

M4 Corridor Enhancement Measures
Engagement Team

**M4 (Magor to Castleton) -
Corridor Enhancement Measures**

Strategic Stakeholder Workshop
Transcript Report

11-

Draft 1 | April 2011



Llywodraeth Cymru
Welsh Government



ARUP

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1 Introduction

In early 2011 the Welsh Assembly Government hosted a workshop for Strategic Stakeholders in the area of the Magor to Castleton transport corridor, as part of the M4 Corridor Enhancement Measures Engagement Programme. The workshop was one of several events and more information about them can be found at <http://wales.gov.uk/topics/transport/roads/schemes/ewsouth/m4mctcip/?lang=en>.

This document is a transcript of the worksheets and flipcharts produced at the workshop and the text has not been changed, other than simple editing where something was unclear. A summary report of the workshop can also be found on the above website.

1.1 Transport Problems

1.1.1 Comments on current Welsh Assembly Government list of problems

Participants were asked to review the Welsh Assembly Government’s current analysis of the main transport problems on this transport corridor, indicate whether they agreed with the problem and add comments or amendments. The worksheets they used are transcribed below.

Text highlighted in yellow refers to undecipherable text received on completed worksheets.

Problem 1. Difficulties maintaining adequate traffic flows on the M4 at the times of temporary disruption (for example, following accidents, problems caused by severe weather, or during major events)	
✓	Agree - major problem Linked with no 9 and 14 ** Need to emphasise the criticalness of the infrastructure – when it goes wrong, there is no alternative 2 main issues Major events – heavy traffic flow in a short period of time Accidents – the unexpected → lack of information is a problem. Also motorway information signs can be misleading and people don’t always trust them Not just users of M4 Need to consider other people affected by this problem Adding to known congestion periods with a sporting event should be avoided, etc Brynglas tunnels affecting flow 3-2-3 (J24 and Brynglas) Lack of adequate diversion routes Lack of adequate alternatives to car
✗	

Problem 2. A greater volume of traffic uses the M4 around Newport than it was designed to accommodate, resulting in regular congestion at peak times	
✓	Statement – what is problem? Regular congestion? There is congestion in whole of Newport at peak times
	The M4 however will be able to cope with a certain level of traffic
	J28 a particular problem – heavy traffic enters from a number of directions
	The M4 at Newport was not built as a motorway and not designed to cope with increased traffic from new business developments
	An accepted fact
	Link to point 11 → it limits the flow of goods/skills/investment etc. tunnels are biggest risk → the closure would have significant economic impact
✗	Economic factors may reduce car use
	Improvements to public transport links

Problem 3. Traffic levels are forecast to continue to increase, therefore problems 1 and 2 will worsen over time	
✓	It mustn't accept that the traffic levels will increase, and therefore restriction potential solutions
	Need to have more reliable forecasts
✗	There is existing data showing flows dropping. Are the forecasts still right?
?	Need clarification, what is evidence to suggest further growth. Conflicting pressures fuel prices ↓ recession ↓ removal of bridge tolls (?) ↑ increased development ↑ flexible working ↓ (reduces peak hour congestion)

Problem 4. The existing transport network acts as a constraint to economic growth (for example, as freight companies see increasing delays in deliveries, they may decide not to invest in South Wales)	
✓	Not just network by tolls, perception of congestion
	But again perhaps too narrow a focus on the other bits of the transport network (public, sea, air)
	Correction: it's not the freight companies who invest but their customers
	Good roads don't guarantee investment but are a prerequisite
	Should refer to all companies
	Links to point 1 → esp. lack of adequate alternatives for road user
✗	Disagree – don't believe M4 acts as a constraint to economic growth greater aspects, economy connectivity to markets, labour costs which will be bigger constraints to economic growth
	Perceived issue not matched by reality

Problem 5. The M4 requires essential major maintenance within the next 5-10 years; this will involve prolonged lane and speed restrictions, thus increasing congestion problems	
✓	Reword this to highlight the actual problem
	Need to consider alternatives. Think bigger and further afield. Lack of full width and continuous hard shoulder.
	Would add that other major infrastructure programmes should be planned together Multi agency cooperation
✗	All roads require maintenance

Problem 6. HGVs cope badly with congestion as they take longer to get going again once they've stopped, thus adding to the congestion.	
✓	The geography of any motorway network in Wales, will lead to HGVs taking longer than normal to transverse
	Reword this to highlight the actual problem, not the symptom
	Lorries using multiple lanes and disrupting traffic flow Old 1 lane 1 had disappeared
✗	HGVs do not behave any differently to other vehicles. Sweeping statements – depends also on load
	Disagree – not a major problem
	All vehicles cope badly with congestion
	A fact: limited effect on congestion unless significant uphill gradient Overtaking HGVs showing poor driver behaviour

