yn cynnwys croesfan newydd dros Afon Wysg i'r de o Gasnewydd. Mae Afon Wysg wedi'i dynodi yn Ardal Cadwraeth Arbennig (ACA).

Mae'r llwybr TR111 i'r de o Gasnewydd wedi bod yn warchodedig at ddibenion cynllunio er mis Ebrill 2006. Datblygwyd aliniad y rhan newydd arfaethedig hon o draffordd yn dilyn ymgynghori, ymchwilio a dadansoddi helaeth. Y nod yw lleihau'r effaith ar yr amgylchedd, tra hefyd yn bodloni safonau dyluniad a diogelwch cyfredol priffyrdd yn llawn. Gellid gwneud mân newidiadau i aliniad y llwybr gwarchodedig TR111 o hyd, yn amodol ar ymchwilio pellach, pe bai'r opsiwn hwn yn cael ei ddwyn yn ei flaen. Byddai'r datrysiad traffordd hwn yn cael ei gyflawni fel un cynllun.



Allwedd

- Llwybr Du (prif elfen y Cynllun drafft)
- Llwybr Coch (y prif elfen i'r 'dewis amgen rhesymol' i'r Cynllun drafft)
- Llwybr Porffor (y prif elfen i'r 'dewis amgen rhesymol' i'r Cynllun drafft)

Gweler y prif fap am yr allwedd llawn.

Os caiff y Cynllun drafft hwn ei fabwysiadu, byddai strategaeth cyffyrdd yn cael ei harchwilio fel rhan o waith datblygu'r cynllun.

Yn ychwanegol at y seilwaith priffyrdd newydd, mae mesurau ategol ychwanegol a allai gynorthwyo i liniaru problemau'n gysylltiedig â theithio ar Goridor yr M4 o amgylch Casnewydd. Mae mesurau ategol y Cynllun drafft fel a ganlyn:

Mesur Ategol	Disgrifiad
Ailddosbarthu'r M4 bresennol rhwng Magwyr a Chas-bach	Ailddosbarthu'r draffordd bresennol fel cefnffordd, a allai alluogi rheoli traffig, diogelwch a mesurau mynediad diwygiedig. Gallai'r rhain gynnwys addasiadau i gyfnewidfeydd ym Magwyr a Chas-bach. Dim ond rhai dosbarthiadau o gerbydau modur all ddefnyddio traffyrdd ac ni ddylai fod signalau traffig, croesffyrdd na mynediad i eiddo arnynt. Nid oes arnynt unrhyw groesfannau ar lefel y ddaear â ffyrdd eraill, rheilffyrdd, na llwybrau i gerddwyr, a chânt yn lle hynny eu cludo gan drosffyrdd a thanffyrdd ar draws y briffordd.
Cyswllt yr M48 – B4245	Cyswllt ffordd unffrwd newydd rhwng yr M48 a'r B4245. Byddai hyn o bosibl yn lleddfu traffig wrth Gyffordd 23A ac ar y rhwydwaith ffyrdd lleol. Efallai y bydd hefyd yn hwyluso cyflwyno cyfleuster parcio a theithio wrth Gyffordd Twnnel Hafren yn y dyfodol.
Darparu seilwaith sy'n ystyriol o feicwyr	Hyrwyddo'r defnydd o feicio fel dewis amgen i'r car ar gyfer siwrneiau o hyd at dair milltir, trwy ddarparu seilwaith newydd neu wella'r seilwaith presennol.
Darparu seilwaith sy'n ystyriol o gerddwyr	Hyrwyddo'r defnydd o gerdded fel dewis amgen i'r car ar gyfer siwrneiau o hyd at dair milltir, trwy ddarparu seilwaith newydd neu wella'r seilwaith presennol.

(Gweler tudalennau 22 a 23 o'r Ddogfen Ymgynghori am fwy o wybodaeth.)

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Reasonable Alternative

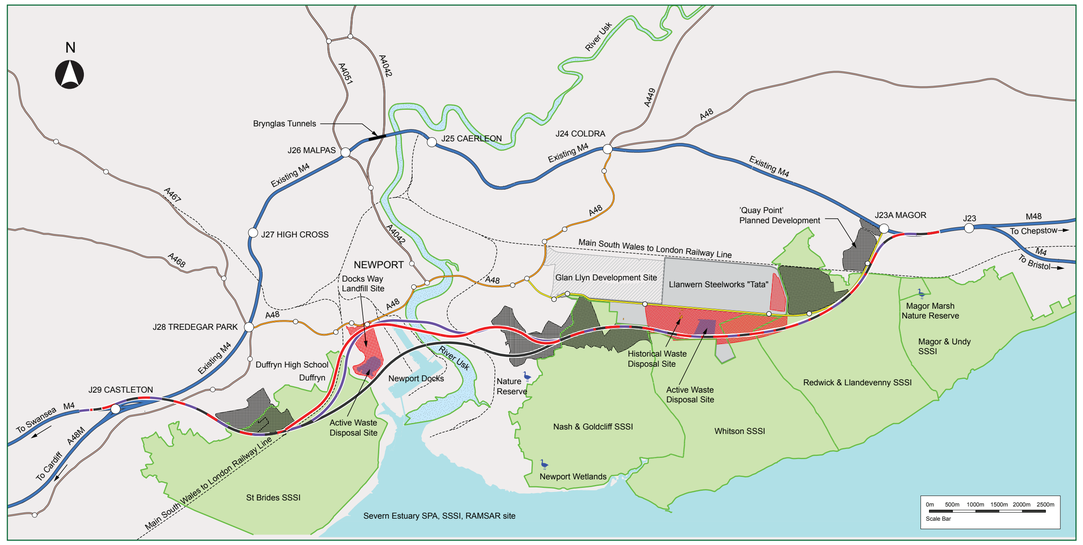
The Red Route and Complementary Measures

This option involves the construction of an additional high quality road to the south of Newport, as a dual carriageway solution. The route aims to minimise negative impacts on local communities and the environment. As a dual carriageway on this corridor alignment, the road could be delivered in phases by tying into the existing road network in Newport. Delivery could thus be phased with availability of funding. However, the main benefits would only be realised when the route is complete.

This road would require a new crossing of the River Usk, which is designated as a Special Area of Conservation (SAC).

The alignment of the Red Route is further north compared to that of the Black Route and the impact on the Port of Newport operations may be less. However, the alignment would pass through and have significant impact upon the Newport City Council's Docks Way landfill site. The route runs close to the residential area, Duffryn. There are also on-going and potential further development sites along this route.

In addition, the following complementary measures could assist the Red Route in alleviating travel related problems within the M4 Corridor around Newport:



Legend

- Black Route (the main element of the draft Plan)
- Red Route (the main element to the 'reasonable alternative' to the draft Plan)
- Purple Route (the main element to the 'reasonable alternative' to the draft Plan)

Please see main map for full legend.

Complementary Measures	Description
M48 – B4245 Link	New single carriageway link between the M48 and B4245. This would potentially provide relief to Junction 23A and to the local road network. It may also facilitate the introduction of a park and ride facility at Severn Tunnel Junction in the future.
Provide cycle friendly infrastructure	Promoting the use of cycling as an alternative to the car for journeys of up to three miles by providing new infrastructure or improving existing infrastructure.
Provide walking friendly infrastructure	Promoting the use of walking as an alternative to the car for journeys of up to three miles by providing new infrastructure or improving existing infrastructure.

(See pages 23 and 24 of the Consultation Document for more information.)

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Dewis Amgen Rhesymol

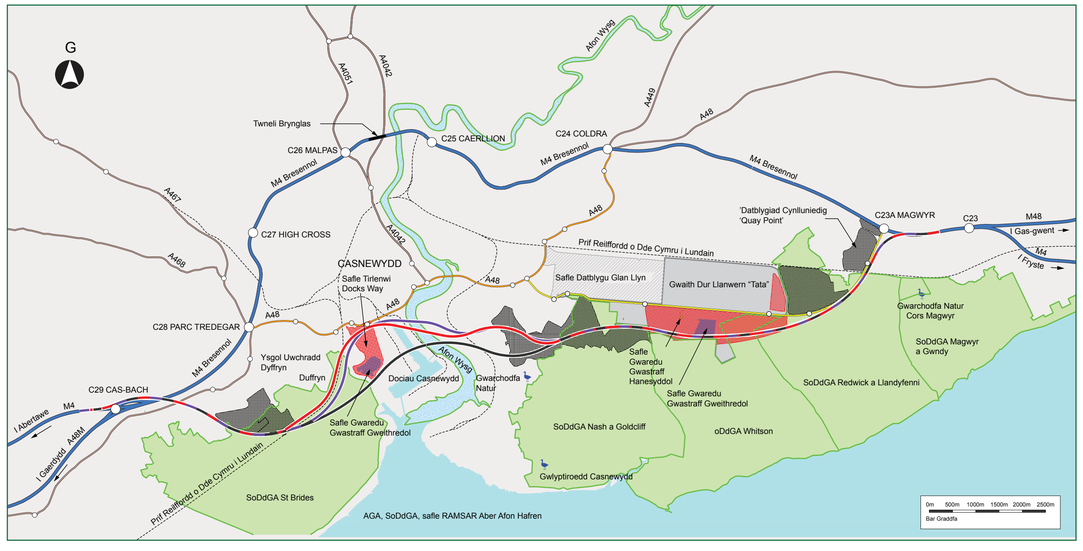
Llwybr Coch a'i Fesurau Ategol

Mae'r opsiwn hwn yn golygu adeiladu ffordd ychwanegol o ansawdd uchel i'r de o Gasnewydd, fel datrysiad ffordd ddeuol. Nod y llwybr yw lleihau effeithiau negyddol ar gymunedau lleol a'r amgylchedd. Fel ffordd ddeuol ar aliniad y coridor hwn, gellid adeiladu'r ffordd mewn dau gam trwy gyd-fynd â'r rhwydwaith ffyrdd presennol yng Nghasnewydd. Gellid amseru'r adeiladu felly wrth i gyllid ddod ar gael. Fodd bynnag, dim ond pan fydd y llwybr wedi'i gwblhau y gwireddir y prif fuddion.

Byddai'r ffordd hon yn mynnu croesfan newydd dros Afon Wysg, sydd wedi'i dynodi yn Ardal Cadwraeth Arbennig (ACA).

Mae aliniad y Llwybr Coch ymhellach i'r gogledd o gymharu ag aliniad y Llwybr Du, a gall yr effaith ar weithrediadau Porthladd Casnewydd fod yn llai. Fodd bynnag, byddai'r aliniad yn pasio drwy safle tirlenwi Docks Way Cyngor Dinas Casnewydd ac yn effeithio'n sylweddol arno. Mae'r llwybr yn rhedeg gerllaw ardal breswyl Dyffryn. Hefyd, mae safleoedd datblygu cyfredol a safleoedd datblygu pellach posibl ar hyd y llwybr hwn.

Yn ychwanegol, gallai'r mesurau ategol canlynol gynorthwyo'r Llwybr Coch i liniaru problemau'n gysylltiedig â theithio ar Goridor yr M4 o amgylch Casnewydd:



Allwedd

- Llwybr Du (prif elfen y Cynllun drafft)
- Llwybr Coch (y prif elfen i'r 'dewis amgen rhesymol' i'r Cynllun drafft)
- Llwybr Porffor (y prif elfen i'r 'dewis amgen rhesymol' i'r Cynllun drafft)

Gweler y prif fap am yr allwedd llawn.

Mesur Ategol	Disgrifiad
Cyswllt yr M48 – B4245	Cyswllt ffordd unffrwd newydd rhwng yr M48 a'r B4245. Byddai hyn o bosibl yn lleddfu traffig wrth Gyffordd 23A ac ar y rhwydwaith ffyrdd lleol. Efallai y bydd hefyd yn hwyluso cyflwyno cyfleuster parcio a theithio wrth Gyffordd Twnnel Hafren yn y dyfodol.
Darparu seilwaith sy'n ystyriol o feicwyr	Hyrwyddo'r defnydd o feicio fel dewis amgen i'r car ar gyfer siwrneiau o hyd at dair milltir, trwy ddarparu seilwaith newydd neu wella'r seilwaith presennol.
Darparu seilwaith sy'n ystyriol o gerddwyr	Hyrwyddo'r defnydd o gerdded fel dewis amgen i'r car ar gyfer siwrneiau o hyd at dair milltir, trwy ddarparu seilwaith newydd neu wella'r seilwaith presennol.

(Gweler tudalennau 23 a 24 o'r Ddogfen Ymgynghori am fwy o wybodaeth.)

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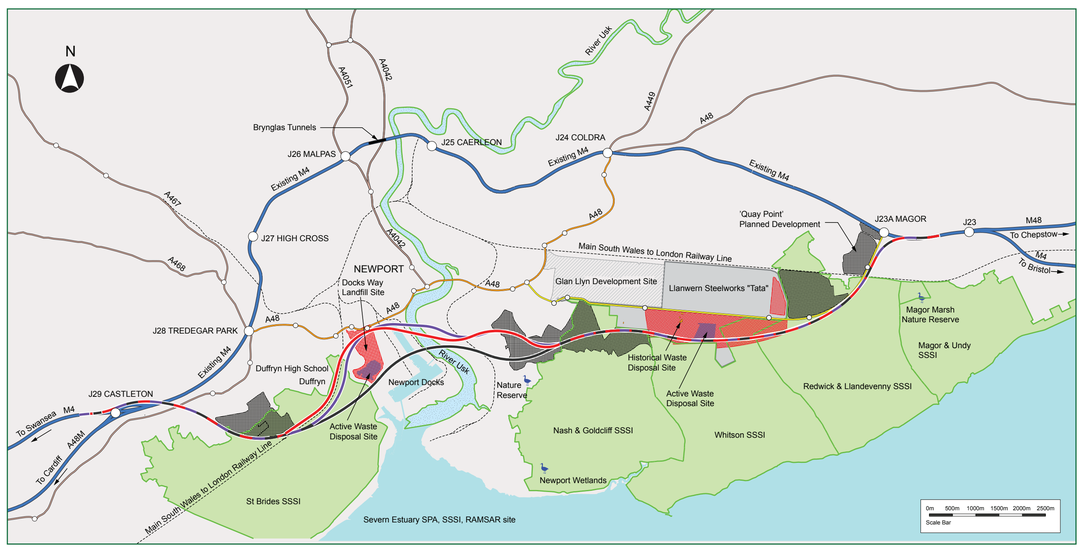
Reasonable Alternative

The Purple Route and Complementary Measures

In order to fully represent the highway options to the south of Newport, this option comprises a 3-lane motorway along a similar route to that which is proposed for the Red Route (dual 2-lane all-purpose road). A difference between the two routes being the purple route has a more northerly alignment to cross the northern end of the North Dock at the Port of Newport.

This new motorway would require a new crossing of the River Usk, which is designated as a Special Area of Conservation (SAC).

The alignment of the Purple Route is such that the impact on the Port of Newport is minimised. However, there could be significant impact upon the Newport City Council's Docks Way landfill site. The route runs close to the residential area, Duffryn. There are also on-going and potential further development sites along this route.



Legend

- Black Route (the main element of the draft Plan)
- Red Route (the main element to the 'reasonable alternative' to the draft Plan)
- Purple Route (the main element to the 'reasonable alternative' to the draft Plan)

Please see main map for full legend.

In addition, the following complementary measures could assist the Purple Route in alleviating travel related problems within the M4 Corridor around Newport:

Complementary Measures	Description
Re-classify existing M4 between Magor and Castleton	Re-classify the existing motorway as a trunk road, which could enable traffic management, safety and revised access measures. These could include modifications to interchanges at Magor and Castleton. Only certain classes of motorised vehicles can use motorways and they should have no traffic signals, intersections or property access. They are free of any ground level crossings with other roads, railways, or pedestrian paths, which are instead carried by overpasses and underpasses across the highway.
M48 – B4245 Link	New single carriageway link between the M48 and B4245. This would potentially provide relief to Junction 23A and to the local road network. It may also facilitate the introduction of a park and ride facility at Severn Tunnel Junction in the future.
Provide cycle friendly infrastructure	Promoting the use of cycling as an alternative to the car for journeys of up to three miles by providing new infrastructure or improving existing infrastructure.
Provide walking friendly infrastructure	Promoting the use of walking as an alternative to the car for journeys of up to three miles by providing new infrastructure or improving existing infrastructure.

(See pages 24 and 25 of the Consultation Document for more information.)

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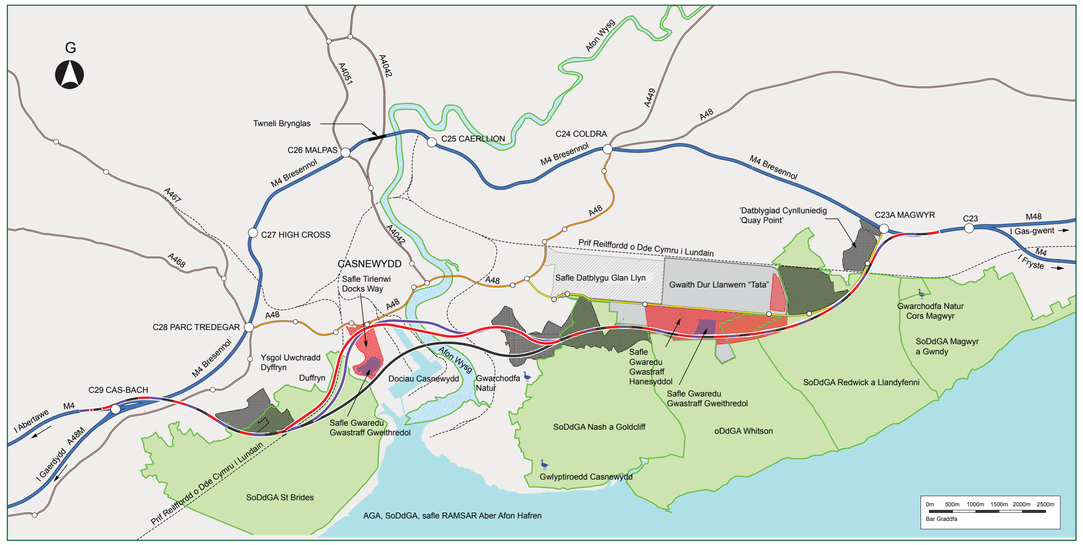
Dewis Amgen Rhesymol

Llwybr Porffor a'i Fesurau Ategol

Er mwyn cynrychioli'r opsiynau priffyrdd i'r de o Gasnewydd yn llawn, mae'r opsiwn hwn yn cynnwys traffordd 3 lôn ar hyd llwybr tebyg i hynny a gynigir ar gyfer y Llwybr Coch (ffordd ddeuol 2 lôn i ateb pob galw). Un gwahaniaeth rhwng y ddau lwybr yw bod aliniad mwy gogleddol i'r llwybr porffor i groesi pen gogleddol y North Dock ym Mhorthladd Casnewydd.

Byddai'r draffordd newydd hon yn mynnu croesfan newydd dros Afon Wysg, sydd wedi'i dynodi yn Ardal Cadwraeth Arbennig (ACA).

Mae aliniad y Llwybr Porffor yn golygu bod yr effaith ar Borthladd Casnewydd yn cael ei lleihau gymaint â phosibl. Fodd bynnag, gallai fod effaith sylweddol ar safle tirlenwi Docks Way Cyngor Dinas Casnewydd. Mae'r llwybr yn rhedeg gerllaw ardal breswyl Dyffryn. Hefyd, mae safleoedd datblygu cyfredol a safleoedd datblygu pellach posibl ar hyd y llwybr hwn.



Allwedd

- Llwybr Du (prif elfen y Cynllun drafft)
- Llwybr Coch (y prif elfen i'r 'dewis amgen rhesymol' i'r Cynllun drafft)
- Llwybr Porffor (y prif elfen i'r 'dewis amgen rhesymol' i'r Cynllun drafft)

Gweler y prif fap am yr allwedd llawn.

Yn ychwanegol, gallai'r mesurau ategol canlynol gynorthwyo'r Llwybr Porffor i liniaru problemau'n gysylltiedig â theithio ar Goridor yr M4 o amgylch Casnewydd:

Mesur Ategol	Disgrifiad
Ailddosbarthu'r M4 bresennol rhwng Magwyr a Chas-bach	Ailddosbarthu'r draffordd bresennol fel cefnffordd, a allai alluogi rheoli traffig, diogelwch a mesurau mynediad diwygiedig. Gallai'r rhain gynnwys addasiadau i gyfnewidfeydd ym Magwyr a Chas-bach. Dim ond rhai dosbarthiadau o gerbydau modur all ddefnyddio traffyrdd ac ni ddylai fod signalau traffig, croesffyrdd na mynediad i eiddo arnynt. Nid oes arnynt unrhyw groesfannau ar lefel y ddaear â ffyrdd eraill, rheilffyrdd, na llwybrau i gerddwyr, a chânt yn lle hynny eu cludo gan drosffyrdd a thanffyrdd ar draws y brifforddd.
Cyswllt yr M48 – B4245	Cyswllt ffordd unffrwd newydd rhwng yr M48 a'r B4245. Byddai hyn o bosibl yn lleddfu traffig wrth Gyfforddd 23A ac ar y rhwydwaith ffyrdd lleol. Efallai y bydd hefyd yn hwyluso cyflwyno cyfleuster parcio a theithio wrth Gyfforddd Twnnel Hafren yn y dyfodol.
Darparu seilwaith sy'n ystyriol o feicwyr	Hyrwyddo'r defnydd o feicio fel dewis amgen i'r car ar gyfer siwrneiau o hyd at dair milltir, trwy ddarparu seilwaith newydd neu wella'r seilwaith presennol.
Darparu seilwaith sy'n ystyriol o gerddwyr	Hyrwyddo'r defnydd o gerdded fel dewis amgen i'r car ar gyfer siwrneiau o hyd at dair milltir, trwy ddarparu seilwaith newydd neu wella'r seilwaith presennol.

