

Welsh Government
**M4 Corridor Enhancement
Measures (M4 CEM)**

Consultation –
Supporting Document

117300

06 March 2012

**This document is to be read alongside the
M4 CEM Consultation Document as
supporting information**

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1 Introduction

1.1 Background

This report has been prepared to support the M4 Corridor Enhancement Measures (M4 CEM) Consultation Document by:

- Providing participants with a summary of work undertaken to date that has helped shape the Programme – helping link all stages of the Programme with the Consultation;
- Providing additional information; and
- Providing a glossary of terms.

The M4 CEM Programme has been initiated by Welsh Government to address problems of capacity, safety and resilience on the M4 Corridor between Magor and Castleton in South East Wales.

The Aims of the Programme 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.

Section 1 of this document sets out the background of the Programme and identifies where additional information can be found that supports the Consultation process.

Section 2 of this document responds to comments and queries made during the engagement process that has informed the development of the Programme – including the provision of additional information that has been prepared to respond to requests made by a Stakeholder Forum group in November 2011.

Section 3 of this document describes the Consultation process and sets out how people can get involved.

Consultation

When developing a new policy or project, Welsh Government will often carry out a formal, time-bound, public, written consultation exercise – to seek the views of stakeholders and the public. This is open to anyone to respond. Welsh Government has created the Consultation document to seek views on various options aimed at improving travel within the M4 Corridor between Magor and Castleton. The Welsh Government hopes that this consultation brings to light valuable information which can be used to design effective transport solutions through the M4 CEM Programme.

Consultation Document

This document presents a number of questions associated with different options to help the Welsh Government gain an understanding about people's views on the transport related problems experienced on the M4 Corridor around Newport. The Document is accompanied by a Response Form in which all participants are asked to record their comments.

Engagement process

Leading up to the Consultation stage, the Welsh Government has tested ideas and sought feedback from people and stakeholders about the transport related problems and possible solutions on the M4 Corridor around Newport. It is this engagement process that has helped shape the Programme to date.

Stakeholder

A stakeholder is anyone who has an interest in the Programme, and/or may be affected by the outcomes that the new strategy will deliver.

Stakeholder Forum

A Stakeholder Forum group was convened by the Welsh Government to help shape the M4 CEM Programme and to test ideas put forward by the project team. The Stakeholder Forum comprises individuals with both a strategic interest and detailed experience of addressing travel related issues. They represent a vast collective knowledge in all areas being researched to develop solutions to prevent problems continuing to increase in the South Wales travel network.

1.2 Stages of Engagement

The **first stage** of the engagement process was centred on two-way dialogue with stakeholders and the public at drop-in exhibitions and workshops to review the problems, goals and aims for the M4 Corridor. This has helped clarify what the issues are for people, and that there is a need to do something about them.

The **second stage** of the engagement process explored a long list of possible solutions to the identified problems associated with travel on the M4 Corridor between Magor and Castleton. The Welsh Government formed a Stakeholder Forum group to appraise over 100 possible interventions, or 'measures', in addition to welcoming new ideas. The long list was then subject to a sifting process to develop 'Packages' of compatible measures that could meet the defined goals of the Programme. These Packages were appraised and presented to the Stakeholder Forum for their comments. Following feedback from the Stakeholder Forum, further study has been undertaken to develop and refine an approach to present to the public and stakeholders at Consultation. This refined approach presents a number of measures that contribute towards a combination of compatible options, representing public transport, highway and other travel solutions (see section 2.1 of this report).

Measure

An intervention to help address the problems associated with travel on the M4 Corridor between Magor and Castleton. Measures can include improvements to: highway infrastructure, transport network management, alternative modes, and smarter sustainable choices.

Package

A Package is a collection of measures, aimed at meeting the objectives of the M4 CEM Programme in a holistic manner.

Strategy

The M4 CEM Strategy will comprise the Welsh Government's preferred Package of measures.

The **third stage** of engagement is centred on the M4 CEM Consultation Document, which provides the opportunity for people to help shape a strategy to reduce traffic congestion on the M4, Magor to Castleton.

Ultimately, the Welsh Government will use all the information they receive from the Consultation to inform a Ministerial decision on the best strategy to adopt to resolve the problems of capacity, safety and resilience on the M4 Corridor between Magor and Castleton.