Problem 7. The congested, slow moving traffic on the motorway around Newport adds to air pollution problems	
✓	All congestion adds to air pollution *
	Seem to be same issue (as 8 see below) – these don't appear to be true but we don't know the extent of the problem
	Should also include side road/feeder roads
	A fact
	It's the stop-start and volume (not slowness)
✗	

Problem 8. Stop-start traffic movement on the M4 results in greater greenhouse gas emissions that free-flowing traffic	
✓	Problem – difficult to keep free flow – which is also the actual problem in many of Welsh Assembly Government statements
	* As above – see no 7
	as no 7 – two problems could be combined
	Seem to be same issue (as 4 see above) – these don't appear to be true but we don't know the extent of the problem
	OK
	A fact
✗	

Problem 9. The road and rail transport system in and around the M4 corridor is at increasing risk of disruption due to extreme weather events (for example, flooding)	
✓	Agree – with reservations – no con???ing
	Agree, though curious as to why reference to road and rail here, but not in other locations
	Bad example
	As volume of user (road/rail) raises, along with extreme weather events combination is greater
✗	Not aware of any evidence around this section of the M4
	Not prone to flooding
	As flooding waters would empty into river Usk

Problem 10. Traffic noise from the motorway is a problem for local residents	
✓	Could make it worse
	A fact – altered by stop-start or continuous traffic
✗	Not a major issue and not made any worse
	Good provision of noise barriers along M4
	Linked back to 3
?	Don't live locally to motorway but believe it is – probably more in certain areas

Problem 11. Welsh Assembly Government's aim for an improved gateway into Wales is not currently met by the M4 corridor	
✓	South Wales only!
	Agree - This is key question
	Reword
	A fact – need to consider <u>all</u> options for transport. Wales is <u>not</u> just the M4 corridor! Does M4 just go to Cardiff – but is this an issue?
✗	Not a consistent 3 lane provision Is Welsh Assembly Government commitment to 3 lanes throughout
	Wales begins at Monmouthshire (from the east) and gateways into Wales, come from England, at locations away from M4 It suggests that Wales begins after the M4 corridor Would suggest a change to wording 'aim for an improved gateway to Cardiff'
	?
?	What is Welsh Assembly Government's aim? What is meant by improved? Gateway for what? Haulage, tourists, Irish movement (Ireland ↔ Wales/England), special events e.g. rugby Gateway is not just road but also the setting

Problem 12. The existing transport system limits what local Councils can do to develop their areas	
✓	Link roads to the M4 need to be improved
	Forge lane congestion into J28 is a limiter to development
	The limitations of the M4 however do provide an opportunity for some local councils to take an advantage (e.g. Monmouthshire) as the gateway councils
	Should also refer to businesses etc
	A fact – consider sustainable transport. Needs expansion to clarify what 12 means on “limit”/”constraint” on local councils
✗	
?	Is the problem ‘business will not come because the M4 is always blocked’?
	Is the problem the geography defining where transport system is?
	Clarification on what is meant by scope of “transport system” Limits of rail system/public transport

Problem 13. The current accident rates on the Mr between Magor and Castleton are high than average for UK motorways	
✓	But the 50mph speed limit has significantly reduced the accident problem
	Dropping rapidly as a result of the 50mph average speed limit. Is the collision rate <u>still</u> higher than national average?
✗	They were but no current statistics available – improvements since 50mph
	Evidence of 80% decrease in RTCs since 50mph/AV speed cams Evidence from M25 scheme that PIA will drop from high level
?	Statement not necessarily a problem
	What is the problem to be addressed? Fewer deaths? Freer traffic flow? Less accidents?

Problem 14. The current problems on the M4 between Magor and Castleton at times have a significant knock-on effect, severely disrupting travel within South Wales	
✓	During full closures problems affect all E-W routes including SDR, A472, A465 so need to be included in solution
	* Linked with questions 1, 9 and 14
	Agree – the scheme needs to pay equal attention to this and not just concern itself with traffic entering South Wales along the M4
	Problem would occur anywhere along the M4 – not necessarily limited to the Magor to Castleton stretch
	Link to 1, 2 and 3 None of the alternatives can cope bad diversions
✗	

1.2 Other comments on worksheets

Other worksheet notes recorded by participants stated:

- Many of these listed problems are statements, so nothing that is done on the M4 will change that – as evidenced in problem 6. My personal view is that the problems are too M4 –solution specific.
- Water pollution/run off can go directly into Usk; issue with congestion to remove the containment.
- Conflict of local vs. long distance traffic. What is the road being used for. Consider its use and split up the traffic uses.
- Consider travel behaviour – personal travel planning etc. The sustainable options (soft options). Integration – joined up thinking is needed.

1.3 New problems

Participants were asked to consider whether there were any other important transport problems in the corridor and write them down on strips of flip chart paper. The strips were put up at the front of the room and in some cases the facilitator asked for clarification. The notes of clarification are in the right hand column. The problems were put into rough categories with the assistance of the participants and shown together. This explains why the numbering below appears to be sporadic.