(Gweler tudalennau 23 a 24 o'r Ddogfen Ymgynghori am fwy o wybodaeth.)

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Do-Minimum Scenario

The Welsh Government is committed to continuing to improve transport in South Wales. Practical measures to make travel safer and easier on the M4 Motorway around Newport have included replacing sections of steel central barriers with concrete barriers, the introduction of Variable Speed Limit systems and improvements to the roundabout at Junction 24 at Coldra.

The Do Minimum scenario means doing nothing above what is already planned or committed. This scenario therefore comprises minimum intervention but in this case does include a number of highway schemes, which are currently committed to be completed between 2020 and 2035 as follows:

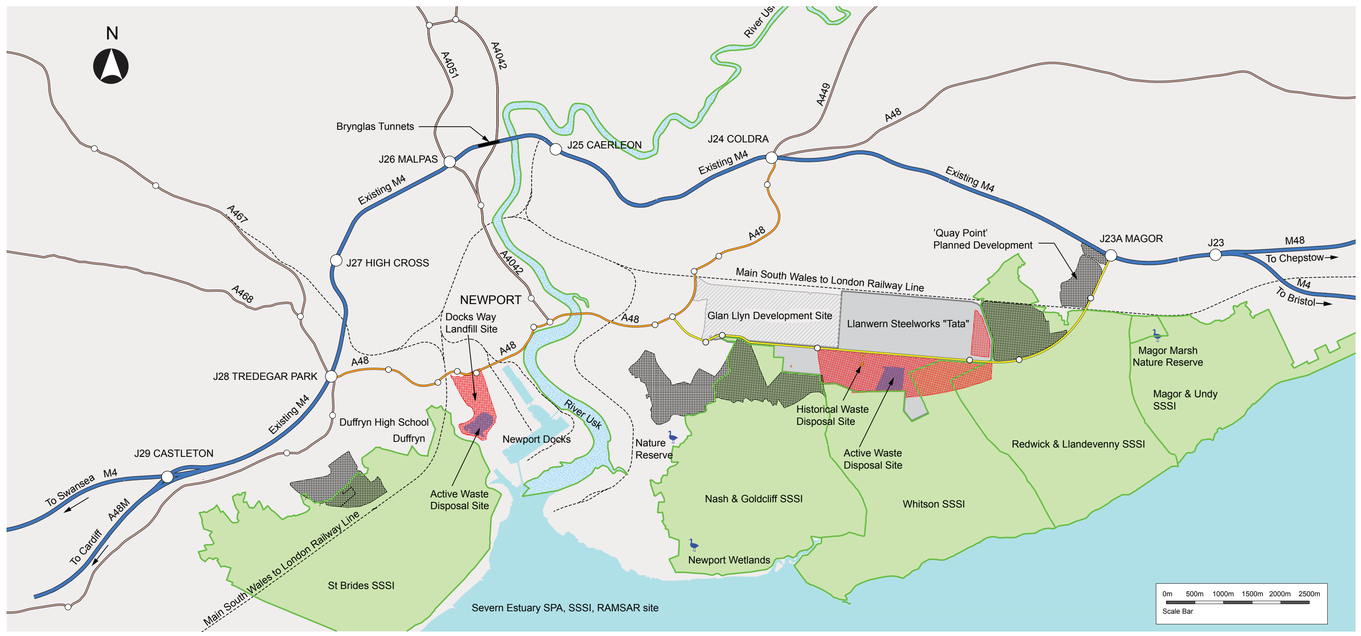
Welsh Government Schemes:

- The recently opened Newport Steelworks Access Road Phases 1 and 2 (the former Llanwern Steelworks access road);
- Junction 28 roundabout, enlarged signalled gyratory scheme including associated improvements to the A467 Bassaleg roundabout and A48 Pont Ebbw; and
- A465 Heads of the Valleys Dualling (Gilwern to Hirwaun).

Newport City Council Scheme:

- Link through Newport Eastern Expansion Areas between Steelworks Access Road and A48 SDR (Cot Hill junction, signalised with full movements).

Alongside these schemes, the Do Minimum scenario also consists of a number of development proposals throughout South East Wales, which are committed through the planning process and are due to be completed at various stages to 2035.



Legend

- Black Route (the main element of the draft Plan)
- Red Route (the main element to the 'reasonable alternative' to the draft Plan)
- Purple Route (the main element to the 'reasonable alternative' to the draft Plan)
- Newport Southern Distributor Road
- Steelworks Access Road
- Existing Railway Lines
- Employment Land Allocation from Newport Unitary Development Plan
- Sites of Special Scientific Interest (SSSI)
- River Usk SAC and SSSI

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Senario Gwneud Cyn Lleied â Phosibl

Mae Llywodraeth Cymru wedi ymrwymo i barhau i wella trafnidiaeth yn Ne Cymru. Mae mesurau ymarferol i wneud teithio yn fwy diogel ac yn fwy hwylus ar Draffordd yr M4 o amgylch Casnewydd wedi cynnwys adnewyddu rhannau o rwystrau canolog dur â rhwystrau concrid, cyflwyno'r system Terfyn Cyflymder Newidiol a gwelliannau i'r cylchfan wrth Gyffordd 24 yng Ngholdra.

Mae'r senario Gwneud Cyn Lleied â Phosibl yn golygu gwneud dim ymhellach na hynny sydd wedi'i gynllunio neu ei ymrwymo'n barod. Mae'r senario hwn felly yn cynnwys cyn lleied â phosibl o ymyrraeth, ond yn yr achos hwn mae'n cynnwys nifer o gynlluniau priffyrdd, yr ymrwymwyd ar hyn o bryd i'w cwblhau rhwng 2020 a 2035, fel a ganlyn:

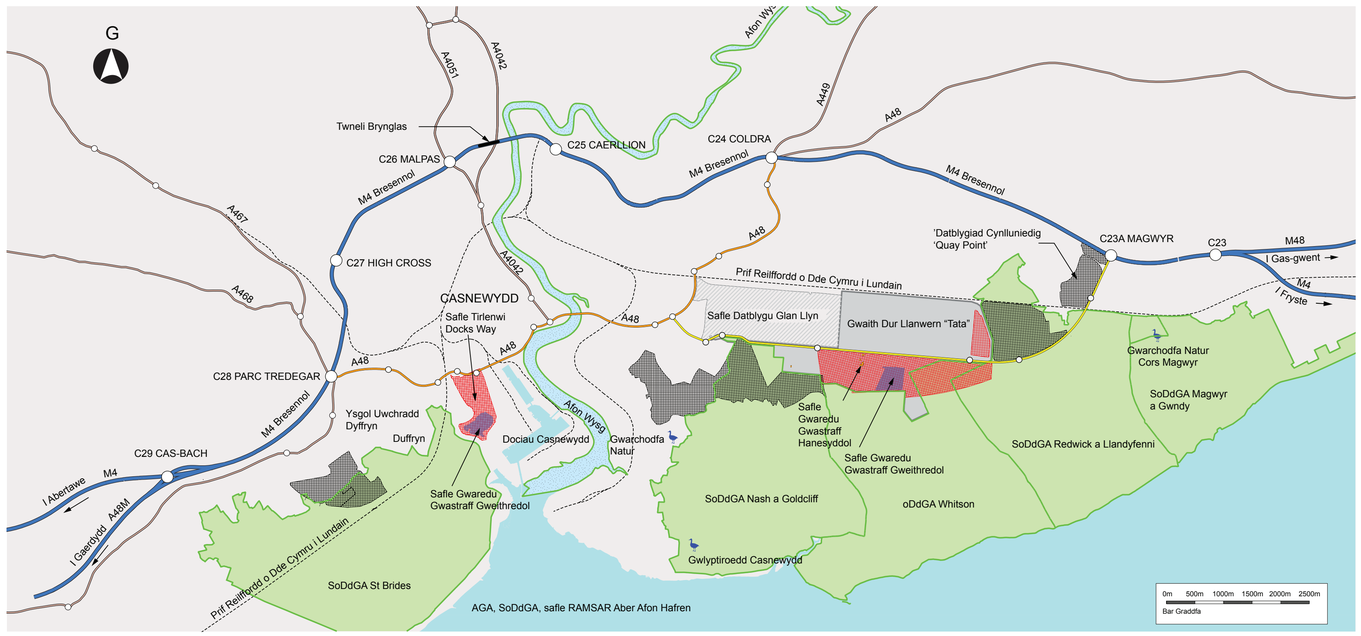
Cynlluniau Llywodraeth Cymru:

- Camau 1 a 2 Ffordd Fynediad Gwaith Dur Casnewydd a agorwyd yn ddiweddar (hen ffordd fynediad Gwaith Dur Llanwern);
- Cylchfan Cyffordd 28, system gylchu fwy â signalau gan gynnwys gwelliannau cysylltiedig i gylchfan Basaleg ar yr A467 a Phont Ebwy ar yr A48; a
- Gwaith deuoli ar Ffordd yr A465 Blaenau'r Cymoedd (Gilwern i Hirwaun).

Cynllun Cyngor Dinas Casnewydd:

- Cyswllt drwy Ardaloedd Ehangu Dwyreiniol Casnewydd rhwng Ffordd Fynediad y Gwaith Dur a Ffordd Ddosbarthu Ddeheuol yr A48 (cyffordd Cot Hill, signalau â symudiadau llawn).

Ochr yn ochr â'r cynlluniau hyn, mae'r senario Gwneud Cyn Lleied â Phosibl hefyd yn cynnwys nifer o gynigion datblygu ar draws De Ddwyrain Cymru, yr ymrwymwyd iddynt drwy'r broses cynllunio ac sydd i'w cwblhau ar gamau amrywiol hyd at 2035.



Allwedd

- Llwybr Du (prif elfen y Cynllun drafft)
- Llwybr Coch (y prif elfen i'r 'dewis amgen rhesymol' i'r Cynllun drafft)
- Llwybr Porffor (y prif elfen i'r 'dewis amgen rhesymol' i'r Cynllun drafft)
- Ffordd Ddosbarthu Ddeheuol
- Casnewydd
- Ffordd Fynediad i'r Gwaith Dur
- Dyraniad Tir Cyflogaeth o Gynllun Datblygu Unedol Casnewydd
- Safleoedd o Ddiddordeb Gwyddonol Arbennig (SoDdGA)
- ACA a SoDdGA Afon Wysg

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Associated Assessments of the draft Plan
Asesiadau sy'n gysylltiedig â'r Cynllun drafft

In addition to the draft Plan Consultation Document, a number of environmental, health and equality based assessments of the draft Plan have been undertaken in order to address the Strategic Environmental Assessment (SEA) Regulations, Habitats Regulations Assessment (HRA) Regulations, the Equality Act (2010) and WelTAG.

Draft Plan- SEA Environmental Report (and Non-Technical Summary)

SEA is a process that provides for the high level protection of the environment, by ensuring the integration of environmental considerations into the preparation of plans and programmes and to contribute to the promotion of sustainable development and environmental protection.

Draft Plan- Equality Impact Assessment Report (EqIA)

An Equality Impact Assessment is a way of examining and analysing services, policies and strategies that identify existing and potential impacts on certain groups of people, and sometimes individuals.

Draft Plan- Health Impact Assessment Report (HIA)

HIA is a process that considers how the health and well-being of a population may be affected by a proposed action, be it a policy, programme, plan or a change to the organisation or delivery of a particular public service.

Draft Plan- Consideration of the Options for the M4 Corridor around Newport in relation to the requirements of the Habitats Regulations

HRA is a process that considers the potential effects of plans and programmes on European Sites.

(See page 26 of the Consultation Document for more information.)

Yn ychwanegol at Ddogfen Ymgynghori'r Cynllun drafft, mae nifer o asesiadau amgylcheddol, iechyd a chydraddoldeb o'r Cynllun drafft wedi eu cwblhau yn er mwyn ateb gofynion Rheoliadau Asesiad Amgylcheddol Strategol (AAS), Rheoliadau Cynefinoedd, Deddf Gydraddoldeb (2010) a WelTAG.

Cynllun Drafft – Adroddiad Amgylcheddol yr Asesiad Amgylcheddol Strategol (a Chrynodeb Annhechnegol)

Mae ASS yn broses sy'n darparu lefel amddiffyn uchel o ran yr amgylchedd, drwy sicrhau integreiddio ystyriaethau amgylcheddol i'r broses paratoi cynlluniau a rhaglenni, ac i gyfrannu at hyrwyddo datblygu cynaliadwy ac amddiffyn yr amgylchedd.

Cynllun Drafft – Adroddiad yr Asesiad o'r Effaith ar Gydraddoldeb

Mae Asesiad o'r Effaith ar Gydraddoldeb yn ffordd o archwilio a dadansoddi gwasanaethau, polisïau a strategaethau sy'n nodi effeithiau presennol ac effeithiau posibl ar rai grwpiau o bobl, ac unigolion weithiau.

Cynllun Drafft – Adroddiad yr Asesiad o'r Effaith ar Iechyd

Mae Asesiad o'r Effaith ar Iechyd yn broses sy'n ystyried sut y gellir effeithio ar iechyd a lles poblogaeth gan weithred arfaethedig, boed yn bolisi, rhaglen, cynllun neu newid i drefn neu gyflwyniad gwasanaeth cyhoeddus penodol.

Cynllun Drafft – Ystyriaeth o'r Opsiynau ar gyfer Coridor yr M4 o amgylch Casnewydd mewn perthynas â gofynion y Rheoliadau Cynefinoedd

Mae Rheoliadau Cynefinoedd yn broses sy'n ystyried effeithiau posibl cynlluniau a rhaglenni ar Safleoedd Ewropeaidd.

(Gweler tudalen 26 o'r Ddogfen Ymgynghori am fwy o wybodaeth.)

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Appraisal

The draft Plan, its reasonable alternatives and the Do Minimum scenario have been appraised on their likely economic, social and environmental impacts, and judged against their ability to achieve the goals of the M4 Corridor around Newport.

Comparative Performance against WelTAG[1] Criteria

Criteria	draft Plan - Black Route and Complementary Measures	Reasonable Alternative - Red Route and Complementary Measures	Reasonable Alternative - Purple Route and Complementary Measures	Do Minimum scenario
Economy				
Transport Economic Efficiency (TEE)	(+++)	(++)	(+++)	(---)
Economic Activity and Location Impact (EALI)	(+++)	(++)	(++)	(---)
Environment				
Noise	(+)	(0)	(0)	(--)
Local Air Quality	(++)	(+)	(+)	(--)
Greenhouse Gas Emissions	(+)	(0)	(+)	(-)
Landscape and townscape	(---)	(--)	(---)	(0)
Biodiversity	(---)	(---)	(---)	(0)
Heritage	(--)	(--)	(--)	(0)
Water environment	(--)	(--)	(--)	(0)
Soils	(--)	(---)	(---)	(0)
Social				
Transport safety	(+++)	(++)	(+++)	(--)
Personal security	(+)	(+)	(+)	(0)
Permeability	(+)	(+)	(+)	(-)
Physical fitness	(+)	(+)	(+)	(0)
Social inclusion	(+)	(0)	(+)	(-)
Equality, Diversity & Human Rights	(+)	(+)	(+)	(0)

[1] For further information about Welsh Transport Planning and Appraisal Guidance (WelTAG) see page 29 of the Consultation Document.

Comparative Performance against the goals of the M4 Corridor around Newport (the goals are listed on a removable page within the response form).

Goals (listed on a removable page within the Response Form)	draft Plan - Black Route and Complementary Measures	Reasonable Alternative - Red Route and Complementary Measures	Reasonable Alternative - Purple Route and Complementary Measures	Do Minimum scenario
1	(+++)	(++)	(+++)	(---)
2	(+++)	(++)	(+++)	(--)
3	(+++)	(++)	(+++)	(0)
4	(+++)	(+)	(+++)	(0)
5	(+++)	(++)	(+++)	(--)
6	(++)	(+)	(++)	(0)
7	(+++)	(++)	(+++)	(--)
8	(++)	(+)	(++)	(--)
9	(+)	(+)	(+)	(--)
10	(+)	(0)	(+)	(--)
11	(+++)	(++)	(+++)	(---)
12	(+++)	(++)	(+++)	(---)
13	(+++)	(++)	(+++)	(0)
14	(+++)	(++)	(+++)	(0)
15	(--)	(--)	(--)	(0)

The Do Minimum scenario performs poorly against the majority of the goals of the M4 Corridor around Newport, whilst the motorway solutions perform better than the Red Route.

This is a summary of pages 53 and 54 of the Consultation Document. For further appraisal see pages 30 to 54 of the Consultation Document. WelTAG recommends that the significance of impact for each criterion is assessed using a seven point scale:

Large beneficial	(+++)
Moderate beneficial	(++)
Slight beneficial	(+)
Neutral	(0)

Slight adverse	(-)
Moderate adverse	(--)
Large adverse	(---)

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Arfarniad

Mae'r Cynllun drafft, ei ddewisiadau amgen rhesymol a'r senario Gwneud Cyn Lleied â Phosibl wedi'u harfarnu o ran eu heffeithiau economaidd, cymdeithasol ac amgylcheddol tebygol, a'u barnu yn erbyn eu gallu i gyflawni nodau Coridor yr M4 o amgylch Casnewydd.

Perfformiad Cymharol yn erbyn Meini Prawf WelTAG[1]

Meini Prawf	Cynllun drafft – Llwybr Du a'i Fesurau Ategol	Dewis Amgen Rhesymol – Llwybr Coch a'i Fesurau Ategol	Dewis Amgen Rhesymol - Llwybr Porffor a'i Fesurau Ategol	Senario Gwneud Cyn Lleied â Phosibl
Economi				
Effeithlonrwydd Economaidd Trafnidiaeth	(+++)	(++)	(+++)	(---)
Gweithgarwch Economaidd ac Effaith Lleoliad	(+++)	(++)	(++)	(---)
Amgylchedd				
Sŵn	(+)	(0)	(0)	(--)
Ansawdd Aer Lleol	(++)	(+)	(+)	(--)
Allyriadau Nwyon Tŷ Gwydr	(+)	(0)	(+)	(-)
Tirwedd a threflun	(---)	(--)	(---)	(0)
Bioamrywiaeth	(---)	(---)	(---)	(0)
Treftadaeth	(--)	(--)	(--)	(0)
Yr amgylchedd dŵr	(--)	(--)	(--)	(0)
Pridd	(--)	(---)	(---)	(0)
Cymdeithasol				
Diogelwch Trafnidiaeth	(+++)	(++)	(+++)	(--)
Diogelwch personol	(+)	(+)	(+)	(0)
Hydreiddedd	(+)	(+)	(+)	(-)
Ffitrwydd corfforol	(+)	(+)	(+)	(0)
Cynhwysiant cymdeithasol	(+)	(0)	(+)	(-)
Cydraddoldeb, Amrywiaeth a Hawliau Dynol	(+)	(+)	(+)	(0)

[1] Gweler tudalen 29 o'r Ddogfen Ymgynghori am fwy o wybodaeth ynglyn ag Arweiniad ar Arfarnu a Chynllunio Trafnidiaeth Cymru (WelTAG)

Perfformiad Cymharol yn erbyn nodau Coridor yr M4 o amgylch Casnewydd (er cyfleustra, mae'r nodau wedi'u rhestru ar dudalen ddatodadwy o fewn y ffurflen ymateb).

Nodau (er cyfleustra, mae'r rhain wedi'u rhestru ar dudalen ddatodadwy o fewn y ffurflen ymateb)	Cynllun drafft – Llwybr Du a'i Fesurau Ategol	Dewis Amgen Rhesymol – Llwybr Coch a'i Fesurau Ategol	Dewis Amgen Rhesymol - Llwybr Porffor a'i Fesurau Ategol	Senario Gwneud Cyn Lleied â Phosibl
1	(+++)	(++)	(+++)	(---)
2	(+++)	(++)	(+++)	(--)
3	(+++)	(++)	(+++)	(0)
4	(+++)	(+)	(+++)	(0)
5	(+++)	(++)	(+++)	(--)
6	(++)	(+)	(++)	(0)
7	(+++)	(++)	(+++)	(--)
8	(++)	(+)	(++)	(--)
9	(+)	(+)	(+)	(--)
10	(+)	(0)	(+)	(--)
11	(+++)	(++)	(+++)	(---)
12	(+++)	(++)	(+++)	(---)
13	(+++)	(++)	(+++)	(0)
14	(+++)	(++)	(+++)	(0)
15	(--)	(--)	(--)	(0)

Mae'r senario Gwneud Cyn Lleied â Phosibl yn perfformio'n wael yn erbyn mwyafrif nodau Coridor yr M4 o amgylch Casnewydd, tra bod y datrysiadau trafforddyn perfformio'n well na'r Llwybr Coch.