1.3 Supporting information

Much work has been undertaken in the past by the Welsh Government to develop the M4 CEM Programme. Much of this work has been made available to stakeholders and the public, online via the M4 CEM dedicated website www.m4cem.com. The following section provides a summary of the studies and reports that have been produced, which offer additional information to help people understand and respond to the Consultation Document.

It should be noted that some documents produced in the past present information that was relevant to the Programme at the time of their preparation. Due to the further development of measures and Packages, these may no longer reflect the information presented in the Consultation Document. Where this is the case, the document is clearly stated as a ‘supporting technical document’ on the cover page and should be used only to provide background information and an understanding of how the Programme has developed over time.

Key

Factual reports (including meeting reports, data analyses and conclusions)	Supporting technical documents (including technical work in progress reports)	Communications
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Supporting technical document

For the purposes of this consultation, a supporting technical document is a document that represents a specific stage in the development of the M4 CEM Programme. It may describe a process or line of research which has not been pursued and if so, will not be included in the Consultation Document. A supporting technical document should be used for background information purposes only, and not to inform decisions made about what is presented within the Consultation Document.

1.3.1 Stage 1 Engagement (January to May 2011)

The first stage of the M4 CEM engagement process ran between January and March 2011. This stage focused on exploring the problems, goals and aims of travel within the M4 Corridor between Magor and Castleton, through a series of workshops and drop-in exhibitions with the public and strategic stakeholders.

A number of reports have been produced and are available to view at www.m4cem.com. They are summarised below:

Report Stage 1 Problems and Goals

This document reports on the findings of Stage 1 engagement and presents a revised list of problems, goals and aims for the M4 CEM Programme. The revised Aims, Problems and Goals are published in full in the Consultation Document.

Drop-in Exhibitions Report; and Drop-in Exhibitions Summary Report

These reports detail the comments made by members of the public at four drop-in exhibitions held in January and February 2011. Participants reflected on a “starter list” of the problems, goals and aims; they were invited to comment, amend and/or suggest any additional issues not covered in the exhibition materials.

***Councils Workshop Summary Report; and
Councils Workshop Transcript Report***

These reports provide an overview of the feedback received from the councils workshop held on 23rd February 2011 with strategic stakeholders exploring the problems, goals and aims of travel within the M4 Corridor, Magor to Castleton.

***Strategic Stakeholder Workshop Summary Report; and
Strategic Stakeholder Workshop Transcript Report***

These reports provide an overview of the feedback received from the strategic stakeholder workshop held on 3rd March 2011 with strategic stakeholders exploring the problems, goals and aims of travel within the M4 Corridor between Magor and Castleton.

1.3.2 Stage 2 Engagement (June 2011 to February 2012)

The second stage of the M4 CEM engagement process ran between June 2011 and February 2012. This stage involved the development of a long list of possible measures to help address the problems, goals and aims of the M4 CEM Programme, as shaped by Stage 1 engagement. The long list was presented in July 2011 to a Stakeholder Forum group, comprising experts with an interest in travel within the M4 Corridor, who worked with the project team to shortlist and develop potential solutions into Packages of compatible measures. From November 2011, following a number of workshops held with the Stakeholder Forum group, further work has been undertaken to prepare a number of different options for Consultation.

A summary of the documents produced at Stage 2 (July 2011) looking at potential solutions to problems in the M4 Corridor is presented below and all are available to view at www.m4cem.com:

First M4 CEM Newsletter (July 2011)

This newsletter summarises the findings from Stage 1 of the engagement process. It sets out a number of problems often experienced on the M4 Corridor, Magor to Castleton, and provides a brief overview of the possible solutions and gives details of how individuals can get further information to be involved in the engagement process.

M4 CEM Appraisal Summary Workbook (July 2011); and
Appraisal Summary Workbook Appendices (July 2011)

This workbook presents and appraises a long list of measures aimed at helping address the problems and goals associated with transport along the M4 Corridor between Magor and Castleton. Feedback on these measures was sought at the First Stakeholder Meeting.

First Stakeholder Forum Meeting Report (July 2011)

This report provides a record of the Stakeholder Forum meeting held on 27th July 2011. This meeting centred on exploring the long list of measures appraised in the M4 CEM Appraisal Summary Workbook, which the stakeholders helped categorise, according to their ability to address the defined problems and goals.