Problem	Flip chart notes and clarifications on strips from plenary discussion
29. Information signs are not always kept up to date following an incident. People don't tend to trust them and so ignore them.	<i>Inappropriate and ineffective use of messaging systems causes problems of itself e.g. delay in removing outdated information.</i>
28. The carriageway is not consistently 3 lane throughout the section.	<i>So it is hard for HGVs to change lanes and if there is an incident the road has to be closed for longer. Lack of hard shoulder makes it harder to deal with incidents and also means that maintenance and upgrading cause more problems.</i>
27. Water pollution, caused by (a series of) one off incidents affects the River Usk, SSSI, SAC as runoff from the road. Fire Brigade / EA then have to remove pollutants, thus causing more congestion.	<i>Sorting it out can take a while over a wide time period especially if it occurs out of office hours, as people may not be available to deal with it immediately, thus causing further delay. However, this problem is not specific to this section of M4.</i>
32. HGVs – distribution goods [make] unnecessary journeys	<i>Need localised distribution and production to reduce number of HGVs.</i>
17. Llanwern Road will make bottleneck at end of SDR much worse (J28 / Ebbw Bridge roundabout)	
16. Changes to the sequencing of the traffic lights at the J28 roundabout have caused huge congestion for traffic leaving Newport. Also it's a big safety problem and only a matter of time before a serious accident happens.	<i>This was done to improve things, but has caused big knock-on negative effects.</i>
15. Mix of local traffic with through traffic on M4.	
31. Are the M4 tolls the constraint to economy rather than congestion and the quality of the M4?	<i>And may proposed changes make this worse ?</i>
30. Poor journey time reliability	
26. Need to integrate other Assembly policy areas in arriving at solutions.	<i>Silo thinking. Seems to be no connection between Welsh Assembly Government integrated transport policy and considering the corridor as a road issue. There is a disconnect between integrated transport policy and major projects.</i>
25. No consideration of sustainable options – rail, tram, personal travel plans, 'soft options'	<i>Welsh Assembly Government should look into promoting personal and organisational travel plans. Requires leadership from Welsh Assembly Government.</i>
24. Lack of public transport provision for new developments (business, private housing) or out of town.	<i>e.g. setting up new business park without public transport access.</i>

23. <u>Integrated</u> transport (multi modal, P&R, P&S, types of user are freight, public, private) and information	
22. Non integration of transport systems, cycling being an example.	
21. This study refers to the M4 (as a road). It should examine the S. Wales corridor as a whole – to reflect Welsh Assembly Government policy there is a need to integrate rail and road schemes. Problem is the scheme ignores the context of the Severn Bridge –J34.	
20. Put more thought to trams and trains.	
19. The car culture. Travel choices. Implications of peak oil on prices / demand / use.	<i>We have to move away from the car culture.</i>
33. Risk of Crindau Tunnel closure!! No alternative is a major risk to Wales economy.	
18. Too many junctions on M4	<i>Around Newport</i>
34. The local geography constrains the options for new routes for road and rail.	
35. If the M4 is shut there is an economic cost to businesses.	
36. There are a great many cars on the road and people who want to move around.	

1.4 Plenary discussion on Problems

One further comment was made in the general discussion:

- Journey times being slower e.g. at peak is not the same as unreliable journey times.

2 Transport Goals

2.1 Comments on current Welsh Assembly Government transport goals

Participants were asked to review the Welsh Assembly Government’s current analysis of the main transport goals on this transport corridor, indicate whether they agreed with the problem and add comments or amendments. The worksheets they used are transcribed below.

Goal 1. Make it easier and quicker to travel East-West in South Wales	
✓	Safer should be included; quicker should be reliable
	For those who need to, along the M4 corridor Do we need to refer to quicker and instead to
	And radial area as it affects other roads west-east and valleys Local transport better access to economic centres
	If at capacity unachievable to have a quicker journey *
	Easier, quicker and more sustainable Are these going to be SMART (key ones) goals!
	Combine with 8 + 12 + 2***
✗	
?	Mixed views – reliability more than speed

Goal 2. Improve transport connections to England, the Republic of Ireland and the rest of Europe etc	
✓	Agree – investment is very important
	And what about North-South? Connections with Wales are important
	20 minutes quicker by train when electrified Consider <u>all</u> modes of transport
	*** see 1 above
✗	
?	Not immediate goal (will drop out from above)*

Goal 3. Promote more effective use of alternatives to the M4, including other parts of the transport network and other modes of transport for local journeys around Newport	
✓	Agree – strongly!!
	This is the top priority travel is not to be constrained Should read make more effective use
	Essential
	Yes but widen area to include whole corridor
✗	