Crynodeb o dudalennau 53 a 54 a gyflwynir yma. Gweler tudalennau 30 i 54 o'r Ddogfen Ymgynghori am arfaniad bellach. Mae WelTAG yn argymell bod arwyddocâd effaith ar gyfer pob maen prawf yn cael ei asesu gan ddefnyddio graddfa saith pwynt:

Effaith fuddiol fawr	(+++)
Effaith fuddiol gymedrol	(++)
Effaith fuddiol fach	(+)
Niwtral	(0)

Effaith niweidiol fach	(-)
Effaith niweidiol gymedrol	(--)
Effaith niweidiol fawr	(---)

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How to Respond

Please respond to this Consultation by using the Consultation Response Form that accompanies the draft Plan Consultation Document or by completing the online response form via the following website links:

- *www.wales.gov.uk/consultations* under Transport; or
- *www.m4newport.com*

Paper copies of the draft Plan Consultation Document and the Consultation Response Form are available at this drop-in exhibition and additional copies may also be requested for delivery.

If you complete the paper response form it should be posted to the address shown below:

'FREEPOST M4 CONSULTATION'

At *www.m4newport.com* you can also find further information about the draft Plan and its development.

The draft Plan Consultation Document, all draft Plan assessments, and the Response Form are available to download online at *www.m4newport.com* and are available to view or to take away as paper copies at the following deposit points, during the consultation period:

- Caldicot One Stop Shop NP26 5DB;
- Castleton Village Hall CF3 2UW;
- Liswerry Post Office NP19 0JX;
- Magor Post Office NP26 3EP;
- Newport Central Library NP20 1PA;
- Newport Information Station, Newport NP20 4AX; and
- Welsh Government, Cathays Park, Cardiff CF10 3NQ.

Details of the venues are also available at *www.m4newport.com*

For further information please contact Allan Pitt (Communications Manager) via:

- Email: *m4newport@arup.com*
- Telephone: 029 20473727
- Mail: Allan Pitt, Arup, 4 Pierhead Street, Cardiff CF10 4QP

Next Steps

The Welsh Government will use the responses to the draft Plan Consultation to decide whether to adopt the draft Plan, with or without amendments taking into account the responses to the associated assessments.

The Welsh Government may then decide to announce a preferred route which would protect the corridor for planning purposes.

Should the draft Plan be adopted, we will be engaging with local people and other interested parties on specific and detailed elements of any of the options to be progressed in due course. These options will require further work as they are developed for delivery.

Thank you for your interest and input into the M4 Corridor around Newport draft Plan.

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Welsh Government

www.cymru.gov.uk

Sut i Ymateb

Ymatebwch i'r Ymgynghoriad hwn trwy ddefnyddio'r Ffurflen Ymateb i'r Ymgynghoriad sy'n mynd law yn llaw â Dogfen Ymgynghori'r Cynllun drafft neu trwy gwblhau'r ffurlen ymateb electronig drwy'r dolenni gwefan canlynol:

- *www.wales.gov.uk/consultations* o dan Trafnidiaeth; neu
- *www.m4newport.com*

Mae copïau papur o Ddogfen Ymgynghori'r Cynllun drafft a Ffurflen Ymateb i'r Ymgynghoriad ar gael yn yr arddangosfa galw heibio hon a gallwch wneud cais i gopïau ychwanegol gael eu dosbarthu.

Dylai'r ffurflen ymateb gael ei chwblhau a'i hanfon i'r cyfeiriad isod:

'FREEPOST M4 CONSULTATION'

Yn *www.m4newport.com* gallwch ddod o hyd i fwy o wybodaeth am y Cynllun drafft a'i ddatblygiad.

Mae Dogfen Ymgynghori'r Cynllun drafft, holl asesiadau'r Cynllun drafft, a'r Ffurflen Ymateb, ar gael i'w lawrlwytho ar-lein yn www.m4newport.com. Maent hefyd yn cael eu harddangos neu i'w cael fel copïau papur yn y mannau cadw canlynol, yn ystod cyfnod yr ymgynghoriad:

- Siop Un Stop Cil-y-Coed, NP26 5DB;
- Neuadd Bentref Cas-bach, CF3 2UW;
- Swyddfa'r Post Llysweri, NP19 0JX;
- Swyddfa'r Post Magwyr, NP26 3EP;
- Llyfrgell Ganolog Casnewydd, NP20 1PA;
- Gorsaf Wybodaeth Casnewydd, NP20 4AX; a
- Llywodraeth Cymru, Parc Cathays, CF10 3NQ.

Mae manylion y lleoliadau ar gael hefyd yn *www.m4newport.com*

I gael rhagor o wybodaeth, cysylltwch ag Allan Pitt (Rheolwr Cyfathrebu) drwy:

- E-bost: *m4newport@arup.com*
- Ffôn: 029 20473727
- Post: Allan Pitt, Arup, 4 Pierhead Street, Cardiff CF10 4QP

Camau Nesaf

Bydd Llywodraeth Cymru yn defnyddio'r ymatebion i'r Ymgynghoriad ar y Cynllun drafft i benderfynu p'un ai i fabwysiadu'r Cynllun drafft, gyda newidiadau neu heb newidiadau, gan ystyried yr ymatebion i'r asesiadau cysylltiedig.

Gall Llywodraeth Cymru wedyn benderfynu cyhoeddi llwybr a ffefrir a fyddai'n diogelu'r coridor at ddibenion cynllunio.

Pe bai'r Cynllun drafft yn cael ei fabwysiadu, byddwn yn ymgysylltu â phobl leol a phartïon eraill â buddiant ynghylch elfennau penodol a manwl unrhyw un o'r opsiynau i'w datblygu maes o law. Bydd angen gwaith pellach ar yr opsiynau hyn wrth iddynt gael eu datblygu ar gyfer eu cyflawni.

Diolch i chi am eich diddordeb a'ch cyfraniad at Gynllun drafft Coridor yr M4 o amgylch Casnewydd.

A10 Public Drop-in Exhibition Summary Report

Public Drop-in Exhibition Summary Report

The Welsh Government thanks everyone who came to the drop-in exhibitions to find out more about the M4 Corridor around Newport. The time participants spent reflecting on material presented, and giving feedback has provided many useful comments, which will aid the Welsh Government in its decision making.

Who came to the Drop-in exhibitions?

Over 1,200 people came, of whom about a fifth came to the exhibition in Magor; others came to exhibitions in Newport City Centre, Brynglas and Castleton. On average people spent about 30 minutes reading the exhibition material and talking to the team.

Why did the Welsh Government run them?

The Welsh Government held the drop-in exhibitions to provide the public with the opportunity to ask questions about the various aspects of the draft plan. Staff were on hand to answer any questions and talk participants through the exhibition boards and the way they could express their opinions on the draft Plan.

The comments received following the exhibitions are now being reviewed to ensure that they will aid the minister when making her final decision regarding the draft Plan.

How did people hear about the exhibitions?

Invitations were sent to elected representatives and all those included on the M4 database. Leaflets were also sent to over 110,000 properties in the Newport area which advertised the events. Posters were also displayed at all document deposit points and adverts were placed in local newspapers. The events were also advertised on the M4 website.

How did participants rate the drop-in exhibitions?

Two thirds of participants attending the exhibitions indicated that the public drop-in exhibitions most helped them to inform their response to the consultation. Some comments indicated that they would’ve liked to have seen more detailed plans.

Almost half of the participants strongly agreed that the public exhibitions helped them understand the consultation information.

Participants’ views in full

A full analysis of every comment made at the drop-in exhibitions is available within the full Participation Report. All participants were asked to formally respond to the public consultation using the formal consultation response form which was available at the drop-in exhibitions and online at www.m4newport.com

Reports from other events convened by the Welsh Government in order to open the dialogue about travel related issues within the M4 Corridor around Newport both during the most recent consultation and the previous M4 CEM consultation, are also **available on this website**.

Where can I find out more and what happens next?

The m4newport.com website will be regularly updated with news of the M4 Corridor around Newport. All participants who provided their contact details will be contacted with an announcement should the Plan for the M4 Corridor around Newport be adopted.

A11 Health Impact Assessment Consultation Workshop Report

Welsh Government

M4 Corridor around Newport draft Plan

Health Impact Assessment Workshop Report

AP

Draft 1 | 15 November 2013

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 117300

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ARUP

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1 Introduction

A Health Impact Assessment (HIA) Workshop has been undertaken with invited stakeholders at the Urdd Hall, Cardiff, on 12 November 2013. Those invited were considered by the Welsh Government to represent relevant and appropriate organisations to help shape the HIA of the current draft Plan to address transport related problems on the M4 Corridor around Newport (see www.m4newport.com for more information).

The workshop sought to provide the opportunity to discuss and welcome comments on the M4 Corridor around Newport HIA, in terms of the adopted methodology, and assessment undertaken. The document is subject to public consultation between 23 September and 16 December 2013. It is available to the public online at www.m4newport.com and in paper copy to those who request it, or who attend a public drop-in exhibition.

The HIA Workshop was hosted by representatives of the project team from both Welsh Government and Arup, who have been involved in the draft Plan consultation and in the preparation of the HIA.

The workshop was attended by a number of key health sector representatives and local authority officers. The organisations who attended are listed below:

- Wales Health Impact Assessment Support Unit;
- Public Health Wales;
- Newport Public Health Team;
- Newport City Council Environmental Health;
- Newport City Council Planning;
- Rhondda Cynon Taff County Borough Council Transport;
- Cardiff Council Transport; and
- Monmouthshire County Council Transport.

Either apologies were sent, or invites were not accepted from the following organisations:

- Aneurin Bevan Local Health Board;
- Hywel Dda Local Health Board; and
- Health and Wellbeing - Gwent Association of Voluntary Organisations.

During the workshop, a presentation was given by the project team to outline:

- The background to the development of the M4 Corridor around Newport draft Plan;
- The context of the current draft Plan and how it builds on work undertaken for the M4 Corridor Enhancement Measures (CEM) Programme;
- The draft Plan consultation process;

- A summary of the draft Plan Consultation Document and its associated Strategic Environmental Assessment, Habitats Regulations Assessment, equality impact and health impact assessments;
- The HIA scoping process, its adopted methodology, appraisal criteria, assessment and consultation report; and
- Next steps.

Two tasks were undertaken during the workshop and these provided the stakeholders with the opportunity to provide comments on:

1. The methodology adopted to undertake the HIA; and
2. The appraisal undertaken for each of the health impact and Welsh Transport Planning and Appraisal Guidance criteria associated with health.

This HIA Workshop Report provides a summary of the issues raised and discussed during the workshop.

2 Comments on HIA methodology

As part of the first task of the workshop, attendees were invited to provide and discuss comments associated with the methodology adopted to undertake the HIA. A summary of the issues is provided below.

Timing of the workshop: it was suggested that the workshop could have been held before the launch of the draft Plan consultation, in order to help shape the HIA Report consultation document. It was discussed that the Welsh Government undertook a scoping exercise with the Welsh Health Impact Assessment Support Unit (WHIASU) in order to agree the methodology for the HIA, and it was considered by the Welsh Government that a public consultation, with a comprehensive publicity campaign would provide for a wide range of stakeholders and public to help shape the HIA, which is an iterative process. It was appreciated that the HIA workshop would complement the public consultation and the timing affords attendees with sufficient time to respond formally to the draft Plan consultation (ending 16 December 2013).

Stakeholder representation: it was suggested that the workshop might have invited residents who could be affected by the draft Plan. It was discussed that at this strategic level, many people could be affected by a new road to the south of Newport and the complementary measures. It was also acknowledged that the public consultation offers a specific but open question on the HIA, whilst the drop-in exhibitions allow for face-to-face engagement on particular issues or queries with the project team. It was agreed that the workshop should be targeted at professionals who can comment on the methodology and assessment undertaken in a focused environment, whilst the presence of council officers ensures that there is representation of local authorities and their associated communities. It was noted that the relevant attendees will promote the draft Plan consultation to the Newport citizen's panel and encourage their engagement with the consultation. It was highlighted that the next public drop-in exhibitions are being held on 25 and 26 November 2013 at the Newport Centre.

An attendee identified that they represented 'Mechanic', which is a group of representatives of protected characteristics with health and equality interests. It was agreed that specific engagement with this group would be explored by means of an Equality Impact Assessment workshop.

Level of available information: It was suggested that some quantitative information would be useful as part of the HIA to identify the numbers of people and properties potentially affected adversely, or who might benefit from the scheme. It was clarified that this is a strategic level document and an appropriately proportionate level of detail has been applied to the appraisal. It was noted that more quantitative detail could be provided at a scheme level when there would be a preferred route of a new motorway, if the draft Plan is adopted.

Quality of the methodology: attendees suggested that the methodology is "gold standard". It was agreed however, that the HIA will only be valuable if the Action Plan is practically implemented. It was agreed that the Action Plan should help inform scheme level design, mitigation measures and monitoring plans. Further HIA should be undertaken at a scheme level to build on this Action Plan and address any adverse impacts identified by the HIA process.

Status of complementary measures: An attendee also representing the South East Wales Transport Alliance (Sewta) identified that the group has consulted on plans for a B4245 link, and the draft Plan Consultation Document also refers to a similar link as a complementary measure. Clarification was sought as to t whether they are the same proposal. In response, the Welsh Government confirmed that this complementary measure seeks to provide a road link between the M48 and the B4245 to benefit users of the local road network and provide relief to Junction 23A. This measure was supported by residents to the east of Newport during previous stakeholder engagement on M4 improvements, including the 2006 public exhibitions held on the M4 Relief Road Preferred Route and Junction Strategy. It was agreed that the development of the complementary measures, at a scheme level, would build on any relevant responses to the draft Plan consultation. The Welsh Government suggested that it would welcome specific engagement with Sewta on the development of a B4245 link at the appropriate time, should the draft Plan be adopted.

3 Comments on HIA appraisal

As part of the second task of the workshop, attendees were invited to provide and discuss comments associated with the appraisal undertaken for the HIA. A summary of the issues is provided below.

General: attendees outlined a need to make clear throughout the appraisal where impacts relate to the proposed new road and the potential re-classification of the existing M4 as sometimes this was unclear, particularly when referring generally to 'the M4'.

Level of information provided: attendees agreed that the level of information included in the assessments are appropriate but that the strategic nature of the HIA may be frustrating for some people who want more detail in order to make informed comments. Some attendees suggested that the assessments could change at a scheme level, should more information be available to inform the assessment. It was appreciated that a more detailed level of information would be appropriate at a scheme level, when further HIA may be undertaken, should the draft Plan be adopted.

Accordance with guidance: attendees suggested that the HIA is in accordance with appropriate guidance from WHIASU and WelTAG. Some attendees suggested that the draft Plan HIA is of a very high quality and hoped that the implementation of the Action Plan is addressed to the same "gold standard" as in which the HIA has been undertaken. Further clarity was requested in relation to how the scoring has been determined.

Scope of assessment: Some attendees sought clarification on the geographic area to which the HIA applies. It was suggested that it is important to explore the specific impacts of the draft Plan on both the existing M4 and the new motorway corridor. It was agreed that the HIA does address this and that the South East Wales wide approach is suitable at this stage.

Assessment conclusions: Some attendees sought for further analysis in relation to the identification of specific groups and/or geographical areas affected, recognising a potential impact on these groups and areas even if it's not quantifiable at the strategic level.

Consultation: attendees suggested that it is challenging to engage with the appropriate people on HIA, but that the workshop invited a rounded group of relevant organisations that is sufficient and appropriate to discuss the HIA. It was specifically noted that the lack of engagement and attendance to the workshop by Aneurin Bevan Health Board was disappointing, as they are the key organisation that delivers healthcare services in this area. It was also suggested that the invite list to the workshop may have included the police, although they may be more engaged on matters of equality and wellbeing.

The role of technological advances: it was discussed by some attendees that the role of technology might be significant in making vehicles more sustainable and thus reducing emissions, air and noise pollution in the future. It was advised that this might be something to consider in the assessment undertaken because by taking emerging technologies into account, there may not be any problems in these areas in the longer term.

Comments associated with the appraisal of the draft Plan against HIA lifestyle criteria:

- The provision of a new road will encourage more driving than walking, which makes the complementary measures of walking and cycling important elements of the draft Plan in terms of delivering health benefits.
- The commitments in relation to walking and cycling as complimentary measures are vague and the assessment would benefit from more certain commitment. It was suggested for example that this may include a route alongside the road and the example of the Church Village bypass was given.
- Should the existing M4 be reclassified, there could be more crossings across the road, benefiting local accessibility, pedestrian and cycling. There may also be scope to introduce park and ride facilities, which would also provide benefits.
- Monitoring will be key as the effects of a scheme will only develop once it is implemented. It will be important to monitor the actual results of the intervention and then react accordingly with additional mitigation measures if required.
- If journey times are improved and journey time reliability is increased, there will be more time for leisure and recreation, which brings health and wellbeing benefits.
- The issues associated with severance to the south of Newport will be important to understand at a scheme level.
- The peak for rush hour is spreading so people are going to work earlier or later, which impacts on personal time and compromises the work/life balance.
- The scoring for this criteria is considered to be correct as minor positive benefits likely.

Comments associated with the appraisal of the draft Plan against HIA social and community criteria:

- A lot of people that are born in Newport tend to stay and reside within Newport, often moving within the same authority area. An issue is that the GP catchment area is Newport-wide, meaning that the many people that choose to keep the same doctor then travel further from their address for appointments.
- In terms of spirituality, there will be impacts with increased accessibility for Somali Muslims who predominantly travel from Newport to Cardiff to access places of worship. Christians mainly travel on Sunday mornings to places of worship and locally, when there is generally less traffic on the roads. Most Muslims in Newport tend to walk to their local places of worship, so there will be little effect on their travel unless the complementary measures are of benefit to their routes for walking.
- There are no authorised traveller sites in Newport, which is a popular stop-off destination for the many travellers who use this popular and strategic east-west route. It may be that travellers will bypass Newport if the new road is implemented with few junctions. The construction of the scheme is likely to attract many travellers during works, as they generally seek this type of work. The Action Plan should consider how to provide for travellers in this case.

- It is considered that there may be scope to change the scoring of this criteria to neutral.
- Severance was raised due to the linear nature of the routes and in particular ensuring that routes do not affect access to the Gwent Levels as important recreational areas during construction and operation.

Comments associated with the appraisal of the draft Plan against HIA living conditions criteria:

- There will be a significant psychological impact as a new motorway will have an important impact in sending a message that Wales is open for business. However, the impact will vary between construction and operation, with the benefits being most realised once the new road is open.
- A new motorway will be positive for the regeneration of Newport and its key economic areas including Llanwern and Celtic Springs.
- The potential air quality impacts during construction of any new road need to be referenced in the assessment.
- The assessment makes specific reference to the population of Duffryn and it was considered a similar reference needs to be made in relation to the settlement of Magor.
- The crossing of the Usk bridge structure is likely to be attractive to vulnerable people with severe mental health problems, in terms of suicide. The location of the structure is likely to mean that any person that jumps from the bridge will have a high risk of death and be carried by the strong tide with reduced chance of recovery. The Action Plan should encourage limited pedestrian accessibility to the structure in order to prevent this potential issue.
- The main issue in terms of scoring afforded to the criteria is the economic benefits compared to any environmental dis-benefits. It is considered that the scoring of criteria is correct, although there may be scope to increase it to a greater positive if it leads to greater economic benefits and regeneration of Newport, depending on the junction strategy adopted at scheme level. However, in light of the likely impact on the environment, the minor positive scoring may be appropriate.
- Concerns were raised in relation to the fact that the proposed routes pass through a number of historical or operational waste disposal sites. It was felt that these could bring risks during construction through the disturbance of materials and potential air quality issues through release of dust as well as potential contamination issues through the movement of material across the site from these former waste sites.
- The assessment recognises the potential impact of noise but does not recognise that noise can travel and may therefore affect a wider geography. This was felt to be a particular concern due to the relatively flat nature of the area.

Comments associated with the appraisal of the draft Plan against HIA working conditions criteria:

- The Newport population has significant mental health problems compared to other local authority areas, largely due to low incomes and poor economic conditions linked to the recent recession. It is conside red that the scheme

will have great benefit to the local and regional economy. Therefore the scoring of these criteria should increase to major positive.

- The assessment should acknowledge the risks associated with working on potentially contaminated sites.
- It was outlined that junctions on major road links often develop into strategic hubs for employment clusters and this should be considered during the junction strategy.
- The assessment should give consideration to businesses currently located along the M4 and the potential impact on these companies who currently benefit from the strategic location. The Celtic Manor was given as an example.

Comments associated with the appraisal of the draft Plan against HIA services (access to) criteria:

- There is a concern that the new route may not provide good links to the planned critical care centre to the north of Newport, unless a suitable junction strategy is developed. This is associated with the increased likelihood of serious road traffic accidents to the south of Newport is this route is provided.
- Reduced traffic congestion and improved journey time reliability will be some of the benefits of this scheme. This will help improve access to healthcare facilities and improve appointment attendance records at health services.
- Community severance is an unknown impact until the junction strategy and scheme level of detail is available. With this uncertainty, the scoring of criteria is appropriate but could be increased as a major positive if addressed in a beneficial manner.
- Community transport services and school travel is disrupted when there is congestion, and severely disrupted when there is an accident or incident. The scheme will remove these problems.
- The nature of the localised school catchment areas mean that increased strategic travel as result of the scheme would not increase accessibility to schools. However, the improved traffic conditions would benefit parents' driver stress and wellbeing.
- If the reclassification of the existing M4 meant that access to Carleon could be improved, then there would be major benefits to accessibility to the north of Newport.
- The potential for a park and ride scheme or areas for car sharers along the existing M4 was discussed, offering benefits for those commuting, particularly across the bridge.