A summary of the documents produced at Stage 2 (from November 2011) developing packages of measures to address the M4CEM problems is presented below and all are available to view at www.m4cem.com:

M4 CEM Appraisal Handbook (November 2011)

This workbook provides a guide for the Package workbooks that were prepared as part of the Stage 2 Engagement. The workbook provides an overview of the M4 CEM Programme, how the Packages are developed and appraised, in addition to providing additional information through a Frequently Asked Questions (FAQ) section.

M4 CEM Do Minimum Workbook (November 2011)

This workbook provides a summary of the relevant transport projects that formed the baseline in Stage 2 of the consultation process against which the other Packages were compared. These measures consist of transport projects relevant to the M4 CEM study area which are either underway or have been committed to.

M4 CEM Alternatives Considered (November 2011)

This document sets out a number of potential measures that were considered but not progressed through the M4 CEM Programme. The workbook sets out reasons for why they have not been progressed and in some cases, an action for Welsh Government to consider.

M4 CEM Package 1 Workbook (November 2011)

This workbook appraises the measures that were proposed in Package 1. This Package centred on delivering significant new highway infrastructure in the form of a new dual carriageway road to the south of Newport.

M4 CEM Package 2 Workbook (November 2011)

This workbook appraises the measures that were proposed in Package 2. This Package focused on improving existing highway infrastructure through making improvements to the Junctions on the A48 Southern Distributor Road.

M4 CEM Package 3 Workbook (November 2011)

This workbook appraises the measures that were proposed in Package 3. This Package focused on upgrading the M4 between Junctions 24 and 29 to a dual 4 lane motorway.

M4 CEM Package 4 Workbook (November 2011)

This workbook appraises the measures that were proposed in Package 4. This Package centred on a number of public transport measures to address the problems and goals of the M4 CEM Programme.

Second Stakeholder Forum Meeting Report (November 2011)

This report provides a record of the Stakeholder Forum meeting held on 15th November. The meeting involved a presentation of different Packages of measures, which the forum group discussed and commented on.

Traffic Modelling Background Information (November 2011)

This technical document details the approach to traffic modelling used throughout Stage 2 of the engagement process.

1.3.3 Stage 3 Engagement (March to June 2012)

Stage 3 engagement focuses on the Consultation Document – aimed at encouraging as many people as possible with an interest in travel related issues within the M4 Corridor around Newport to share their views. The following documents have been prepared to support the Consultation and these are available at www.m4cem.com:

Second M4 CEM Newsletter (February, 2012)

This newsletter sets out how people can help shape the strategy that Welsh Government will decide upon, to solve travel related problems in the M4 Corridor, Magor to Castleton. It provides background information and tells people where to find out more and how to respond to the Consultation.

Consultation Document (March to June 2012)

People should respond to the Consultation Document in order to share their views. It is available both online and in hard paper copy. It provides an overview of the potential measures that could help form a strategy to address the problems, aims and goals of the Programme – targeted at improving capacity, safety and resilience on the M4 Corridor between Magor and Castleton. The Consultation asks a number of questions to help the Welsh Government collect the information they need to make an informed decision about how to tackle traffic congestion on the Corridor.

The Consultation Document can be found at:

www.wales.gov.uk/consultations; and

www.m4cem.com

Public Transport Overview (March 2012)