?	
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Goal 4. Make best possible use of the existing M4 and local road network	
✓	<p>Agree</p> <p>As long as not ignoring alternatives not charging for use not adversely impacting environment/communities not taking roads over capacity</p> <p>A fact</p>
✗	<p>How do we know that we are not already at the ‘best’ possible use Needs to be alternative routes – local road networks leading to the M4 are poor and cannot cope with quantity of traffic</p>
?	<p>What does this mean? Given east-west alternatives due to valley topography M4 corridor essential for local as well as strategic movements</p> <p>What does this mean? Are these compatible? If M4 flows well local network may be gridlocked? Need to integrate with rail.</p>

Goal 5. Make journey times along the M4 corridor more reliable	
✓	<p>Agree</p> <p>Need to manage expectation</p> <p>Would question though whether current journey times are unreliable, in terms of prediction</p> <p>Not just reliable but consistent journey times less stop/start speed to give most efficient fuel use</p> <p>It’s an outcome</p> <p>Consider times are reliable, but may be considered too long. Time are predictably slow at certain regular times, but one of events cause unpredictable congestion</p> <p>Needs to be higher level aspiration</p>
✗	

Goal 6. Increase the level of choice for all people making journeys within the transport corridor between Magor and Castleton	
✓	<p>Agree</p> <p>Is the same as number 3</p> <p>And that there are other transport choices funded and marketed Investment in sustainable travel infrastructure cannot cycle!!! (bike) Should be considered alongside sustainable travel towns and also look at Newport</p> <p>By all modes</p>
✗	<p>Increase incentives so other existing choices are more attractive</p>

Goal 7. Make it easier for people to access key services as well as residential and commercial centres	
✓	Agree
	Not sure what objective is
	Parking
	Yes, by improving public transport and local road access
x	
?	But we need to look at other policies, e.g. health, education and look at their impact on transport demand
	Needs to link to Welsh spatial plan and local development plans.
	Needs one view and joined up thinking
	Conflicts with national aspirations to centralise major hubs (e.g. hospitals) Planning policies and land use are conflicts

Goal 8. Improve safety on the M4 between Magor and Castleton.	
✓	Agree
	How? Specifically what? Less accidents? Less deaths? Less congestion?
	*** see No 1
x	

Goal 9. Improve air quality in areas next to the M4 around Newport	
✓	Agree
	But it you more cars from one place to another it still exists – it’s just dispersed
	Needs a target, integrate with environmental health (have targets?) and also LDP as business etc also impact on air quality
	**** + 11
x	

Goal 10. Reduce the disturbance to people of high noise levels, from M4 traffic between Magor and Castleton	
✓	Agree – low priority
	Though there are benefits to living near motorways which should be balanced against any disturbance caused by noises.
	Typo, but agree with 10
x	
?	How? Just for this section of M4? Surely a small part of much wider system**
	Local issue

Goal 11. Reduce greenhouse gas emissions per vehicle and/or person kilometre	
✓	Agree
	Also needs to say reduction in greenhouse gas emissions overall
	**** see No 9 above

✘	
?	Specifically how? Better engine design? Lower speeds and more efficient fuel use? ** as above (see goal 10)

Goal 12. Improve the travel experience into South Wales along the M4 Corridor	
✓	Increase visual biodiversity adjacent to the corridor. Use wild flows (flowers??) to improve the travel experience *** see No 1
✘	Not really
?	Needs definition Obvious yes, summation of previous question As long as it doesn't increase the level of unnecessary travel, and for travel not to be done for the sake of travelling Meaningless. In what way? Specifically? Covered by all above? Economic impact? Time? View? Reliability?

2.2 Other comments on worksheets

Other worksheet notes recorded by participants included:

- Joined up thinking e.g. health, air pollution, special planning and transport system. The goals appear to facilitate more travel rather than considering whether investment could reduce the need to travel particularly by car. Invest to facilitate more commuting by rail rather than car. Ensure children can get to school without having to travel by car.
- Address local/long distance conflicts. Facilitate free flow from traffic – even if there is a need to reduce traffic (chevrons to keep spaces). Reduce the need to travel! Not just facilitate a better journey.
- We would suggest reducing the number of goals:
 - Journey times - 1, 2, 5 & 7
 - Integrated transport approach for travel along the corridor – 3, 4 & 6
 - Environmental – 9, 10 & 11
 - Safety – 8
 - 12 is probably unnecessary?
- None of the goals are SMART – how will we know when they have been achieved, how will the outputs be measured?
- We don't disagree with any of the goals (this group made no comments or ticks on the template – just these comments)

2.3 New goals

Participants were asked to consider whether there were any other important transport goals in the corridor and write them down on strips of flip chart paper. The strips were put up at the front of the room and in some cases the facilitator asked for clarification. The notes of clarification are in the right hand column. The goals were put into rough categories with the assistance of the participants and shown together. This explains why the numbering below appears to be sporadic.