Comments associated with the appraisal of the draft Plan against HIA socio-economic and environmental criteria:

- Incorporating flora and fauna as part of the construction works will be important to improving driver conditions and the environmental benefits of the scheme.
- The new motorway will deliver significant travel time savings and have agglomeration benefits.
- The impact on SSSI and SAC designations will be negative. In particular, the scheme level design of the River Usk crossing will be important to reducing

impact on the River Usk SAC. These impacts might reduce the scoring of criteria to minor positive only, although the economic benefits could outweigh this environmental negative.

- Technological advances are important to consider in the sustainability of vehicles and associated likely reduced impact of motorway transport on emissions, air and noise quality.
- Consideration should be given to a junction which brings greatest socio-economic benefit while minimising the health and well-being impacts of those that may be next to the junction. It was suggested that the area around the Docks would be suitable in terms of supporting the future of the Docks, providing a direct link to Usk Way and the City Centre, the availability of land in that area and the fact that the area doesn't and is unlikely to support residential receptors.

Comments associated with the assessment of the Reasonable Alternatives and Do Minimum Scenario:

- The Red Route has less capacity as a dual carriageway and so would have less benefit to South Wales, with less resilience provided at peak times. There would also be limited benefit to the north of Newport as this option would not see the existing M4 reclassified with potential associated enhancements to junctions.
- The potential impact on the landfill site in Newport would be significant if the Red or Purple Route were progressed. The cost and risks would be high as an alternative site would need to be found and the extent of contamination is largely unknown.
- The Red and Purple Routes are located closer to properties and communities in Newport, which would suffer increased noise and air pollution.
- The Black Route navigates away from the urban centre of Newport and thus avoids the communities that suffer the highest levels of deprivation, which is a benefit of this route.

4 General issues

A number of issues were raised and discussed throughout the workshop between attendees, Welsh Government and Arup staff. These are summarised below.

What route would traffic from the Midlands use?: it was discussed that the existing M4 would continue to be used by traffic from the north of Newport, whilst the A48 SDR would remain an alternative route for travel around and in Newport.

What might the potential impact to the north of the M4 be, during an accident or incident?: it was discussed how the draft Plan would reduce traffic flow on the existing M4 and a reduction in traffic congestion would increase the highway network's safety and resilience, particularly during any potential delays caused by incidents and accidents. It was highlighted that the A48 Southern Distributor Road (SDR) could still provide short term resilience at times of accidents and incidents on the existing M4.

What is the status of Professor Stuart Cole's 'Blue Route', as presented at the National Assembly for Wales' Environment and Sustainability Committee on 6 November 2013?: it was acknowledged that this alternative route has not been included in the Welsh Government's draft Plan or considered as a reasonable alternative to the draft Plan, although it has previously consulted on upgrades to the A48 SDR as part of the M4 CEM Programme (March to July 2012). It was noted that upgrades to the Steelworks Access Road were also considered as part of the M4 CEM Programme, although as an isolated measure. It was suggested by some attendees that this route would have detrimental impacts on health; in terms of increased air and noise pollution, emissions and impact on property in Newport.

Some evidence suggests that new roads can attract additional car usage; therefore will more traffic using the new motorway just mean a more congested M4 again in the future?: the attendees were directed to the Consultation Document that provides traffic forecasts that show the new motorway would provide a free flowing route to the north and south of Newport in the long term. The issue of sustainable transport and the proposed South Wales Metro was raised and it was acknowledged that in the longer term, any development of public transport facilities and services would be complementary to the proposed new motorway.

Whilst it is appreciated that this is a strategy level consultation, with a proportionate level of detail provided within the Consultation Document and associated assessments, council members and their constituents appear to struggle with this and demand more information in order to make an informed decision: this public consultation is driven by the Strategic Environmental Assessment (SEA) of the draft Plan, and its other associated health, equality and Habitats Regulations assessments. This is somewhat unique in that the National Transport Plan states that specific SEA should be undertaken for proposed improvements to the M4 around Newport. As such, a strategic level of information is appropriate and the detailed scheme level of information with engineering drawings of any preferred route would be provided at the next stage, should the draft Plan be adopted. This similar issue was experienced during the M4 CEM public consultation in 2012, which invited comments a wider range of strategic options to address transport related problems on the M4 around Newport.

It was appreciated that the Welsh Government is inviting anyone with any queries or concerns to speak to a member of the project team either by telephone, email or in person at one of its public drop-in exhibitions. Details are provided in the Consultation Document, on leaflets, radio and online at www.m4newport.com.

As part of discussion, it was suggested by some attendees that if there was more detailed information available, it would be likely that the scores provided to health criteria as part of the HIA would be increased for the draft Plan, as this would remove some the uncertainties of potential impacts on communities and property.

A Newport City Council officer requested the Welsh Government's SATURN traffic model: it was suggested that a written request should be submitted to the Welsh Government for its consideration.

The attendees requested to be reminded of the draft Plan's problems and goals: the attendees were directed to Section 3 of the Consultation Document. It was acknowledged that the problems, goals and aims of the M4 CEM Programme were subject to dialogue during the early stages of the engagement process, with public and stakeholders and that it is considered that the problems have not changed since 2012. 17 problems were identified; which encompass issues of capacity, (network) resilience, safety and sustainable development.15 goals were identified and it was noted that each one aims to address one or more of the problems. Attendees agreed that as the problems have not changed there was no need to revisit the goals. However, **attendees were surprised that the air quality problem was not one of the most selected goals by respondents to M4 CEM consultation** (who were asked to rank their top four goals as part of the M4 CEM consultation in 2012). It was discussed how the current draft Plan Consultation Document highlights those goals most selected by respondents to the M4 CEM consultation for information purposes only, and that the goals are not ranked abut are all important for the M4 Corridor around Newport.

Has air quality improved around the M4 between Junctions 24 and 28 since the introduction of the Variable Speed Limit system (VSL)?: it was discussed that there may be potential to try to install a connection between the VSL and air quality with speed variations introduced to control air pollution levels, with a new control station near the Brynglas Tunnels. It was identified that this would require parliamentary powers to introduce. It was agreed that the VSL has helped to make traffic more free flowing at times of congestion, which should help to reduce air pollution.

Attendees identified that there is no proposed mitigation measures to address air quality problems as part of the HIA Action Plan: it was agreed that this should be included within the Action Plan so that specific measures could be considered at a scheme level.

Will there be junction along the new motorway because the benefits of increased accessibility to local services need clarification: it was noted that a junction strategy would be developed at a scheme level, should the draft Plan be adopted. It was agreed that there should be at least one junction to increase accessibility from the south of Newport, whilst it was appreciated that reclassification of the existing M4 could facilitate measures to increase local accessibility to the north of Newport. It was identified that the new motorway would reduce congestion and improve journey times, thus improving local accessibility through by reducing barriers to health services.

Attendees identified that there will be a new critical care centre to north of Newport, which will be operational by the time the proposed new motorway could be operational: it was discussed that access to this centre will be important for any road traffic accidents on the new motorway from the south of Newport. It was agreed that the junction strategy should consider t access to Newport health facilities, including north-south routes via the existing road network. It was noted that the new motorway may also provide improved accessibility east-west to services such as Royal Gwent and Heath Hospitals.

Can the Welsh Government employ local people during construction, for economic benefit within and around Newport?: it was discussed that sustainable procurement policies allow for such targeted recruitment and training, and measures will be considered at a scheme level if the draft Plan is adopted and progressed. The Action Plan should identify this potential measure.

What is the link between a motorway, driver stress and a motorway and obesity?: it was acknowledged that Department for Transport guidance is available that addresses a range of issues associated with transport and wellbeing, of which some are outlined in the draft Plan HIA Report. It was noted that an improved travel experience with reduced congestion can help reduce driver stress, whilst improved journey times and accessibility to services and facilities can enhance recreation and leisure opportunities.

Has the Welsh Government considered that the M4 is a key narcotics route between Ireland, Wales, the Midlands and South West England?: at this strategic level of assessment, the HIA considers impacts on personal security and transport safety, but not specific impacts on crime. Whilst the Welsh Government has engaged with the police as part of the development of the draft Plan, this issue has not been identified to date. It was identified that one of the attendees has professional links with the police on health and equality matters in Newport and will encourage the police to engage and respond to the current consultation.

All attendees were encouraged to provide responses to the draft Plan consultation, to help the Welsh Government to consider a range of issues as part of its decision as to whether to adopt the draft Plan.

5 Next steps

The comments summarised within this Workshop Report, as well as all relevant responses to the draft Plan consultation, will help finalise the HIA at this strategic level. They will also inform the preparation of an M4 Corridor Enhancement Measures Participation Report and Strategic Environmental Assessment Statement. As such, the project team encouraged attendees to invite their organisational partners and networks to formally respond to the draft plan consultation before the closing date of 16 December 2013.

The Welsh Government will then use the responses to the draft Plan Consultation to decide whether to adopt the draft Plan, with or without amendments, taking into account the responses to the associated assessments.

Further HIA at a project (scheme) level may be required to avoid, reduce and, if possible, remedy any significant adverse impacts of any options that may be progressed as part of the draft Plan, should it be adopted.

For more information, please see www.m4newport.com, where regular updates will be provided. Alternatively, for any queries, please:

- Email: m4newport@arup.com;
- Telephone: Allan Pitt on 029 2047 3727; or
- Write to: Allan Pitt, Arup, 4 Pierhead Street, Cardiff, CF104QP.

A12 Equality Impact Assessment Consultation Workshop Report

Welsh Government

M4 Corridor around Newport draft Plan

Equality Impact Assessment Workshop Report

AP

Draft 1 | 11 December 2013

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 117300

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1 Introduction

An Equality Impact Assessment (EqIA) Workshop has been undertaken with the Minority Ethnic Communities Health Association for Newport: Initiating Change (MECHANIC) held on 10 December from 1pm to 3pm at Victoria House, Newport. Those who attended represent various organisations and individuals who are or work with minority ethnic groups to deliver a range of equality, health and education services. These were considered by the Welsh Government to represent relevant and appropriate organisations to help shape the EqIA of the current draft Plan to address transport related problems on the M4 Corridor around Newport (see www.m4newport.com for more information).

The workshop sought to provide the opportunity to discuss and welcome comments on the M4 Corridor around Newport EqIA, in terms of the adopted methodology, and assessment undertaken. The document is subject to public consultation between 23 September and 16 December 2013. It is available to the public online at www.m4newport.com and in paper copy to those who request it, or who attend a public drop-in exhibition.

The workshop aimed to help MECHANIC members finalise their responses as well as help shape the EqIA following the consultation.

The EqIA Workshop was hosted by representatives of the project team from both Welsh Government and Arup, who have been involved in the draft Plan consultation and in the preparation of the EqIA.

The workshop was attended by a number of key representatives and the organisations who attended are listed below:

- Arup & Welsh Government M4 project team;
- SEWREC (South East Wales Regional Equality Council);
- Public Health Wales Screening Services;
- Kaleidoscope Project/The Voice;
- Learning Disabilities Health Liaison Nurse Team, Aneurin Bevan Health Board;
- Senior Public Health Practitioner Public Health Wales;
- Fairer Futures, Welsh Government;
- Student, University of South Wales;
- Chair of MECHANIC and Principal Public Health Practitioner, Public Health Wales;
- Equality and Diversity Lead Midwife ABHB Maternity Department;
- GEMS (Gwent Education Multi-Ethnic Service);
- Gwent Police;
- Senior Dietitian, Aneurin Bevan Health Board;
- Learning Disabilities Health Liaison Nurse Team, Aneurin Bevan Health Board;

- THT (Terrence Higgins Trust);
- Community Engagement Services Operations Manager;
- New Link Wales; and
- Red Cross, Asylum Seekers Project.

During the workshop, a presentation was given by the project team to outline:

- The background to the development of the M4 Corridor around Newport draft Plan;
- The context of the current draft Plan and how it builds on work undertaken for the M4 Corridor Enhancement Measures (CEM) Programme;
- The draft Plan consultation process;
- A summary of the draft Plan Consultation Document and its associated Strategic Environmental Assessment, Habitats Regulations Assessment, equality impact and health impact assessments;
- The EqIA scoping process, its adopted methodology, appraisal criteria, assessment and consultation report; and
- Next steps.

After the presentation, attendees were invited to discuss, or ask questions, on any issues that they considered to be of important to the consultation or EqIA.

This EqIA Workshop Report provides a summary of the issues raised and discussed during the workshop.

2 Comments and points of discussion

As part of the workshop, attendees were invited to provide and discuss comments associated with the draft Plan consultation and its associated EqIA. A summary of the issues is provided below.

- It was suggested that the workshop could help attendees finalise their responses to the public consultation, further to being issued copies and links to the consultation material before the meeting. It was suggested by the chair that the public consultation and the timing of the meeting affords attendees with sufficient time to respond formally to the draft Plan consultation (ending 16 December 2013). The project team offered their support to any attendees who wished to respond to the consultation, and provided relevant direct contact details to those who requested them.
- An appropriate group of representatives of protected characteristics with health and equality interests were present.
- No objection was received on the methodology or approach to EqIA.
- If journey times are improved and journey time reliability is increased, there will be less disruption to services. For example, many higher education students need to travel along the M4 to reach educational facilities, and the delays on the M4 often mean that they miss or are late for lessons. It was also discussed that access to healthcare services and business meetings would also be more reliable, which would provide efficiency savings.
- Concern was raised over the potential impact on the A48 if a junction provided access onto this road. It was suggested that the A48 is already congested at rush hour and would be subject to increased traffic congestion if traffic use increased. It was suggested that the A48 Southern Distributor Road should only be used as a distributor road and be a local accessibility route for travel in Newport. Should the new motorway reduce traffic on the A48, it was agreed that this would be of benefit to movement within Newport and improve journey times and journey time reliability to facilities and services.
- Attendees were keen to understand how pedestrian infrastructure and links to public transport would be progressed. The issue of sustainable transport and the proposed South Wales Metro was raised and it was acknowledged that in the longer term, any development of public transport facilities and services would be complementary to the proposed new motorway. However, the complementary measures would seek to maximise access to public transport facilities and services, and benefit personal security. One attendee suggested that it might be difficult to provide a cycleway through the Brynglas Tunnels, should the existing M4 be reclassified. It was suggested that due to potential health and safety problems associated with this issue, an alternative cycle route might be explored that navigates around the Tunnels in the future.
- The scoring for religion and belief criteria is considered to be overly critical and should have minor positive benefits as a result of improved access to places of worship. It was suggested that there will be impacts with increased accessibility for religious groups who travel from Newport to Cardiff on a Friday evening in particular, which is a day that typically sees congestion problems on the motorway.

- The construction of the scheme is likely to attract many gypsy travellers during works, as they generally seek this type of work. The EqIA should consider how to benefit traveller groups.
- A new motorway will be positive for the economy and regeneration of Newport as long as there is a suitable junction strategy that provides access to key employment areas off the new road.
- It was noted that a junction strategy would be developed at a scheme level, should the draft Plan be adopted. It was agreed that there should be at least one junction to increase accessibility from the south of Newport, whilst it was appreciated that reclassification of the existing M4 could facilitate measures to increase local accessibility to the north of Newport. It was identified that the new motorway would reduce congestion and improve journey times, thus improving local accessibility through by reducing barriers to health services.

3 Next steps

The comments summarised within this Workshop Report, as well as all relevant responses to the draft Plan consultation, will help finalise the EqIA at this strategic level. They will also inform the preparation of an M4 Corridor Enhancement Measures Participation Report and Strategic Environmental Assessment Statement. As such, the project team encouraged attendees to invite their organisational partners and networks to formally respond to the draft plan consultation before the closing date of 16 December 2013.

The Welsh Government will then use the responses to the draft Plan Consultation to decide whether to adopt the draft Plan, with or without amendments, taking into account the responses to the associated assessments.

Further EqIA at a project (scheme) level may be required to avoid, reduce and, if possible, remedy any significant adverse impacts of any options that may be progressed as part of the draft Plan, should it be adopted.

For more information, please see www.m4newport.com, where regular updates will be provided. Alternatively, for any queries, please:

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A13 Common comments by Code

Common Comments by Code

A large number of comments have been made by respondents to each of the M4 Corridor around Newport Consultation questions. The table below show the number of comments attached to common 'codes', where ten or more comments have been made about a particular topic.

Q1. Black Route and Complementary Measures	
Alternative / additional approaches	
Public transport improvements - positive comments	65
Existing roads - improve	58
Suggest alternative - general	44
Rail improvements - positive comments	26
Cycle/pedestrian provision - support	24
Sustainable options - general comments	24
Reduction in car use	22
Public transport improvements - general comments	18
Severn Bridge toll - reduce/remove	18
Blue route - positive comments	17
Suggest alternative route	17
Existing M4 - relief options already in place	16
A48/SDR - widen/upgrade - positive comments	15
Existing M4 - do not downgrade	15
Prefer non-road alternatives	14
Expand Brynglas Tunnels - positive comments	13
Sustainable options - positive comments	11
South Wales Metro - positive comments	10
Traffic management - improve	10
Consultation and Information	
Challenge consultation - figures/projections/assumptions	34
Challenge consultation - not all/enough options explored	33
Challenge consultation - general	32
Information/materials - bad/unclear/insufficient	23
More info - junctions	15
Refer to collective/organisation/group opinion	15
More info - general	13
Complementary Measures	
B4254/M48 link - support	19
General - support	14
General - oppose	10
Existing situation	
Problem - congestion - general	81

Problem - congestion - Brynglas Tunnels	43
Infrastructure - adequate	30
Problem - resilience	27
Problem - congestion - caused by local traffic	24
Economic - Economy (general) - concern	19
Infrastructure - inadequate	18
Problem - capacity - general	17
Problem - safety	17
Problem - journey times	15
Problem - congestion - peak hours particularly	10
Location	
Gwent Levels	184
Brynglas Tunnels	70
Magor	49
Southern Distributor Road (SDR)	45
Newport	42
Cardiff	38
A48	34
Newport Docks	28
A4810	27
Castleton	18
Junction 29	15
River Usk	15
Severn Bridge Crossing	15
Junction 23A	12
Junction 28	12
M48	12
South Wales	12
B4245	10
Bristol	10
Caerleon	10
Junction 26	10
Other	
Respondents travel experience/pattern	62
General comment	20
Respondents local experience	16
Black Route option	
Environment - Biodiversity/wildlife/habitat - concern	199
Environment - Gwent Levels - impact on	172
Environment - Designated areas - concern	155

Problem: congestion - will improve/benefit	114
Cost - concern	110
Environment - Environment (general) - concern	101
Timescale - construct ASAP/overdue	62
Problem: capacity - will encourage more traffic/cars - concern	55
Environment - Countryside/landscape - concern	45
Problems (general): will resolve	44
Economic - Welsh economy - will improve/benefit	40
Problem: congestion - will not improve/benefit	38
Goal: transport connections (local) - will not improve/benefit	32
Problem: capacity - local traffic - will reduce	32
Problem: noise pollution - concern	32
Economic - Local economy - will not improve/benefit	32
Social - Local community - proximity - concern	32
Goal: journey times - will achieve	31
Need case - traffic growth - challenge	30
Problem: safety - will improve/benefit	30
Economic - Local economy - will improve/benefit	29
Problem: air quality/pollution - impact on	28
Problems (general): will not resolve	27
Goal: emissions - concern	26
Irreparable impact	26
Goals (general): will achieve	25
Need case - challenge	25
Problem: capacity - will improve/benefit	23
Environment - Wetlands/reens - concern	23
Problem: resilience - will improve/benefit	22
Environment - Cultural heritage - concern	22
Design spec - shortest/most direct route/quickest	21
Social - Recreation/amenity - impact on	20
Design spec - junctions - should be fewer/none	19
Goal: transport connections (regional) - will improve/benefit	19
Economic - Docks/ports - concern	19
Social - Future generations - concern	19
Social - Local community - proximity - will minimise	19
Goals (general): will not achieve	18
Design spec - junctions - design	17
Goals (general): will largely achieve	17
Problem: air quality/pollution - will improve/benefit	17
Construction - concern	16

Environment - Environment (general) - minimal impact	15
Design spec - junctions - suggested local access links	14
Not a sustainable option	14
Design spec - must be three-lane motorway	13
Environment - Ancillary development - concern	13
Goal: sustainable choices - will not achieve	12
Environment - Environment (general) - will minimise	12
Environment - Mitigation - general - adequate/support for	12
Environment - Visual impact - concern	12
WAG commitments - contradicts	11
Environment - Designated areas - will minimise	11
Design spec - additional measures	10
Economic - Tourism - will not improve/benefit	10
Options general	
Cost - concern	32
Preferences	
Black Route - best	154
Prefer alternative	20
References	
Refer to other project/experience	33
Refer to other data/reports/research	18
Refer to other interest group(s)	17
Refer to previous consultations	17
Refer to other comment/question	13
Support / opposition	
SO - No support/opposition mentioned	378
SO - Black Route - oppose	239
SO - Black Route - support	129
SO - Oppose project/all	104
SO - Alternative - support	36
SO - Support project/all	19
SO - Black Route - support with caveat	10

