

Number: WG19741

Welsh Government

## draft Plan Consultation Response Form

# M4 Corridor around Newport

Date of issue: 23rd September 2013

Responses by: 16th December 2013



Llywodraeth Cymru  
Welsh Government

[www.cymru.gov.uk](http://www.cymru.gov.uk)

This response form should be read in conjunction with the draft Plan Consultation Document and associated documents, which provide information to help you respond to the questions we ask.

The responses you provide will help the Welsh Government to decide whether to adopt the draft Plan, with or without amendments, taking into account the responses to the various assessments.

Responses can be submitted:

- **Online:** by going to [www.wales.gov.uk/consultations](http://www.wales.gov.uk/consultations) or [www.m4newport.com](http://www.m4newport.com)
- **By using this response form:** you can complete and send it to *Freepost M4 Consultation*

To enable your response to be considered as part of this consultation process, please ensure that you complete sections A and B below and overleaf.

For your convenience, the goals for the M4 Corridor, which provide a framework by which the options can be assessed, are listed on removable pages 4 and 5 of this response form.

Should you require further space to make comments then please use the additional sheets at the back of this form to complete your response.

### A) Information about you

<b>First name</b>					<b>Surname</b>			
<b>Postcode</b>								
<b>Organisation *</b>								
<b>Age (please tick)</b>	under 21		21-40		41 - 60		over 60	
<b>Gender</b>								
<b>Nationality</b>								

\* Please provide only if your response represents the views of an organisation rather than an individual

#### Data Protection

Submissions to this consultation will be used in a report available to the public. Normally, the name and postcode of the person or organisation who sent the response are published with the response. This helps to show that the consultation was carried out properly.

If you do not want your name published, please tick here. We will then blank them out.

Please read the Data Protection information on page 6 of the Consultation Document.

## B) Your travel habits

Which of the following best describes how often you use the M4 motorway around Newport?  
(please select one answer only)

- Daily       Weekly       Occasionally       Never

Generally, how would you best describe the purpose of these journeys?  
(please select one answer only)

- Mostly commuting to and from work  
 Mostly business  
 Mostly leisure  
 Mostly accessing services, e.g. schools,colleges, healthcare, etc.

If you want us to keep you updated with any progress associated with the results of the consultation, please provide your contact details here:

<b>Address</b>	
<b>Email</b>	

A summary of the goals and problems for the M4 Corridor around Newport are listed on removable pages 4 and 5 of this response form.

**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?

**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?

**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?

**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?

**Question 5.** Please provide any comments regarding the **Strategic Environmental Assessment (SEA)** of the draft Plan here.

**Question 6.** Please provide any comments regarding the **Habitats Regulations Assessment (HRA)** of the draft Plan here.

## Goals for the M4 Corridor around Newport

The goals listed below have been developed with the aim of easing the flow in the M4 Corridor around Newport. 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<sup>1</sup>.

- 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.

<sup>1</sup> Refer to Section 3 of the draft Plan Consultation Document for further details.

## Transport Related Problems

Stakeholders and people in and around Newport have identified the problems listed below. As part of the M4 CEM Consultation, respondents were asked to prioritise up to four problems out of the full list. Problems 1,5,7 and 9 shown in bold italics were selected the most times by those who responded to the M4 CEM Consultation<sup>2</sup>.

### 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, due to 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<sup>3</sup>.
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.

<sup>2</sup> Refer to Section 3 of the draft Plan Consultation Document for further details.

<sup>3</sup> 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, and it is to be hoped that records in subsequent years will confirm this trend.

**Question 7.** Please provide any comments regarding the **Health Impact Assessment** of the draft Plan here.

**Question 8.** Please provide any comments regarding the **Equality Impact Assessment** of the draft Plan here.

**Question 9.** Please provide any additional comments here.

**Thank you for your contribution**