GOAL	<i>Flip chart notes and clarifications on strips from plenary discussion</i>
18. Better communication between / within travel organisations.	<i>This refers to Welsh Assembly Government (responsible for motorway), LAs (responsible for trunk road network), rail and other infrastructure and transport providers</i>
17. To create an integrated transport system.	
23. Create a new link to the M48 to serve Rogiet / Caldicot area and an increased park and ride facility at Severn Tunnel Junction.	
22. Improve public transport service quality / reduce fares and increase park and ride sites for passenger transfer from M4 to rail / bus into Newport and Cardiff.	
16. To improve public transport frequencies to encourage people out of their cars.	
15. Travel less	
14. Reduce the need to travel!!!	
19. Road maintenance causes less disruption on the M4.	
21. To create a major civil engineering project that will facilitate a large number of new jobs.	
13. Support economic growth of S. Wales	
14. Promote a better Wales.	
20. Increase biodiversity	<i>so as to improve the travel experience (existing Goal 12)</i>

2.4 Plenary discussion on Goals

There was a small amount of additional general discussion on goals which was recorded on flip charts, as set out below:

Goal 1: if traffic flows faster, you get more noise therefore 'reducing noise' could be seen as contradictory.

Goal 3: was most important goal for one table

- Goals need to be 'SMART' or how will we know if they have been achieved?
[NB the goals were turned into plain English by the M4 Corridor Enhancement Measures team and may have lost some of their 'smartness' in translation]
- No measure should have a detrimental effect on the surrounding area.
- Solutions should be for the whole corridor.

3 Overall Aims

3.1 Comments on current Welsh Assembly Government overall aims

Participants were asked to review the Welsh Assembly Government’s current analysis of the overall aims for the M4 Corridor Enhancement Measures programme, indicate whether they agreed with them and add comments or amendments. The worksheets they used are transcribed below.

2010-2020 Aim 1. Make it easier for people to reach services such as shops, hospitals, leisure service and places of work, by road, public transport, walking or cycling....	
✓	Only relates to local users
	Reduce social inequality and improve overall access
	But there is a risk that by improving links to major economic/social centres, local communities and businesses will suffer as people use services in ‘hubs. Shift from car-biased out of town developments to town-centric transport initiatives and retail promotion [worksheet made link to comment in Aim 2 ‘transport infrastructure is not the panacea]
	Agree – to make easy and affordable
✗	
?	Suggest aim should read – “to make it easier and safer for ...” [What about investing in broadband to reduce the need to travel, or in more stringent application of land use policy to ensure services are provided nearer to people]

2010-2020 Aim 2. to support and encourage prosperity in the region and across Wales by delivering a more efficient transport network on this important economic gateway to South Wales	
✓	Striking balance between local and strategic?
	And international markets
	Misses out reference to sustainable. Encourage long-term prosperity
	Transport infrastructure is not the panacea. Skills and access to skills also in this category? Attracting inward investment, esp. to growth industry Pilot electric car infrastructure
	Relates to local use of M4 currently; Misses out reference to sustainability; M4 should be a strategic route and not be a local network “Transport is a means to an end, and not an end in itself”. It’s aim thus must be to facilitate the economic prosperity of Wales”
✗	
?	Economic central (and first priority)
	Future proofing needed e.g. If support and encourage prosperity will the transport network be able to cope?

	Support Newport as a thriving place
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2010-2020 Aim 3. to prevent and reduce negative effects of the M4 Corridor Enhancement Measures programme on people and the environment and, where practicable, provide improvements to balance against them.	
✓	<p>To help combat effects of climate change</p> <p>This does encompass radical thinking and need to address the problem when it has been moved somewhere else!</p> <p>Aim to mitigate carbon emissions</p> <p>Not to detriment of other communities using innovation to counteract any negative effects. Measure environmental impact of whole scheme i.e. carbon cost from inception, build and lifecycle. Take systems view Do full value analysis (NPV/whole life cost)</p> <p>Agree – but where practicable to be removed</p>
✘	
?	<p>Make positive and use positive language e.g. Improve air quality – against measurable targets Enhance roadside verges, biodiversity, visually attractive Implement existing biodiversity action plan for Welsh Assembly Government highways estate Management and maintenance Scheme will make a positive contribution to overarching Welsh Assembly Government goals to reducing green house gas emissions and tackling the contribution of transport to climate change</p>

3.2 Other comments on worksheets

Other worksheet notes recorded by participants included:

- Better order of strategic aims → Environmental, Social, Economic – all good aims – change order and consider dropping titles as they are We/TAG pillars and could be emotive!
- Strategic Aims – how will we know when we get there?!?
- Longer term aims:-
 - Put 3 lanes through tunnels. Technology has changed and it can now be done.
 - Separate local and long distance issues and address subsequent problems as a result of this.
- Short term
 - Improve safety for all
- Suggest new aim – SAFETY

3.3 Plenary discussion on Welsh Assembly Government aims

There was a small amount of additional general discussion on government aims, which was recorded on flip charts, as set out below:

- Discussion Environment: could be a more positive, beefed up statement.
- Economic: should be about long term prosperity.