Q2. Red Route and Complementary Measures	
Alternative / additional approaches	
Existing roads - improve	37
Suggest alternative - general	23
Public transport improvements - positive comments	22
Sustainable options - general comments	21
Existing M4 - people will still use	20
Existing M4 - relief options already in place	17
Rail improvements - positive comments	17
Traffic management - improve	13
Existing roads - specific suggestions	11
Suggest alternative route	10
Consultation and Information	
Challenge consultation - not all/enough options explored	20
Challenge consultation - general	15
Challenge consultation - figures/projections/assumptions	13
Information/materials - bad/unclear/insufficient	11
Complementary Measures	
General - oppose	14
Location	
Gwent Levels	110
Southern Distributor Road (SDR)	38
Brynglas Tunnels	18
A48	16
Magor	16
Duffryn	14
A4810	12
Other	
No comment	12
Respondents travel experience/pattern	12
Red Route option	
Environment - Biodiversity/wildlife/habitat - concern	111
Environment - Gwent Levels - impact on	106
Environment - Designated areas - concern	86
Environment - Environment (general) - concern	77
Cost - concern	70
Social - Local community - concern	52
Design spec - insufficient grade road (needs to be motorway grade)	45
Problems (general): will not resolve	45
Problem: congestion - will not improve/benefit	39

Problems (general): short term only/not long-term solution	37
Problem: capacity - will be insufficient	25
Goals (general): will not achieve	20
Need case - traffic growth - challenge	20
Economic - Local economy - will not improve/benefit	20
Environment - Countryside/landscape - concern	20
Problem: air quality/pollution - impact on	19
Construction - concern	18
Goal: sustainable choices - will not achieve	18
Problem: capacity - will encourage more traffic/cars - concern	17
Timescale - phased delivery - concern	17
Need case - challenge	16
Problem: noise pollution - concern	16
Social - Local community - proximity - concern	16
Irreparable impact	15
Goal: transport connections (regional) - will not improve/benefit	13
Need case - route a compromise	13
Will encourage more vehicle use	13
Environment - Cultural heritage - concern	12
Environment - Wetlands/reens - concern	12
Problem: air quality/pollution - will not improve/benefit	11
Design spec - longer/less direct route/slower	10
Problem: congestion - short term only/not long term solution	10
Environment - Rivers/streams/water - impact on	10
Preferences	
Prefer Black to Red	41
Black Route - best	17
Prefer alternative	15
Prefer Red to Black	13
References	
Refer to other comment/question	107
Support / opposition	
SO - No support/opposition mentioned	335
SO - Red Route - oppose	277
SO - Oppose project/all	61
SO - Red Route - support	15

Q3. Purple Route and Complementary Measures	
Alternative / additional approaches	
Existing roads - improve	23
Public transport improvements - positive comments	23
Suggest alternative - general	20
Sustainable options - general comments	16
A48/SDR - widen/upgrade - positive comments	14
Existing roads - specific suggestions	14
Rail improvements - positive comments	13
Reduction in car use	11
Consultation and Information	
Challenge consultation - figures/projections/assumptions	23
Challenge consultation - not all/enough options explored	16
Challenge consultation - general	15
Complementary Measures	
General - oppose	11
Existing situation	
Infrastructure - adequate	10
Location	
Gwent Levels	100
Southern Distributor Road (SDR)	26
Duffryn	20
Newport Docks	18
Brynglas Tunnels	15
Magor	14
A48	12
A4810	12
Newport	12
Other	
No comment	16
Respondents local experience	12
Options general	
Cost - concern	10
Purple Route option	
Environment - Biodiversity/wildlife/habitat - concern	104
Environment - Gwent Levels - impact on	95
Environment - Designated areas - concern	75
Environment - Environment (general) - concern	64
Cost - concern	59
Social - Local community - proximity - concern	50

Social - Local community - concern	40
Problem: congestion - will not improve/benefit	27
Problems (general): will not resolve	25
Problem: air quality/pollution - impact on	20
Environment - Pollution: noise - concern	19
Economic - Docks/ports - concern	18
Economic - Local economy - will not improve/benefit	17
Need case - traffic growth - challenge	16
Problem: capacity - will encourage more traffic/cars - concern	16
Environment - Countryside/landscape - concern	16
Need case - challenge	15
Economic - Landfill site - concern	15
Environment - Wetlands/reens - concern	15
WAG commitments - contradicts	14
Design spec - must be three-lane motorway	13
Goal: emissions - concern	13
Irreparable impact	13
Benefits - do not outweigh negatives (general)	12
Design spec - longer/less direct route/slower	12
Goals (general): will largely achieve	12
Economic - Future developments - concern	12
Environment - Cultural heritage - concern	12
Environment - Rivers/streams/water - impact on	12
Construction - concern	11
Design spec - route design - concern	10
Goals (general): will not achieve	10
Will encourage more vehicle use	10
Preferences	
Prefer Black to Purple	71
Prefer Purple to Red	28
Black Route - best	13
Prefer Red to Purple	10
References	
Refer to other comment/question	152
Support / opposition	
SO - No support/opposition mentioned	352
SO - Purple Route - oppose	240
SO - Oppose project/all	57
SO - Purple Route - support	17
SO - Purple Route - support with caveat	11

Q4. Do-minimum	
Alternative / additional approaches	
Public transport improvements - positive comments	49
Suggest alternative - general	40
Rail improvements - positive comments	36
Existing roads - specific suggestions	29
A48/SDR - widen/upgrade - positive comments	26
Existing roads - improve	26
Traffic management - improve	16
Sustainable options - general comments	15
Blue route - positive comments	13
Cycle/pedestrian provision - support	13
Existing M4 - widen/upgrade	12
Consultation and Information	
Challenge consultation - not all/enough options explored	24
Challenge consultation - general	17
Challenge consultation - figures/projections/assumptions	14
Challenge consultation - bias/method/scoring	12
Existing situation	
Problem - congestion - general	50
Problem - congestion - Brynglas Tunnels	28
Infrastructure - inadequate	19
Problem - congestion - caused by local traffic	15
Economic - Economy (general) - concern	14
Problem - congestion - peak hours particularly	12
Problem - safety	12
Current measures - ineffective	10
Problem - congestion - not a problem	10
Location	
Southern Distributor Road (SDR)	36
Brynglas Tunnels	29
A4810	26
Junction 28	20
Magor	19
Gwent Levels	16
A48	11
Junction 23A	10
Other	
Respondents travel experience/pattern	25
Do Minimum Scenario option	

Problems (general): will not resolve	62
Economic - Local economy - will not improve/benefit	28
Goals (general): will not achieve	26
Cost - cost effective/cheaper	23
Problem: congestion - will not improve/benefit	21
Environment - Environment (general) - will minimise	19
Problems (general): short term relief/not long term solution	18
Problem: congestion - will improve/benefit	15
Economic - Welsh economy - concern	15
Problem: congestion - will increase	11
Options general	
Cost - concern	29
Need case - traffic growth - support	21
Environment - Environment (general) - concern	18
Timescale - construct ASAP/overdue	17
Need case - challenge	15
Problem: capacity - will encourage more traffic/cars - concern	11
Environment - Biodiversity/wildlife/habitat - concern	10
Preferences	
Do Minimum Scenario - best	38
Prefer alternative	19
References	
Refer to other comment/question	20
Support / opposition	
SO - No support/opposition mentioned	338
SO - Do Minimum - oppose	160
SO - Oppose project/all	31
SO - Do Minimum - support	29
SO - Support project/all	10

Q5. Strategic Environmental Assessment	
Alternative / additional approaches	
Public transport improvements - positive comments	12
Assessments	
Strategic Environmental Assessment - No support/opposition of SEA mentioned	46
Strategic Environmental Assessment - Unclear/insufficient	34
Strategic Environmental Assessment - Assessment - appropriate/satisfactory	28
Strategic Environmental Assessment - Challenge - figures/projections	24
Strategic Environmental Assessment - Challenge - bias/method/scoring	20
Strategic Environmental Assessment - Challenge - evidence/justifications/assumptions	11
Strategic Environmental Assessment - Mitigation - general - insufficient/will not work	11
Location	
Gwent Levels	39
Magor	10
Other	
No comment	58
Options general	
Environment - Biodiversity/wildlife/habitat - concern	47
Environment - Designated areas - concern	41
Environment - Environment (general) - concern	33
Environment - Gwent Levels - impact on	28
Environment - Mitigation - general - adequate/support for	20
Benefits - outweigh negatives (general)	14
Problem: air quality/pollution - impact on	14
Social - Local community - proximity - concern	12
Need case - challenge	11
Environment - Environment (general) - minimal impact	11
References	
Refer to other comment/question	18
Support / opposition	
SO - No support/opposition mentioned	338
SO - Oppose project/all	23

Q6. Habitats Regulation Assessment	
Assessments	
Habitats Regulations Assessment - No support/opposition of HRA mentioned	119
Habitats Regulations Assessment - Information/materials - bad/unclear/insufficient	15
Habitats Regulations Assessment - Assessment - appropriate/satisfactory	13
Habitats Regulations Assessment - Challenge - general	13
Habitats Regulations Assessment - Mitigation - general - adequate/support for	13
Habitats Regulations Assessment - Challenge - figures/projections	12
Location	
Gwent Levels	26
Other	
No comment	78
Options general	
Environment - Biodiversity/wildlife/habitat - concern	64
Environment - Designated areas - concern	38
Environment - Gwent Levels - impact on	22
Environment - Biodiversity/wildlife/habitat - minimal impact	17
Environment - Environment (general) - concern	10
Environment - Should prioritise human needs over wildlife/environment	10
Environment - Wetlands/reens - concern	4
References	
Refer to other comment/question	37
Refer to other interest group(s)	10
Support / opposition	
SO - No support/opposition mentioned	279
SO - Oppose project/all	27

Q7. Health Impact Assessment	
Alternative / additional approaches	
Public transport improvements - positive comments	14
Assessments	
Equality Impact Assessment - Assessment - equality not relevant issue	19
Equality Impact Assessment - Assessment -appropriate/satisfactory	12
Equality Impact Assessment - No support/opposition of EIA mentioned	12
Other	
No comment	103
Options general	
Social - Equality - only beneficial for drivers/ road users	15
References	
Refer to other comment/question	11
Support / opposition	
SO - No support/opposition mentioned	251
SO - Oppose project/all	11

Q8. Equality Impact Assessment	
Alternative / additional approaches	
Public transport improvements - positive comments	116
Rail improvements - positive comments	90
A48/SDR - widen/upgrade - positive comments	88
South Wales Metro - positive comments	56
Existing roads - improve	41
Blue route - positive comments	29
Suggest alternative - general	29
Existing roads - specific suggestions	24
Cycle/pedestrian provision - support	23
Reduction in car use	19
Traffic management - improve	19
Invest in healthcare	17
Sustainable options - general comments	17
Severn Bridge toll - reduce/remove	16
Invest in schools/education	15
Existing M4 - widen/upgrade	14
Invest in community	12
Public transport improvements - general comments	12
Existing M4 - close junctions around Newport	10
Sustainable options - positive comments	10

Consultation and Information	
Challenge consultation - not all/enough options explored	58
Challenge consultation - bias/method/scoring	38
Challenge consultation - figures/projections/assumptions	19
Challenge consultation - general	13
Information/materials - bad/unclear/insufficient	11
Challenge consultation - question/format	10
Refer to collective/organisation/group opinion	10
Consultation - difficulty in responding	6
Existing situation	
Problem - congestion - general	18
Infrastructure - inadequate	15
Problem - congestion - caused by local traffic	11
Location	
Southern Distributor Road (SDR)	87
Gwent Levels	86
Brynglas Tunnels	28
A4810	23
Magor	23
Cardiff	18
A48	10
Other	
Government criticism/comments	21
No comment	17
General comment	16
Respondents travel experience/pattern	13
Options general	
Environment - Gwent Levels - impact on	81
Environment - Biodiversity/wildlife/habitat - concern	72
Cost - comments	56
Cost - concern	53
Environment - Designated areas - concern	52
Environment - Environment (general) - concern	52
Need case - challenge	42
Timescale - construct ASAP/overdue	27
Need case - traffic growth - challenge	25
Problem: capacity - will encourage more traffic/cars - concern	20
WAG commitments - contradicts	20
Cost - funding	15
Economic - Welsh economy - will not improve/benefit	15

Economic - Local economy - will not improve/benefit	13
Benefits - does not benefit Newport (general)	12
Environment - Wetlands/reens - concern	12
Irreparable impact	11
Problem: congestion - will not improve/benefit	10
Economic - Welsh economy - will improve/benefit	10
Environment - Countryside/landscape - concern	10
Social - Local community - proximity - concern	10
Preferences	
Prefer alternative	70
Black Route - best	11
References	
Refer to other project/experience	21
Refer to other data/reports/research	13
Refer to other comment/question	11
Support / opposition	
SO - No support/opposition mentioned	380
SO - Oppose project/all	86
SO - Support project/all	27
SO - Black Route - support	26
SO - Alternative - support	16

Q9. Additional comments	
Alternative / additional approaches	
Public transport improvements - positive comments	116
Rail improvements - positive comments	90
A48/SDR - widen/upgrade - positive comments	88
South Wales Metro - positive comments	56
Existing roads - improve	41
Blue route - positive comments	29
Suggest alternative - general	29
Existing roads - specific suggestions	24
Cycle/pedestrian provision - support	23
Reduction in car use	19
Traffic management - improve	19
Invest in healthcare	17
Sustainable options - general comments	17
Severn Bridge toll - reduce/remove	16
Invest in schools/education	15
Existing M4 - widen/upgrade	14
Invest in community	12

Public transport improvements - general comments	12
Existing M4 - close junctions around Newport	10
Sustainable options - positive comments	10
Consultation and Information	
Challenge consultation - not all/enough options explored	58
Challenge consultation - bias/method/scoring	38
Challenge consultation - figures/projections/assumptions	19
Challenge consultation - general	13
Information/materials - bad/unclear/insufficient	11
Challenge consultation - question/format	10
Refer to collective/organisation/group opinion	10
Existing situation	
Problem - congestion - general	18
Infrastructure - inadequate	15
Problem - congestion - caused by local traffic	11
Location	
Southern Distributor Road (SDR)	87
Gwent Levels	86
Brynglas Tunnels	28
A4810	23
Magor	23
Cardiff	18
A48	10
Other	
Government criticism/comments	21
No comment	17
General comment	16
Respondents travel experience/pattern	13
Black Route option	
Timescale - construct ASAP/overdue	17
Options general	
Environment - Gwent Levels - impact on	81
Environment - Biodiversity/wildlife/habitat - concern	72
Cost - comments	56
Cost - concern	53
Environment - Designated areas - concern	52
Environment - Environment (general) - concern	52
Need case - challenge	42
Timescale - construct ASAP/overdue	27
Need case - traffic growth - challenge	25

Problem: capacity - will encourage more traffic/cars - concern	20
WAG commitments - contradicts	20
Cost - funding	15
Economic - Welsh economy - will not improve/benefit	15
Economic - Local economy - will not improve/benefit	13
Benefits - does not benefit Newport (general)	12
Environment - Wetlands/reens - concern	12
Irreparable impact	11
Problem: congestion - will not improve/benefit	10
Economic - Welsh economy - will improve/benefit	10
Environment - Countryside/landscape - concern	10
Social - Local community - proximity - concern	10
Preferences	
Prefer alternative	70
Black Route - best	11
References	
Refer to other project/experience	21
Refer to other data/reports/research	13
Refer to other comment/question	11
Support / opposition	
SO - No support/opposition mentioned	380
SO - Oppose project/all	86
SO - Support project/all	27
SO - Black Route - support	26
SO - Alternative - support	16

A14 List of Key Stakeholders

List of Key Stakeholders

Statutory environmental bodies		
Cadw	Natural England	Natural Resources Wales
Local Authorities		
Cardiff Council	Monmouthshire County Council	Newport City Council
Torfaen County Borough Council		
Town and Community Councils		
Goldcliff Community Council	Magor with Undy Community Council	Marshfield Community Council
Nash Community Council		
Other public sector and community organisations		
Association of Police Officers Cymru	Health and Safety Executive	Newport Civic Society
NHS Wales HIA Support Unit	Public Health Wales	South Wales Fire and Rescue Service
The Coal Authority		
Voluntary sector (environmental and civil society) organisations		
Age Cymru	Amphibian and Reptile Conservation Trust	Buglife - The Invertebrate Conservation Trust
Campaign Against the Levels Motorway (CALM)	Campaign for the Protection of Rural Wales	Chepstow Friends of the Earth
Church Action for Sustaining the Environment	Chwarae Teg	Friends of the Earth Cymru
Gwent Wildlife Trust	Newport Friends of the Earth	Ramblers Cymru
Royal Society for the Protection of Birds (RSPB)	Royal Society for the Protection of Birds (RSPB) North Wales Local Group	South East Wales Regional Equality Council
South Wales Mammal Group	The Woodland Trust	Torfaen Friends of the Earth
Valleys Bat Group	Wildlife and Countryside Service	Wildlife Trust Wales

Ymddiriedolaeth Genedlaethol / National Trust		
Private sector, business and regeneration		
Associated British Ports (ABP) South Wales	Confederation of British Industry (CBI)	Federation of Small Businesses (FSB) Wales
Island Steel UK	National Grid	Orb Electrical Steel
St Modwen Properties PLC	Tata Steel (submitted by GVA Grimley)	W E Dowds Shipping Ltd
Transport organisations		
Act Travelwise	Automobile Association (AA)	Campaign for Better Transport
Chartered Institute of Logistics and Transport	CTC Cymru - The National Cycling Charity	Freight Transport Association
Institution of Civil Engineers (ICE) Wales Cymru	Magor Action Group on Rail	Monmouthshire Local Access Forum
Network Rail	Network Rail Infrastructure Ltd	Newport Harbour Commissioners
Newport Local Access Forum	RAC Foundation	Road Haulage Association
Severn Tunnel Action Group (STAG)	South East Wales Transport Alliance (SEWTA)	South Wales Branch-Charted Institute of Highways and Transportation
South Wales Trunk Road Agency	South West Wales Integrated Transport Consortium (SWWITCH)	Sustrans Cymru
Political organisation/individual		
Newport Liberal Democrats	Plaid Cymru Group on Torfaen Council	Wales Green Party
Welsh Liberal Democrats		
MP and AMs		
Jessica Morden MP (Newport East)	Bethan Jenkins AM (South Wales West Region)	Lindsay Whittle AM (South Wales East Region)