3.4 New overall aims to 2020

Participants were asked to consider whether there should be any additional overall aims to 2020 and write them down on strips of flip chart paper. The strips were put up at the front of the room and in some cases the facilitator asked for clarification. The notes of clarification are in the right hand column. The aims were put into rough categories with the assistance of the participants and shown together, hence the numbering being out of order.

AIM 2010 - 2020	<i>Flip chart notes and clarifications on strips from plenary discussion</i>
7. Put 3 lanes in tunnels – engineering technology has changed.	
6. To make safer journeys for all (modes)	
5. Improve safety by creating a road environment which significantly reduces road traffic collisions by 2020.	<i>Technology and engineering have changed since original M4 feasibility study – worth looking at again.</i>
4. Individual – impact on people’s lives; emotional impact; injury (in addition to economic / COBA category of ‘Accident’); stress, lifestyle impact loss of mobility.	<i>Impact of an accident on individuals isn’t accounted for, nor is safety. Only economic aspects of accidents currently considered. The social aim should seek to improve the well-being of the people of S Wales.</i>
10. Separating local economy requirements from (inter) national economy.	
9. Separate local and long distance travel.	
8. To ensure tie-in with re-franchising of Wales rail network by 2018.	

3.5 New overall aims from 2020 onwards

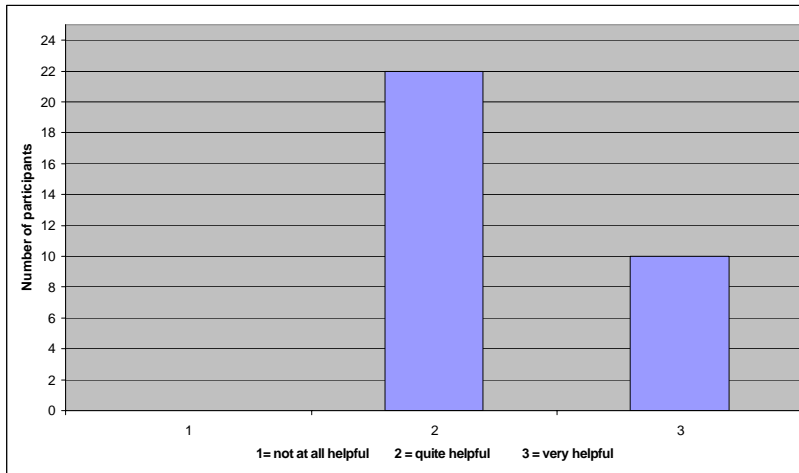
Lastly, participants were asked for suggestions for overall aims for beyond 2020, again working on strips of flipchart paper. The aims suggested by participants are listed below:

AIM 2020 onwards	<i>Flip chart notes and clarifications on strips from plenary discussion</i>
14. Do nothing! Peak oil and congestion will remove the problem.	<i>Leave things alone and people will reorganise their lives.</i>
13. Consider alternative ways of funding transport improvements (e.g. road pricing, business levies)	<i>e.g. as Crossrail has done</i>
12. Reduce social inequality	<i>Measures should seek to reduce social inequality, e.g. more equal access to services. 'Think local' e.g. as in Transition Movement. Look at ability to raise local (Welsh) taxes.</i>
11. Ban cars	<i>Unless running on renewable fuel. Move to a sustainable transport system not reliant on oil and pollution.</i>

4 Evaluations

At the end of the workshop, participants were asked to complete an evaluation form. Results are detailed below.

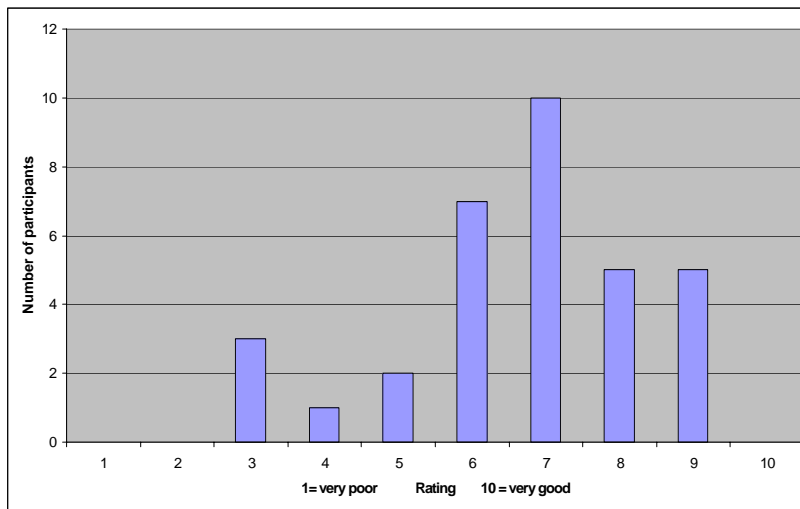
How helpful did you find the pre-workshop briefing material that you were sent in advance?