A15 Geographical Trend Analysis

Demographics

Age

- under 21
- 21 to 40
- 41 to 60
- over 60
- Undisclosed

Rest of Wales

Blaenau Gwent

Merthyr Tydfil

Monmouthshire

West Wales

Torfaen

Gloucestershire

Rhondda Cynon Taf

Caerphilly

Newport

Bridgend

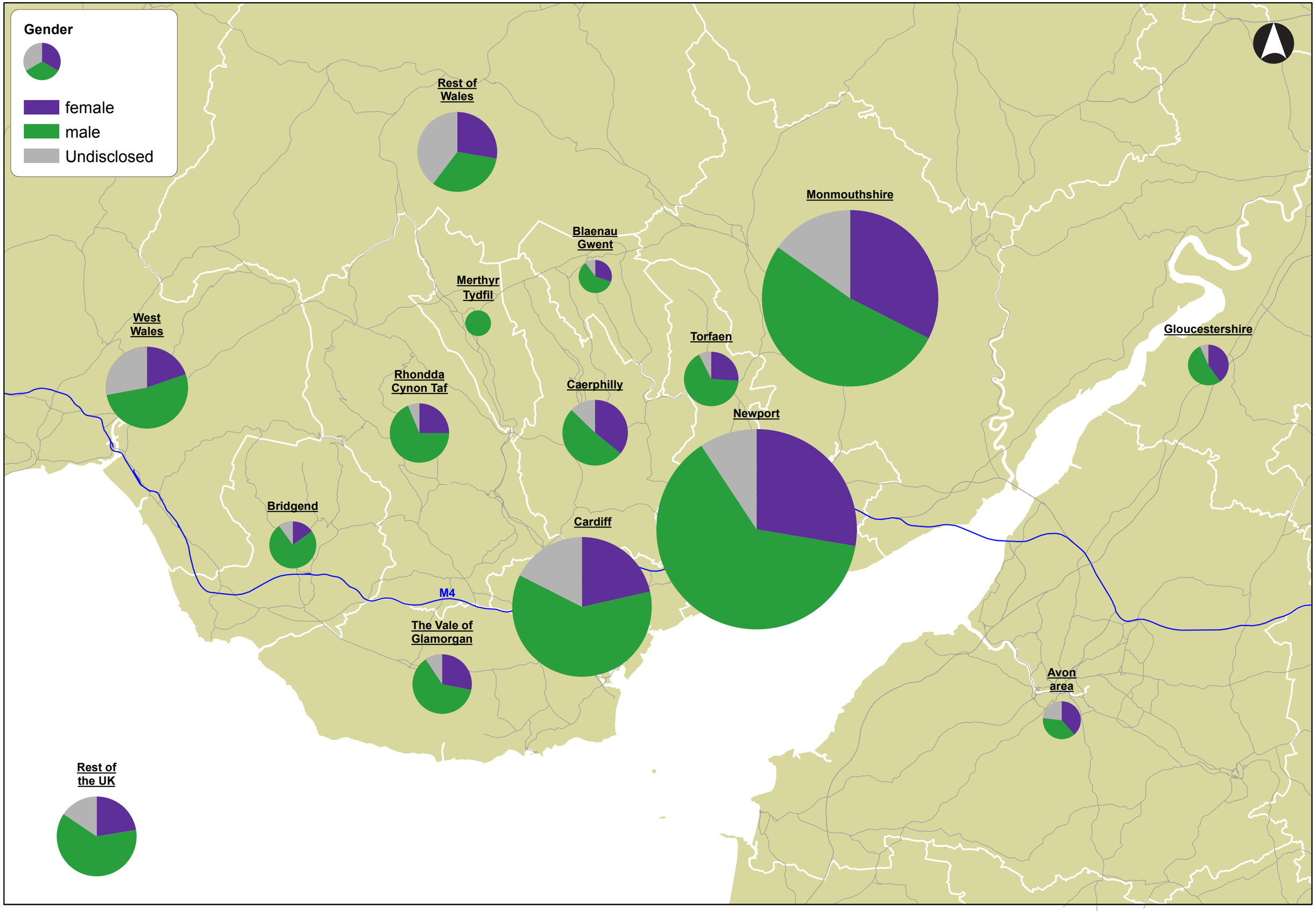
Cardiff

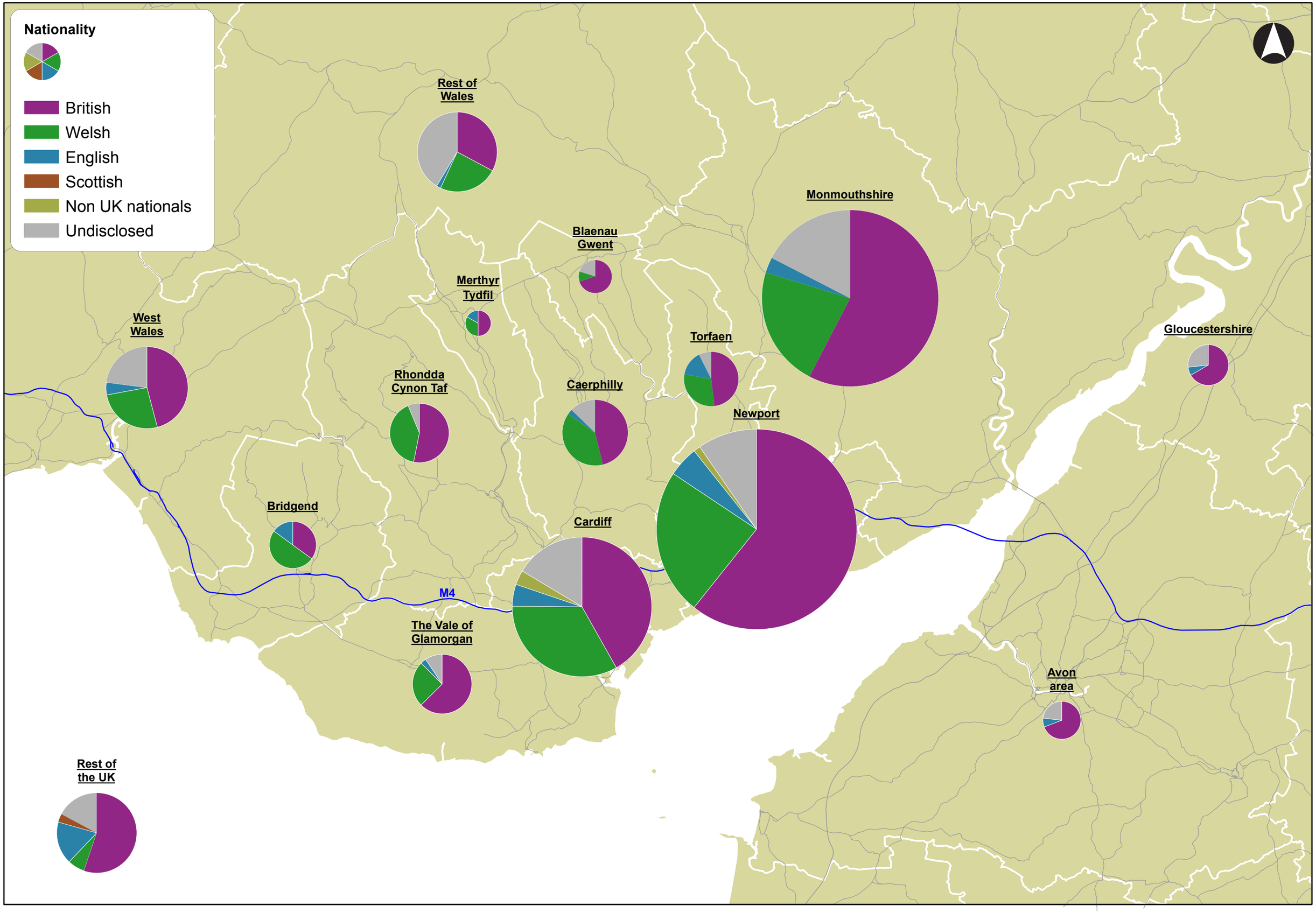
M4

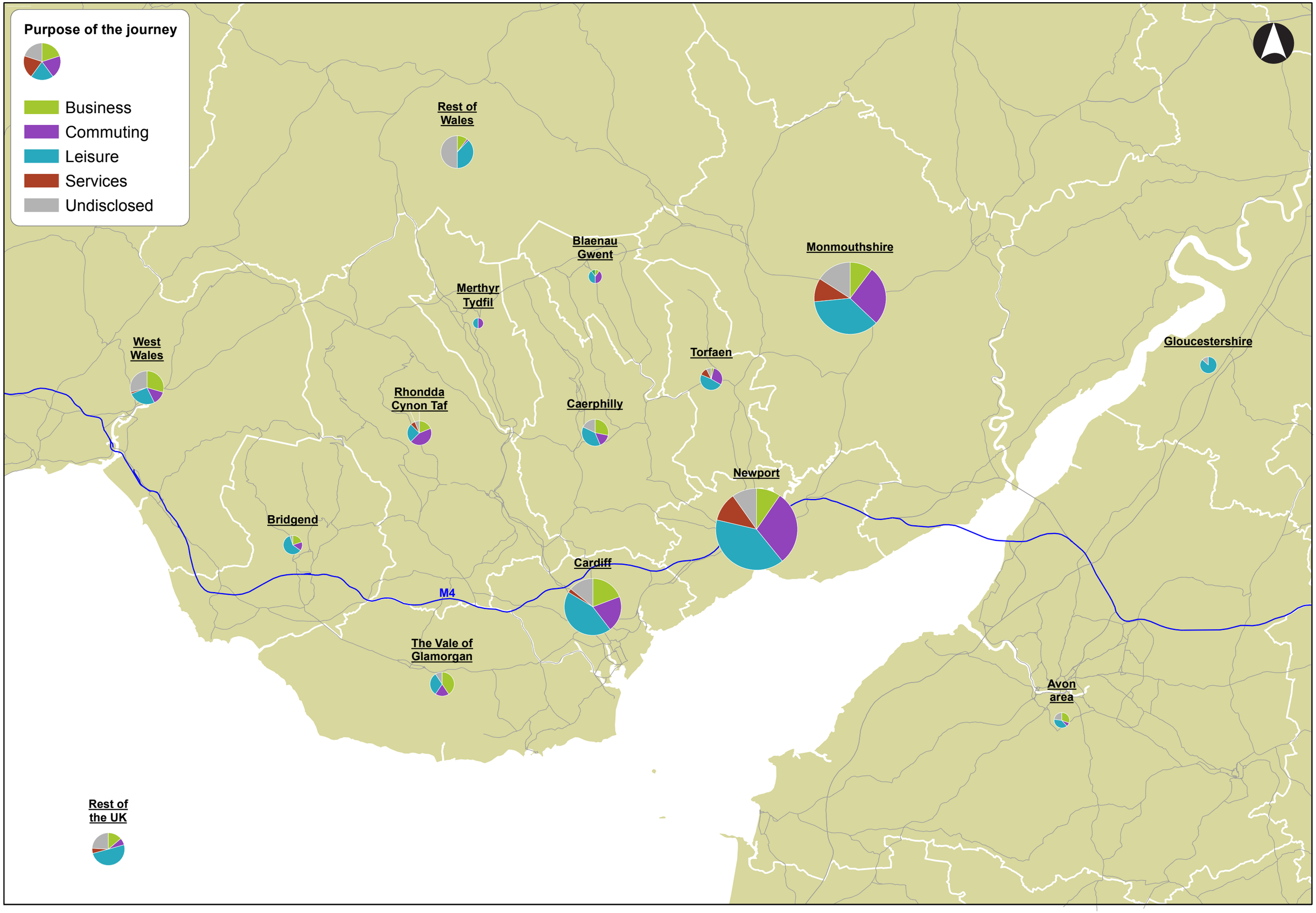
The Vale of Glamorgan

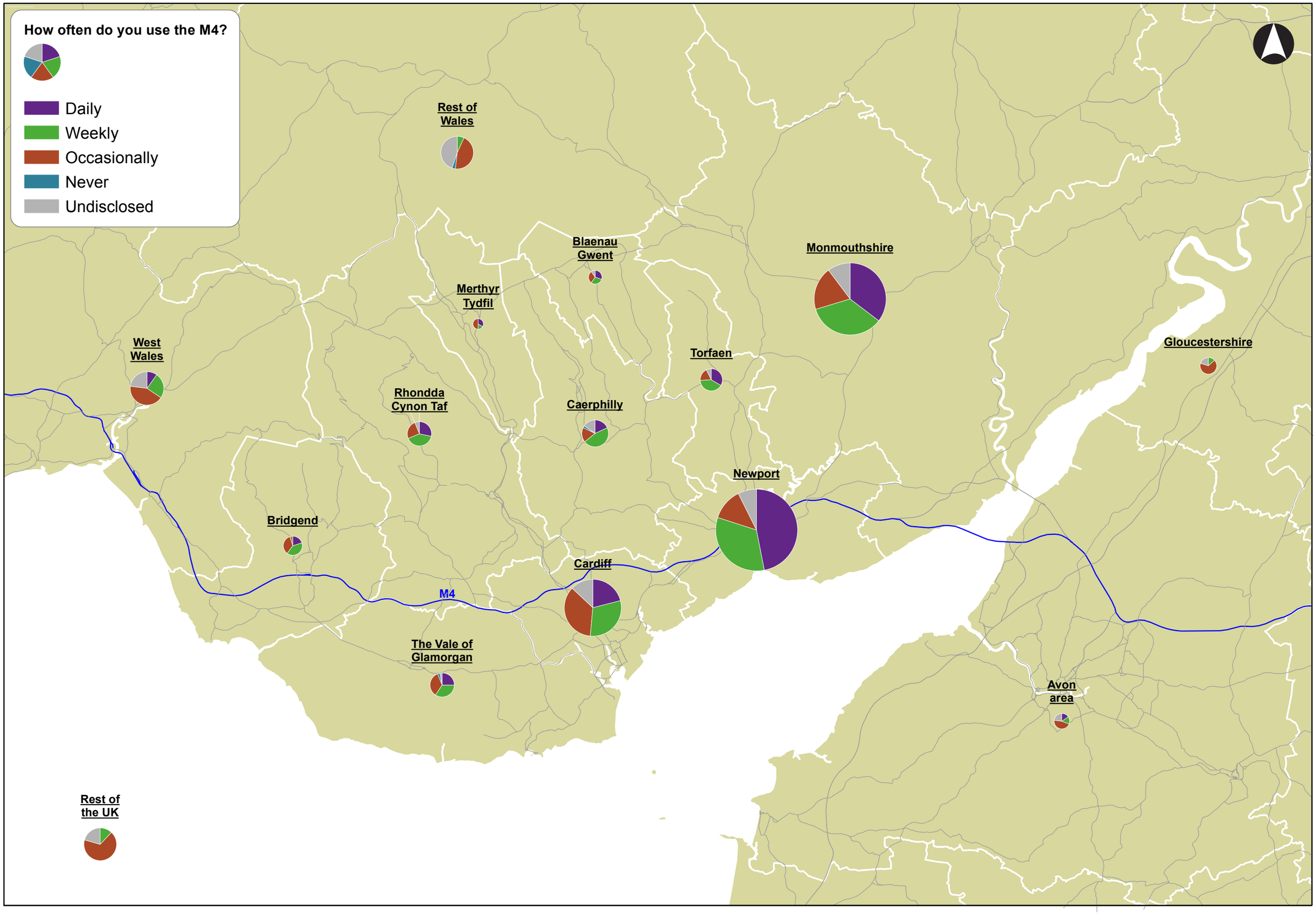
Avon area

Rest of the UK

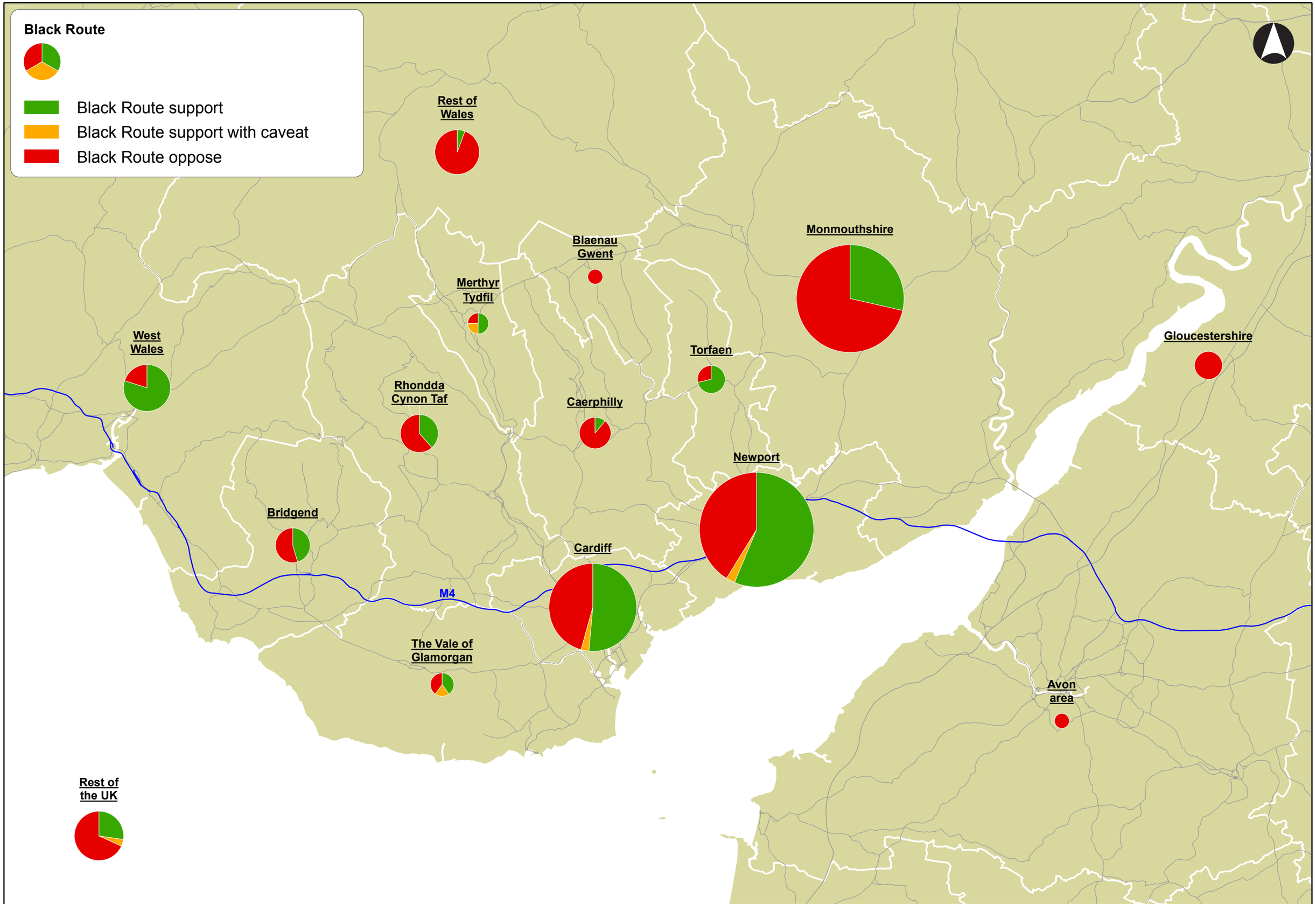

Gender
female
male
Undisclosed
Rest of Wales
Blaenau Gwent
Merthyr Tydfil
Monmouthshire
West Wales
Torfaen
Gloucestershire
Rhondda Cynon Taf
Caerphilly
Newport
Bridgend
Cardiff
M4
The Vale of Glamorgan
Avon area
Rest of the UK


Nationality
British
Welsh
English
Scottish
Non UK nationals
Undisclosed
Rest of Wales
Blaenau Gwent
Merthyr Tydfil
West Wales
Rhondda Cynon Taf
Caerphilly
Torfaen
Monmouthshire
Gloucestershire
Newport
Bridgend
Cardiff
M4
The Vale of Glamorgan
Avon area
Rest of the UK


Purpose of the journey
Business
Commuting
Leisure
Services
Undisclosed
Rest of Wales
Blaenau Gwent
Merthyr Tydfil
Monmouthshire
West Wales
Torfaen
Gloucestershire
Rhondda Cynon Taf
Caerphilly
Newport
Bridgend
Cardiff
M4
The Vale of Glamorgan
Avon area
Rest of the UK


How often do you use the M4?
Daily
Weekly
Occasionally
Never
Undisclosed
Rest of Wales
Blaenau Gwent
Merthyr Tydfil
Monmouthshire
West Wales
Torfaen
Gloucestershire
Rhondda Cynon Taf
Caerphilly
Newport
Bridgend
Cardiff
M4
The Vale of Glamorgan
Avon area
Rest of the UK

Route Options


Black Route
Black Route support
Black Route support with caveat
Black Route oppose
Rest of Wales
Blaenau Gwent
Merthyr Tydfil
Monmouthshire
Gloucestershire
West Wales
Torfaen
Rhondda Cynon Taf
Caerphilly
Newport
Bridgend
Cardiff
M4
The Vale of Glamorgan
Avon area
Rest of the UK

Black Route

Black Route support

Black Route support with caveat

Black Route oppose

Torfaen - Two Locks

Torfaen - Llantarnam

Torfaen - Llanyrafon South

Monmouthshire - Llangybi Fawr

Monmouthshire - Shirenewton

Caerleon

Malpas

Langstone

Monmouthshire - Caerwent

Caerphilly - Bedwas, Trethomas and Machen

Rogerstone

Shaftesbury

St. Julians

Beechwood

Alltyr-yn

Victoria

Alway

Ringland

Stow Hill

M4

Monmouthshire - Rogiet

Monmouthshire - The Elms

Graig

Caerphilly - St. James

Gaer

Monmouthshire - Mill

Tredegar Park

Liswerry

Llanwern

Cardiff - Pontprennau/Old St. Mellons

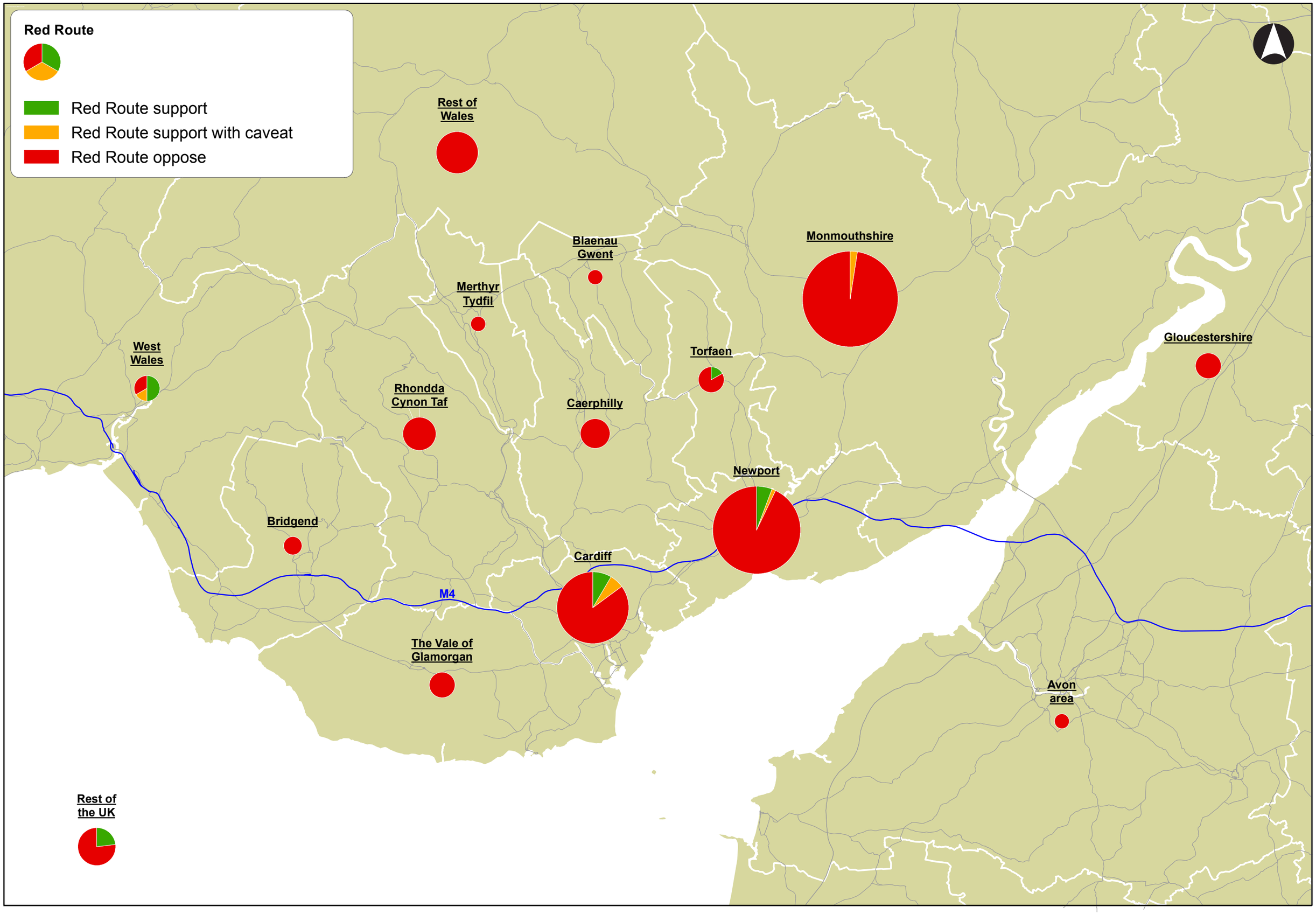
Marshfield

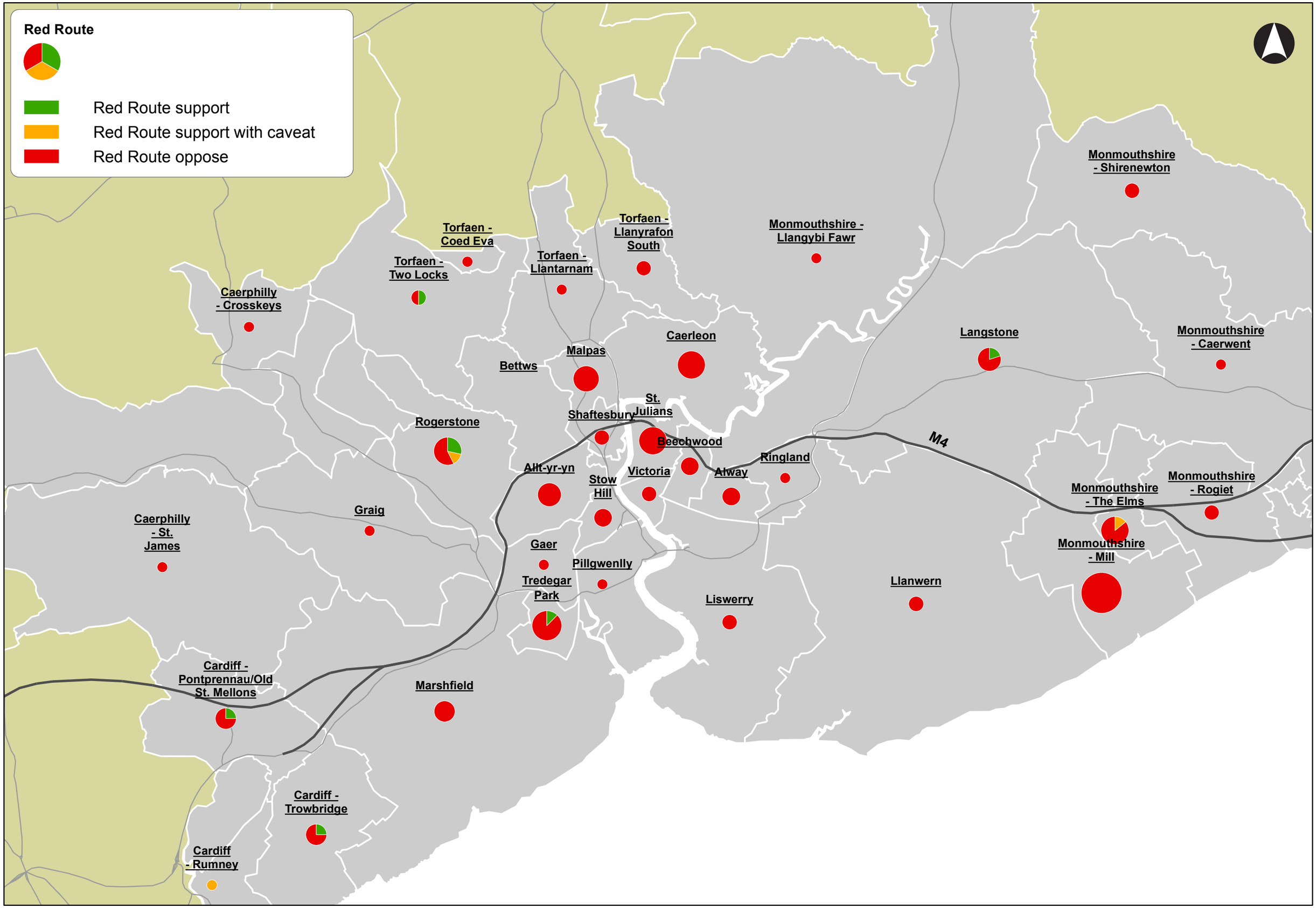
Cardiff - Llanrumney

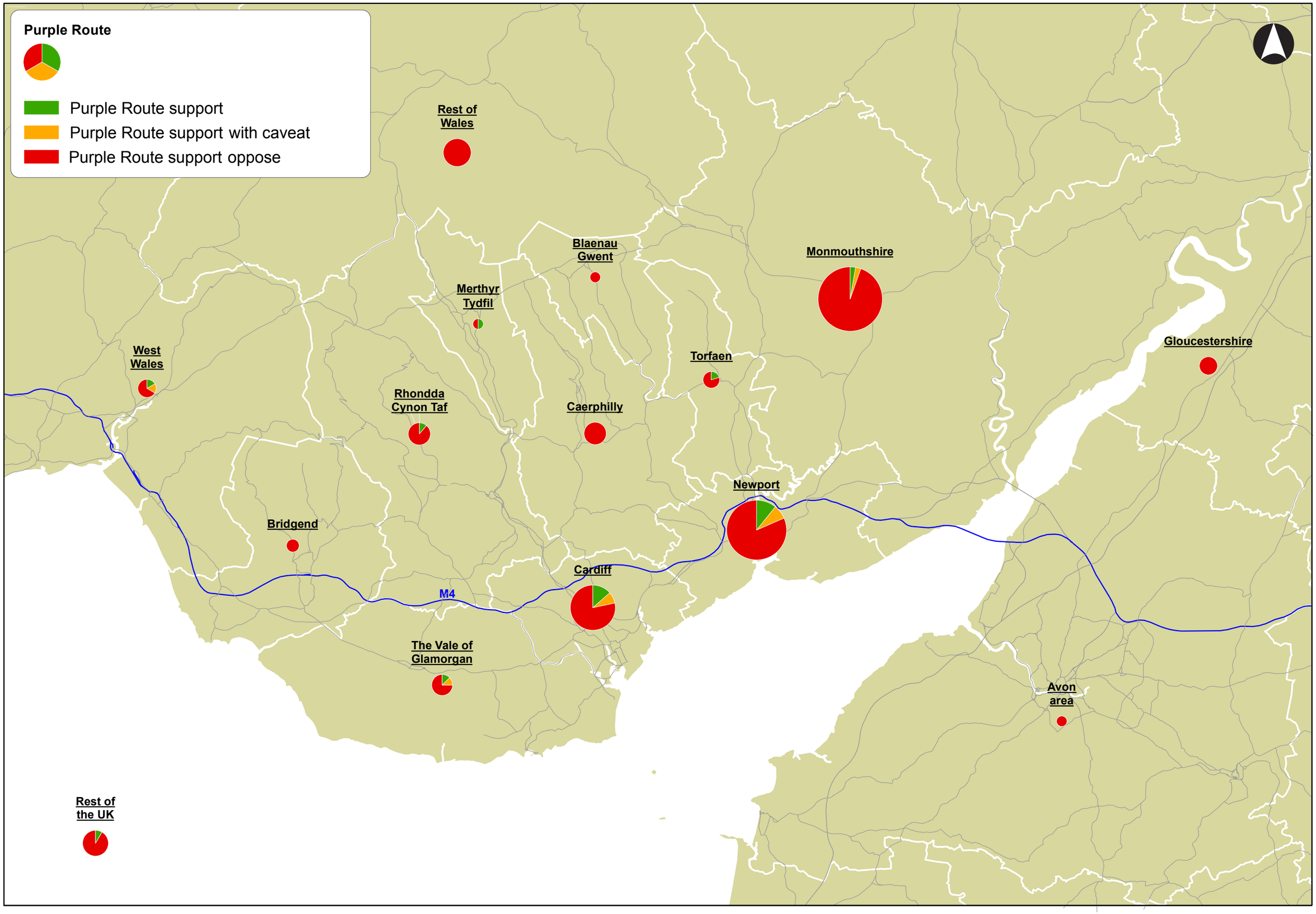
Cardiff - Trowbridge

Cardiff - Rumney

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Red Route
Red Route support
Red Route support with caveat
Red Route oppose
Rest of Wales
Blaenau Gwent
Merthyr Tydfil
Monmouthshire
Gloucestershire
West Wales
Torfaen
Rhondda Cynon Taf
Caerphilly
Newport
Bridgend
Cardiff
M4
The Vale of Glamorgan
Avon area
Rest of the UK


Red Route
Red Route support
Red Route support with caveat
Red Route oppose
Torfaen - Coed Eva
Torfaen - Two Locks
Torfaen - Llantarnam
Torfaen - Llanyrafon South
Monmouthshire - Llangybi Fawr
Monmouthshire - Shirenewton
Caerphilly - Crosskeys
Caerleon
Malpas
Bettws
Langstone
Monmouthshire - Caerwent
St. Julians
Shaftesbury
Rogerstone
Beechwood
Ringland
Alway
Victoria
Allt-yr-yn
Stow Hill
Monmouthshire - Rogiet
Monmouthshire - The Elms
Graig
Caerphilly - St. James
Gaer
Pillgwenlly
Tredegar Park
Monmouthshire - Mill
Llanwern
Liswerry
Cardiff - Pontprennau/Old St. Mellons
Marshfield
Cardiff - Trowbridge
Cardiff - Rumney
M4


Purple Route
Purple Route support
Purple Route support with caveat
Purple Route support oppose
Rest of Wales
Blaenau Gwent
Merthyr Tydfil
Monmouthshire
West Wales
Rhondda Cynon Taf
Caerphilly
Torfaen
Gloucestershire
Newport
Bridgend
Cardiff
M4
The Vale of Glamorgan
Avon area
Rest of the UK

Purple Route

Purple Route support

Purple Route support with caveat

Purple Route oppose

Torfaen - Llanyrafon South

Torfaen - Two Locks

Torfaen - Llantarnam

Monmouthshire - Shirenewton

Caerphilly - Crosskeys

Caerleon

Langstone

Monmouthshire - Caerwent

Malpas

Bettws

Caerphilly - Bedwas, Trethomas and Machen

St. Shaftesbury/Julians

Rogerstone

Beechwood

Ringland

Alway

Victoria

Allt-yr-yn

Stow Hill

Monmouthshire - Rogiet

Monmouthshire - The Elms

Graig

Caerphilly - St. James

Gaer

Pillgwenlly

Monmouthshire - Mill

Tredegar Park

Llanwern

Liswerry

Cardiff - Pontprennau/Old St. Mellons

Marshfield

Cardiff - Llanrumney

Cardiff - Trowbridge

Cardiff - Rumney

M4

Do Minimum

- Do Minimum support
- Do minimum support with caveat
- Do Minimum oppose

Rest of Wales

Blaenau Gwent

Monmouthshire

Merthyr Tydfil

West Wales

Torfaen

Gloucestershire

Rhondda Cynon Taf

Caerphilly

Newport

Bridgend

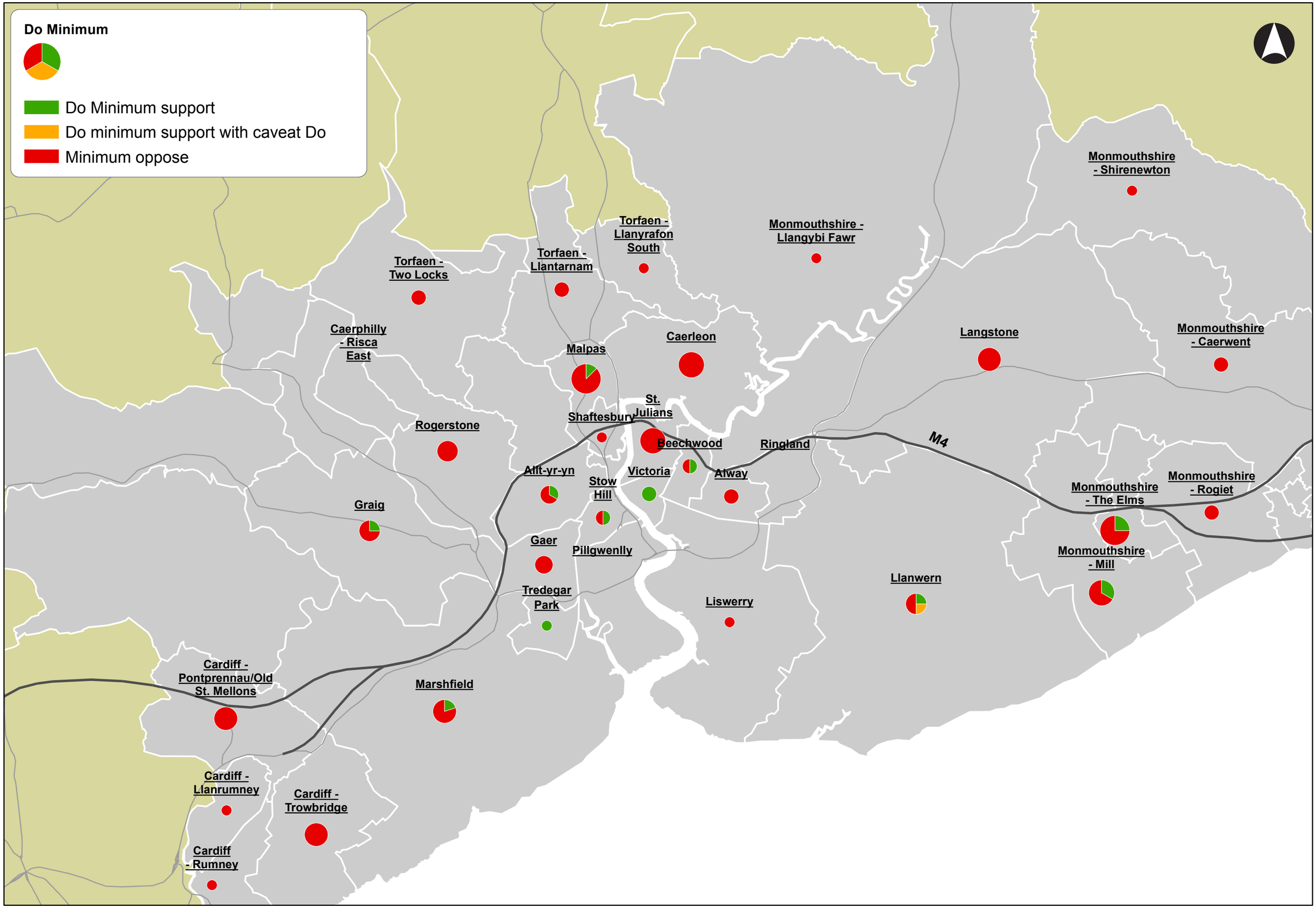
Cardiff

M4

The Vale of Glamorgan

Avon area

Rest of the UK


Do Minimum
Do Minimum support
Do minimum support with caveat Do
Minimum oppose
Monmouthshire - Shirenewton
Torfaen - Llanyrafon South
Monmouthshire - Llangybi Fawr
Torfaen - Two Locks
Torfaen - Llantarnam
Caerphilly - Risca East
Caerleon
Langstone
Monmouthshire - Caerwent
Malpas
St. Julians
Shaftesbury
Rogerstone
Beechwood
Ringland
M4
Alltyr-yn
Stow Hill
Victoria
Alway
Monmouthshire - Rogiet
Monmouthshire - The Elms
Graig
Gaer
Pillgwenlly
Monmouthshire - Mill
Llanwern
Tredegar Park
Liswerry
Cardiff - Pontprennau/Old St. Mellons
Marshfield
Cardiff - Llanrumney
Cardiff - Trowbridge
Cardiff - Rumney

Preferred Options

- Do minimum
- Black Route
- Purple Route
- Red Route

Rest of Wales

Blaenau Gwent

Merthyr Tydfil

Monmouthshire

Gloucestershire

West Wales

Torfaen

Rhondda Cynon Taf

Caerphilly

Newport

Bridgend

Cardiff

M4

The Vale of Glamorgan

Avon area

Rest of the UK

Preferred Options

- Do minimum
- Black Route
- Purple Route
- Red Route

Monmouthshire - Shirenewton

Torfaen - Coed Eva

Torfaen - Two Locks

Torfaen - Llantarnam

Torfaen - Llanyrafon South

Caerphilly - Crosskeys

Caerphilly - Risca East

Caerleon

Langstone

Monmouthshire - Caerwent

Malpas

Bettws

Shaftesbury

St. Julians

Rogerstone

Beechwood

Ringland

Alway

Victoria

Allt-yr-yn

Stow Hill

Monmouthshire - The Elms

Monmouthshire - Rogiet

Graig

Gaer

Monmouthshire - Mill

Tredegar Park

Llanwern

Liswerry

Cardiff - Pontprennau/Old St. Mellons

Marshfield

Cardiff - Llanrumney

Cardiff - Trowbridge

Cardiff - Rumney

M4

A16 Engagement Activities Feedback Summary

Engagement Activities Feedback Summary

In addition to requesting formal responses to the M4 Corridor around Newport Consultation, Welsh Government also sought the views of the public and key stakeholders on the consultation process. This has enabled the Welsh Government to identify where they can make improvements for future engagement activities.

1. **Have you heard the draft Plan Consultation advertised through any of the following outlets? (Please tick all boxes that apply)**

Poster/Leaflet/Flyer	55	Newspaper	27
Internet	18	Radio	14
TV	9	Word of mouth	27

Comments:

- Baptist church weekly meeting
- Saw event in Newport Centre when I was at another meeting
- Via One Voice Wales circulation/community councillors
- Newport Matters x 2
- Email x 4
- Marshfield Mail magazine
- Poster in leisure centre
- Newport reference library

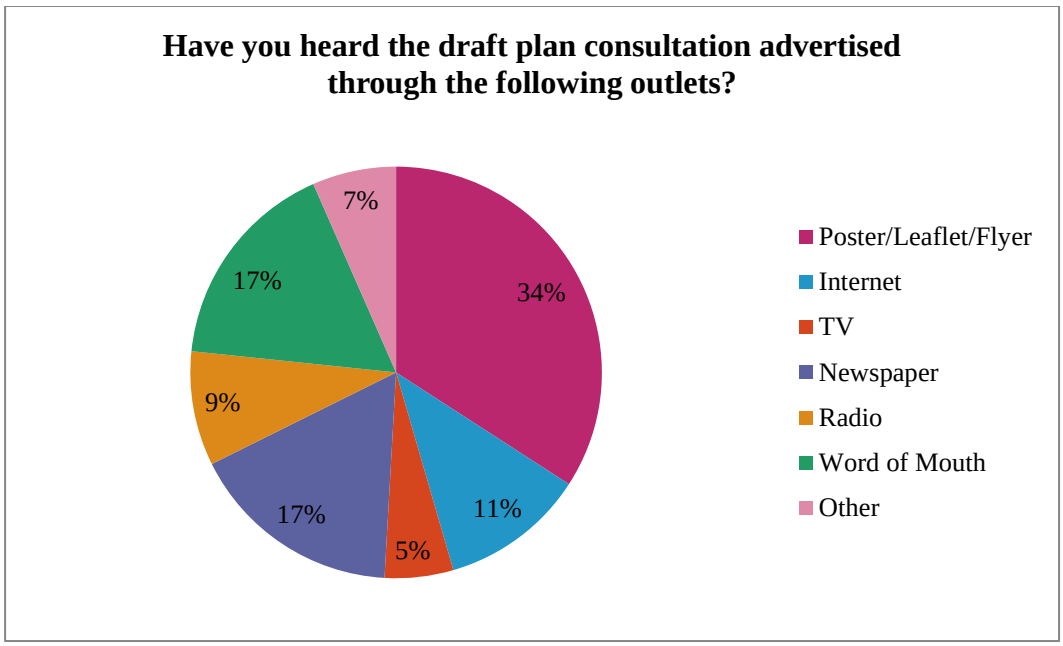


Figure 1 Question 1 results

2. Which of the following have most helped you to inform your response to the consultation?

Consultation Document	29	Consultation website	5
Strategic Assessment Documents	7	Other	3
Public drop-in exhibitions	66		

Comments:

- Driving experience (HGV) on various A Roads and motorways.
- None- my questions were not answered
- I attended public exhibition but felt it was very poor and biased with very poor visual maps.