Comments

- Focus on the issue
- Had seen most of it before. Difficult to understand what we would be doing on the day. Would have helped to have goals etc at start rather than end
- Standing in for colleague so didn't get chance to read in advance
- More information gathered for the shelved M4 route
- Prelist of attendees would have been useful
- And well complemented by material in workshop
- Only because I was more aware of the background beforehand

Overall, how did you rate this workshop?



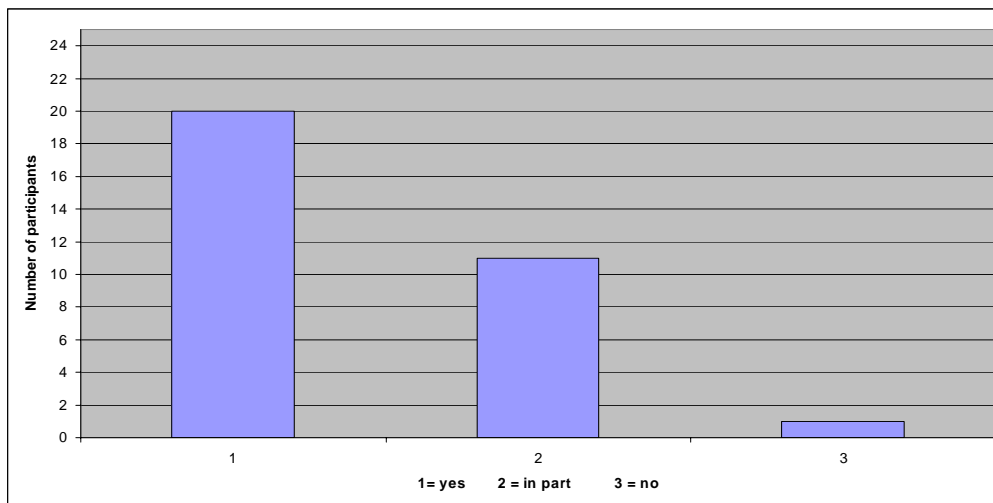
Comments

- Although quite long, a very useful workshop
- Catrin coordinated the workshop very well
- Participants did not reflect the multicultural make up of Newport city – all white attendance
- Very well facilitated but contributions from Allan Pitt poor and pointless
- Negativity was managed negatively by facilitator. Too long. Too many sweeping generalisations accepted * see Q4
- Presentation and facilitation poor – issues badly defined e.g. problem = fail, problem = effects
- Sparked a lot of debate
- Many varied views, many of which I did not agree with
- Perceived tokenish (*sic*) consultation
- The subject is too complex to be properly addressed at this level. All we can do is state the obvious!
- It was really good to hear some varied views from people with varied experiences of living and working in the area – and to try to justify my own to them. However somehow I didn't feel we were focussing on the wider – Newport and the spatial plan – just roads

Were the aims of the day met?

Namely, that you have:

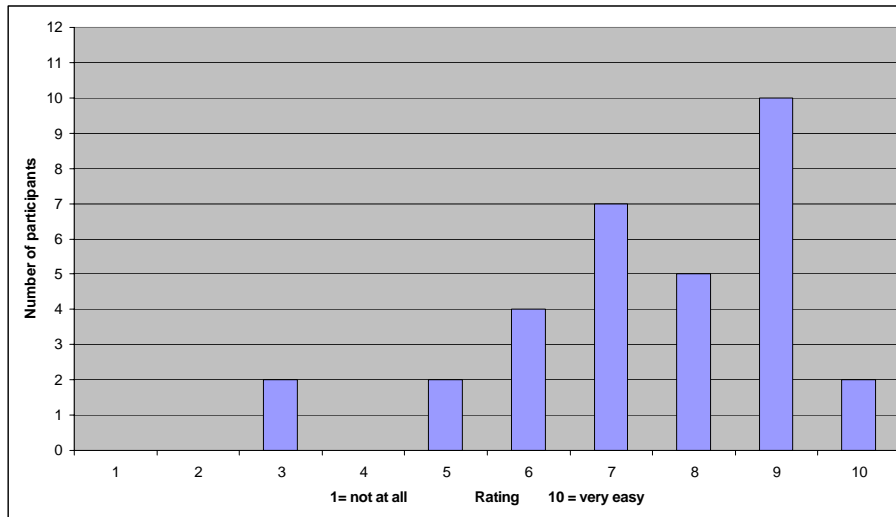
- Heard more about the M4 Corridor Enhancement Measures programme
- Contributed your views on transport related problems, goals and aims in the M4 Corridor, Magor to Castleton, between now and 2020, feeding into Welsh Assembly Government's development of the M4 Corridor Enhancement Measures programme



If no, what was missing?

- Session too long – instructions complicated
- Restricting workshop therefore no solutions. Was prohibitive
- No quantitative data
- No detail of programme
- Too much time devoted to addressing obvious faults. Examination of the causes of the problems would have been more productive IMHO
- I didn't feel the aims and objectives (TPOs) were really up for discussion, I presume because it's all been done many times before – but I felt all this work is still leading to creating road capacity rather than investing to change travel behaviour, tackle climate change and facilitate sustainable development

Did the workshop format make it easy for you to express your views on the issues?



Comments

- Format worked well, but some of the aims/objectives/goals were fairly obvious
- Good table discussions
- But impossible to hear other attendees
- Group overall too large
- See previous comment. Some feedback was dismissed negatively by facilitator on multiple occasions. Also an atmosphere of Welsh Assembly Government bashing. Ranting.
- Facilitators tried hard to make most of subject area
- I was able to express my views, but I didn't write them down unless we were able to reach a collective agreement on our table. Perhaps other people were less inhibited – but did we really get full representation from the pro-road lobby? (does this contradict my other comments?)

What message would you like to give you Welsh Assembly Government as they go forward with M4 Corridor Enhancement Measures?

- Outcomes need to be integrated to deliver true SD well being and environmental ambitions need to be opportunistically pursued
- Deliver
- Consider lorries in any planning for the economy of South Wales
- To ensure solutions are economically viable and due consideration is given to solutions to assist public transport (both road and rail) and improve safety
- It is not just about the M4, it is about looking at how all modes are being used to minimise the impact. Planning policy is also a key part
- A number of messages
- Engagement with stakeholders has to continue, but must be expanded to include the general public, and not just those of us who are professionally involved with transportation.
- Second, to strengthen the engagement with SEWTA
- Look at the wider issue and integrate thinking
- Do nothing! People will adapt to current traffic congestion and future oil shortages
- More information needs to be made available to the public regarding what is happening with the M4 corridor
- Motorway exit road structure combined with reduced speed limit has let to HGVs using centre lane for significant distances (and not left hand lane). Moving between lanes more difficult/dangerous. Traffic lights on roundabouts sometimes cause more problems than they resolve (e.g. J28)
- Think about the bigger picture as the “M4 corridor” could be too narrow an area to consider. Regional options that may initially “move” the problem somewhere else and then deal with these issues. Look at other parallel routes, consider active re-routing of traffic. B) Ensure integrated thinking of all modes. I am still reading reports that conflict especially highways and rail. I am sure it can be done.
- Any plans must be sustainable and future proofed so that they are not out of date before completion
- The congestion problem on the M4 will not go away until you:-
- Deal with removing the 3 to 2 to 3 lane problem at the Brynglas tunnels OR
- Introduce an alternative motorway in the Newport area!!!
- Draw in other assembly policy areas to ensure holistic approach to goals and solutions – planning, social, health etc

- I work in a business located near J28 and there are many rumours circulating that J27 is to be closed. This is worrying. At peak times the amount of traffic travelling down the valley through Risca etc means that the J27 and J28 are at full capacity and heavily congested. Closing J27 would mean that J28 /Forge Lane would simply be transferred from J27. The whole city programme needs to consider local business users and not just travellers from further afield. 2) Please, please do something soon about the traffic lights on the J28 roundabout. The new sequencing causes such congestion for traffic leaving Newport – there will soon be a serious accident.
- Carry on listening
- More emphasis on Smart “soft” measures
- Sustainable solutions – look at all issues such as ‘soft’ measures – personal and school travel plans, travel awareness – rail, train. Green solutions and biodiversity – make the road corridors/rail more pleasant to drive – wildflower banks, native deciduous trees, wildlife/SUDs ponds. Avoid impact on natural environment (pollution into Usk River SSS, SAC)
- Think about the big picture. We have an opportunity to improve the transport, logistical problems for the majority of people living in Wales!
- Talk to colleagues in other Welsh Assembly Government departments. Be aware of wider Welsh Assembly Government targets (air quality, sustainability etc) and how this scheme can contribute to WSP. SMART targets. Welcome new approach.
- Look at the big picture. The effect on Wales and in particular SE Wales including the valley
- Consultation = good. Involve all of your departments, esp. the integrated transport and sustainability teams. This was not a very diverse mix of people. Was it representative of the SE Wales demographic?
- Needs to be better defined e.g. discussions crept between M4 specifically and broader integrated transport issues. Goals could have all been linked into 1. Problem badly worded and some could be made worse. Insufficient recognition of feeder road network and inability of agencies to communicate and plan.
- Think more about public transport options
- Please recognise the clear link between infrastructure and the economy of Wales. A solution to the problems currently encountered needs to be found. Do not leave a legacy of inaction. The M4 is a critical part of the infrastructure.
- Manage expectation better. Congestion at peak times is acceptable and should be about awareness not investment to resolve
- Remember the motorway was originally intended as an alternative route for through traffic avoiding local congestion. Perhaps we have lost sight of that principle.
- Investment in transport should be determined before budgets are allocated to modes of travel. Cost = benefits analysis shows walking and cycling

schemes?? Provide the highest value for money, road schemes only seem to have large benefits because they cost so much and are valued over 60 years where each second is valued equally and individually.