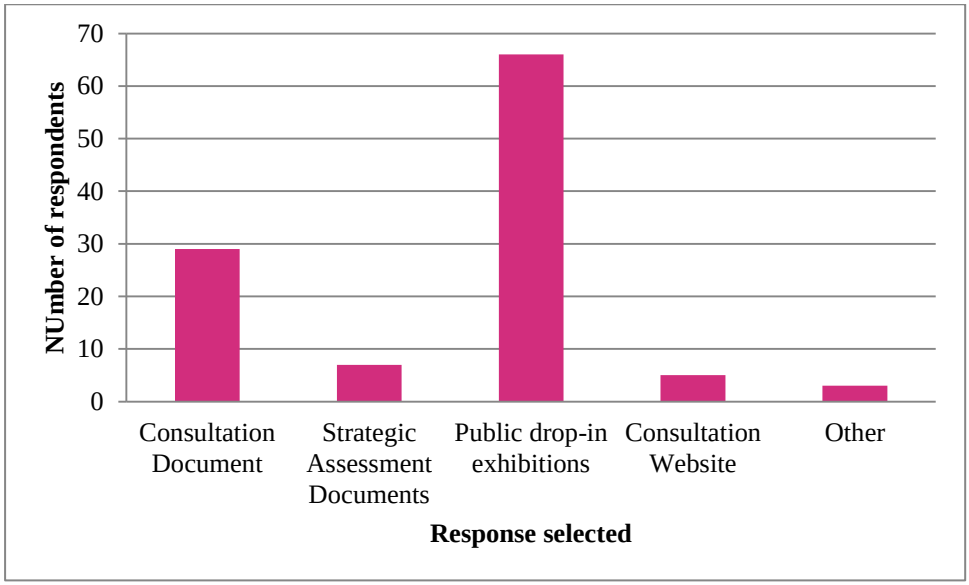


Figure 2 Question 2 results

3. Have you read the main draft Plan Consultation Document?

Yes, all of it	58
Yes, part of it	29
No	4

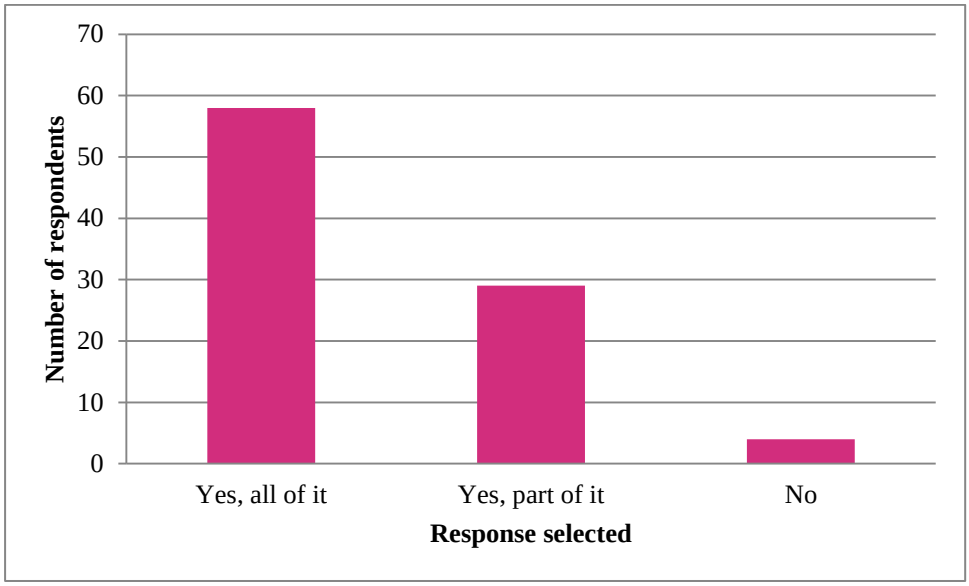


Figure 3 Question 3 results

4a. Do you agree or disagree that in the main draft Plan Consultation Document we have provided enough information on the following?

Draft Plan - Strongly agree	38
Draft Plan - Tend to agree	37
Draft Plan - Neither agree or disagree	7
Draft Plan - Tend to disagree	4
Draft Plan - Strongly disagree	4
Reasonable Alternatives - Strongly agree	25
Reasonable Alternatives - Tend to agree	29
Reasonable Alternatives - Neither agree or disagree	11
Reasonable Alternatives - Tend to disagree	7
Reasonable Alternatives - Strongly disagree	8
Do minimum - Strongly agree	27
Do minimum - Tend to agree	25
Do minimum - Neither agree or disagree	13
Do minimum - Tend to disagree	5
Do minimum - Strongly disagree	7

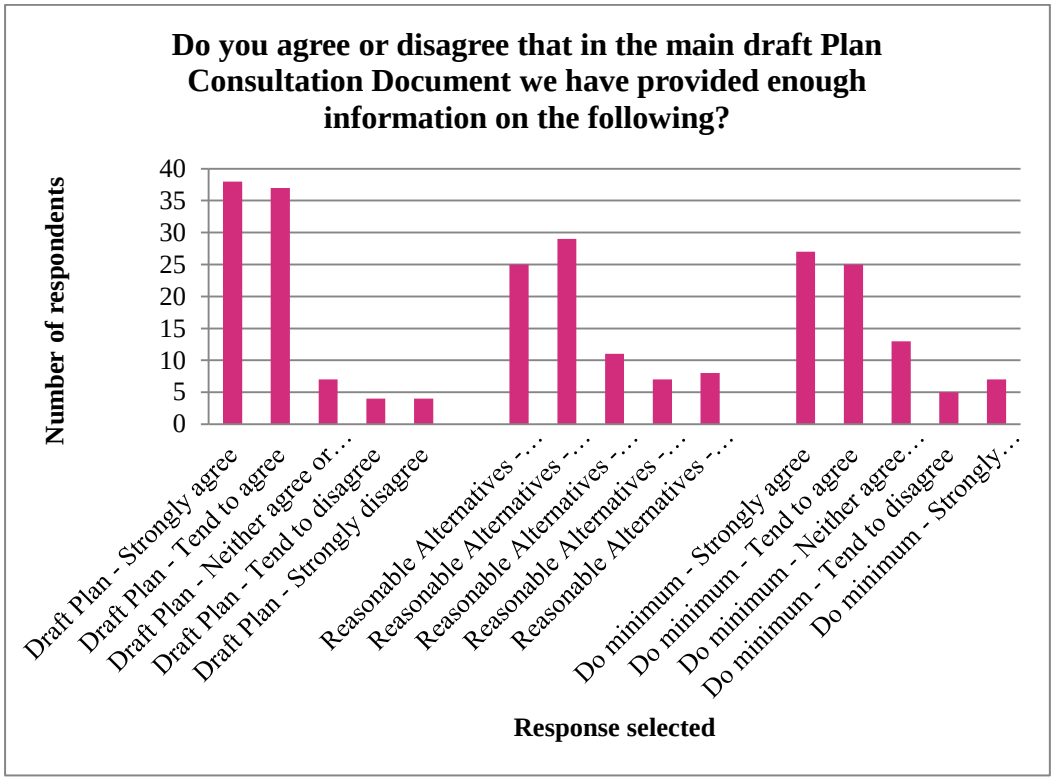


Figure 4 Question 4a results

4b. Is there any other information that you would like to provide, if possible?

- A model showing exactly how it will affect Magor
- Not at this stage
- I appreciated it is early stages, but a better idea of how the junctions at Magor and Castleton are envisaged to look.
- A more precise plan on how west going traffic leaves M4 for proposed M4 and how present M4 between J23A & J24 is planned.
- Further economic benefits for the proposal routes on the south east region
- How will it affect housing close to it in Magor.
- More detail on the precise path through Magor/Undy.
- More information on proposed link to M48 and proposed park and ride at Severn Tunnel Junction (bore holes have been carried out on fields near us) ??
- More detailed maps. More information on future of existing M4 route J28-24.
- A recognition in the map page 27/28 that there are people living in the towns and villages around the route eg Magor/Undy.
- Funding cost, where it is coming from, how it is to be paid back.
- Effect on existing services.
- Effects on local villages not even shown on plans.
- Having participated in the previous consultation plan a reasons why the other alternatives have been dismissed without explanation.

- Rails improvements/development. Cycle route development.
- Rail development.
- Source of funding for new M4 with assurance that it not be financed by the Severn Bridge tolls which should be removed completely when bridges are returned to public ownership.
- Anticipated start date of the project with a completion date to match the programme of work.
- An overlay routes map to overlay on google maps would be more relative and helpful.
- Info about opening up junctions on existing M4
- Route of M48- B4245 link
- More detailed information on the complementary measures (proposed) conditions for planning approval
- More visual detail of options
- More detailed route of the 'black route'
- Yes. The main points of the assessments
- Estimated costs and details of M4- B4245 link
- More information on M48-B4245 link and traffic (eligible)
- Map showing the routes relative to existing roads
- An integrated transport policy for South Wales
- Interested to see weekend traffic flows as a comparison and especially with constant sport events at Cardiff/Swansea
- The junction layouts
- Details
- Details of map B4245 link. It is mentioned in the booklet but I couldn't see it on any maps where is it!

5a. How easy or difficult did you find the main draft Plan Consultation Document to understand?

Very easy	25	Fairly difficult	2
Fairly easy	50	Very difficult	2
Neither easy nor difficult	13		

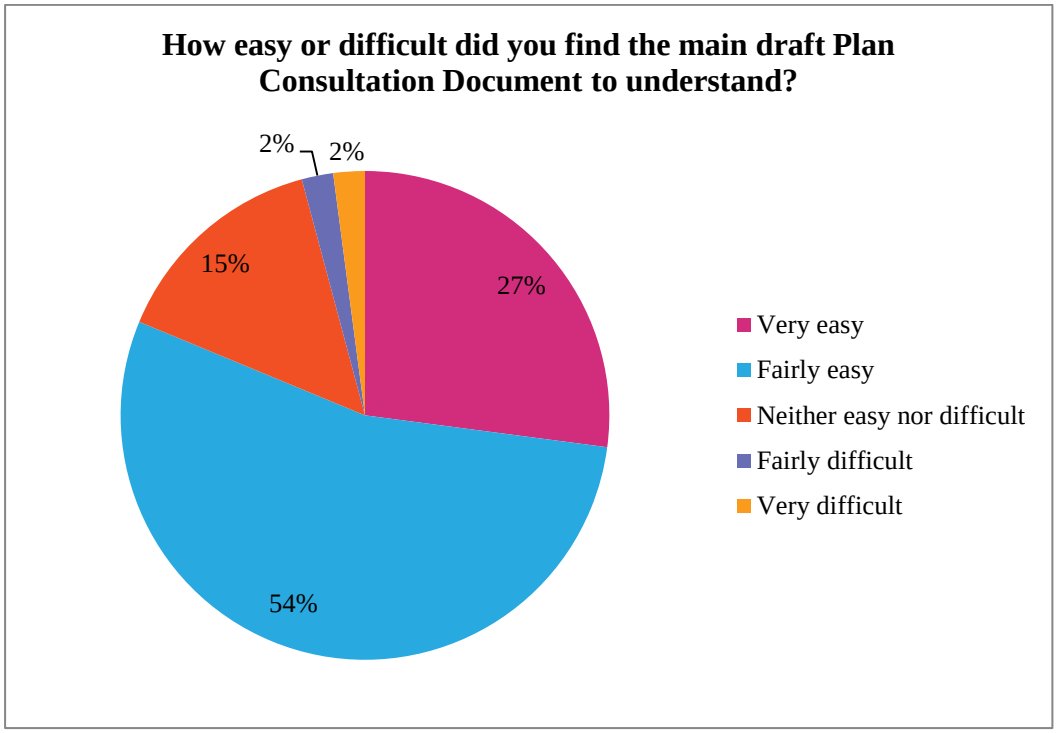


Figure 5 Question 5a results

5b. If you selected 'difficult' in question 5a, what could we have improved on?

- Make it more user friendly. There is too much information in there that will put people off in giving you support
- More details of the routes. Less irrelevant considerations. More positive information.
- More rounded appraisals
- Somewhat difficult to find your way around it
- Easy to understand- very difficult to condone
- Better structure/flow

6. Have you attended any of the following public-drop in exhibitions?

Magor	24	Castleton	16
Newport Centre	29	None	4
Brynglas	21		

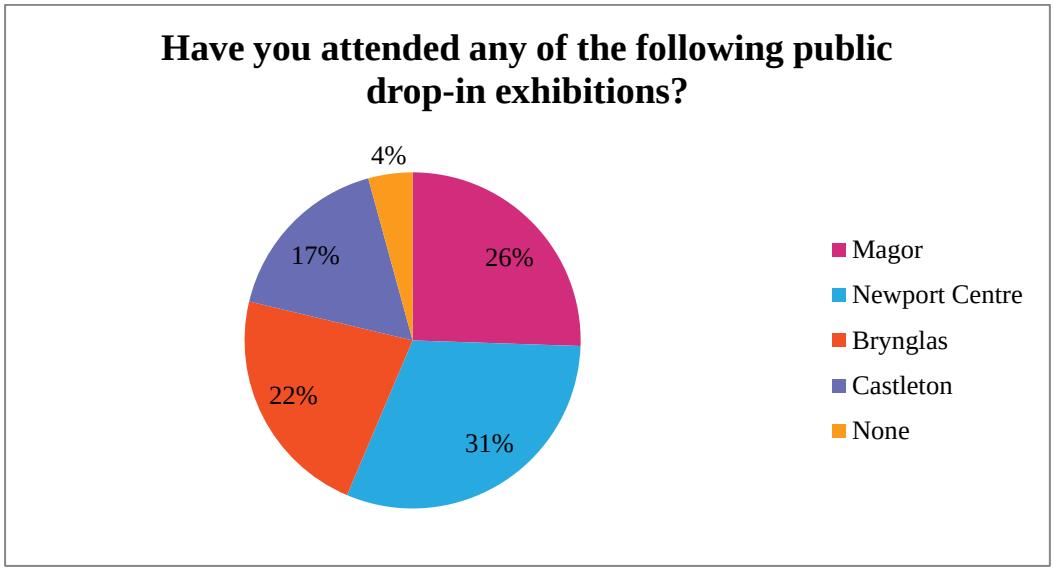


Figure 6 Question 6 results

7a. Do you agree or disagree that the public exhibition(s) helped you to understand the consultation information?

Strongly agree	46	Tend to disagree	1
Tend to agree	31	Strongly disagree	3
Neither agree nor disagree	7		

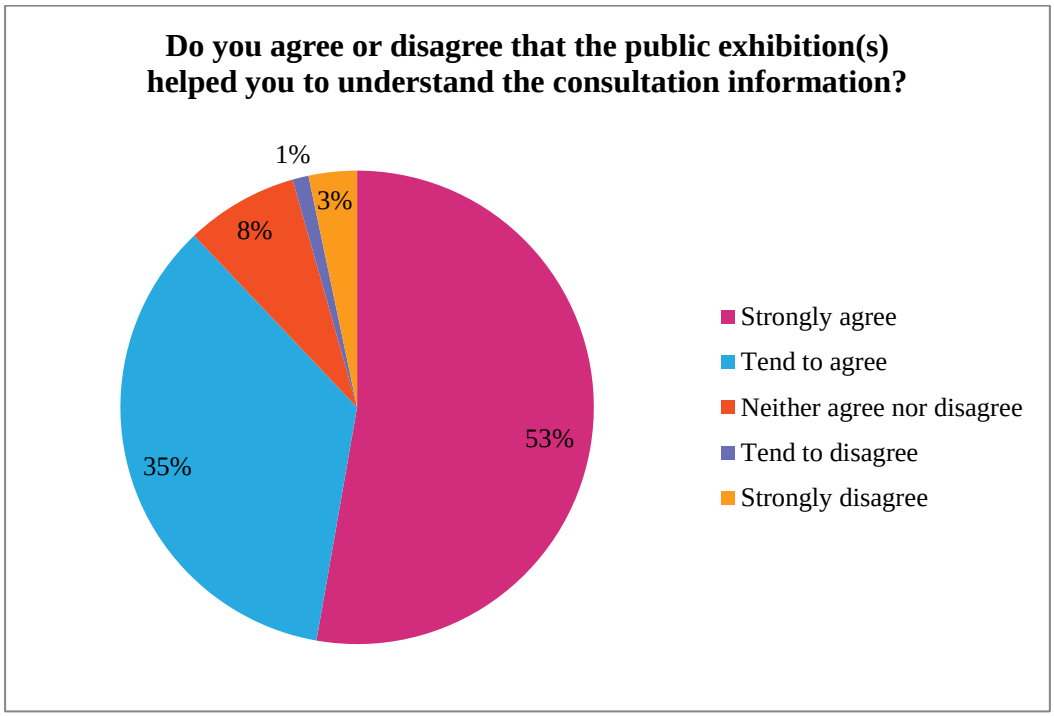


Figure 7 Question 7a results

7b. Is there anything we could have done to improve the public drop-in exhibition(s) that you attended?

- No- there were plenty of people to clarify any points.
- I was well dealt with.
- More in-depth information not given in consultation document.
- More detailed maps.
- Provide experts- girl there didn't know Newport, not bright enough to understand or answer questions regarding geology etc
- More info on link to M48 at Caldicot/Rogiet.
- Tea and biscuits.
- There was not any detail of information on the new junction of the M4 between J23-J23a. Indeed Magor and Undy were not even shown on the plans which were just blow ups of the plans in the consultation booklet. Why not. You should show the villages not just the nature reserves.
- Presentations rather than just 'read and ask.'
- Yes air photographs not unguided maps.
- More staff. When I attended on the afternoon 15/10/2013 a couple dominated the engineering staff to the exclusion of others.
- More detailed plans with an overlay of the proposals on existing OS maps.
- See 4B above- this also applies to the exhibition maps. Use the technology that is now available.
- I am concerned that the effect on water quality and water environment has not been fully understood
- Should have presented the findings of related studies
- Yes- provide on in Caldicot, the town most effected by position of motorway exits and traffic congestion
- My wife and I were very impressed with the gentlemen from Arup who took immense trouble to answer our questions
- Could have included representatives from environment and low carbon sections of government, as well as objectors to the proposals. Only consultants with vested interest were present.
- Better maps/visual information. Too biased presentation. More information about opposing ideas
- Ask people to sign the register inside the room away from the door. TOO INTIMIDATING for some people to look around
- Greater detail on the proposals eg junctions, alignment details etc
- Have a few at the weekend would have helped
- The whole set up was heavily biased against the 'Do Minimum' scenario
- More detailed information what had previously been proposed was regurgitated
- Provide the staff with more detailed plans

- Location. They should have been more accessible locations in the neighbourhoods of Newport also Cardiff. In fact all those perceived to require a new M4
- A model would help lay people to see the different proposals (before + after)
- No, found the participating attendants personnel very informative to any queries
- No thank you the staff were very helpful
- A small point on the maps: they didn't show the Historical Transporter Bridge. This is important when dealing with the question of enough space under the bridge (and the newly designed bridge) so that the "Waverley" and "Balmoral" ships can continue to call for passengers at Penmaen Wharf, in Pwllgwenlli, during the summer.

8. Are there any other comments that you would like to feed back to help improve future engagement processes?

- I'd like to have brought the consultation document home to read. I had to read it in the library. Why couldn't it be borrowed like a library book? I could have shown it to my neighbours.
- No more 'smooth talkers' please. Let's have the cost when detailed planning has been sought, then we can agree or not to its value.
- It was good to meet the Project Director and talk about the scheme.
- Improved signage in the Newport Centre would probably have helped attract the 'casual' visitor to call in to the exhibition and increase feedback from more people.
- Yes. Please have evening public meetings where free parking is available and on Thursday + Friday.
- Are you even in discussions with Monmouthshire Council regarding the LDP for Magor or included recent housing developments. You must consider local residents.
- Very knowledgeable and helpful spokesperson.
- Make the supporting literature more friendly and readable for the lay person in the street.
- It would be useful to know more precisely what public consultation will be arranged for the later stages of the project development.
- More detailed map e.g towns, villages so we can make comparisons
- An accurate map. The location of Duffryn High school is ambiguous. This is vital info for those who live nearby. The location of housing areas should have been shown to give a correct impression.
- There should be less consultation just build the best solution.
- Please continue with drop-in consultations
- Insufficient publicity about such a major project. Information should not be as one-sided and therefore invalid.

- Would it be possible to drop the term ‘HGVs do not operate efficiently on the motorway around Newport’ in future publications. It sounds initially like a criticism of the industry suggest something like ‘Heavy goods vehicles have difficulty negotiating gradients and land changing at low speeds.’ Thank you! And best of luck with the project.
- This M4 project has been needed for sometime
- I was provided with an email address for further questions which I used but received no reply. Very poor, Stephen Hall!
- Drop these proposals
- Have information and details, not “would you like a road here or here?”
- Yes, tell the politicians to make their decisions in good time and unbiased ones at that. No more consultations- get on with it
- More publicity