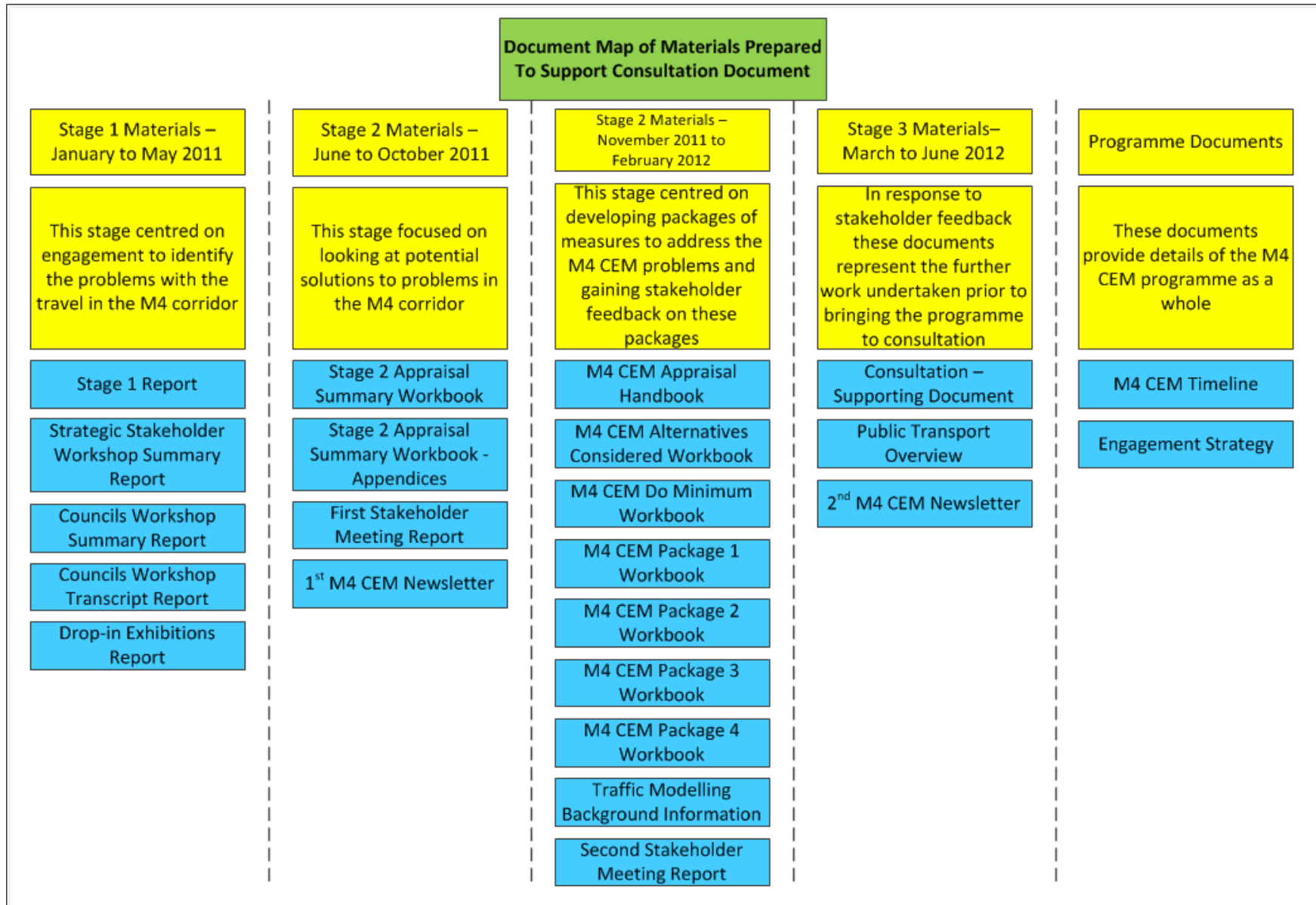
This study presents a range of public transport measures that aim to reduce congestion on the M4 between Magor and Castleton by encouraging modal shift onto public transport.

Consultation – Supporting Document (March 2012)

[THIS DOCUMENT]

This document provides a summary of work undertaken to date that has helped shape the Programme, provides additional information and a glossary of terms.

In summary, this document map sets out what documents are available in support of the Consultation:



2 Additional information prepared in response to Stage 2 Engagement

2.1 Responding with a new strategic approach

Taking into account feedback received from the Stakeholder Forum group meetings during Stage 2 engagement, the project team has revisited the possible M4 CEM options.

Stakeholder Forum feedback suggested that the Packages presented during Stage 2 engagement should be more concise and that public transport should be a central part of future proofing the transport network. As such, a new approach was developed to offer greater clarity and provide a compatible combination of different solutions. A new approach was prepared and is focused around the following areas:

Public transport measures

A number of public transport measures are presented, targeting modal shift on the M4 between Magor and Castleton and encouraging a reduced reliance on the private car and greater use of integrated rail, bus and pedestrian alternatives (often referred to collectively as alternative modes). The M4 CEM Public Transport Overview (March 2012) concluded that public transport measures could not address all the objectives of the Programme alone, although they could form part of a Package with other highway infrastructure measures.

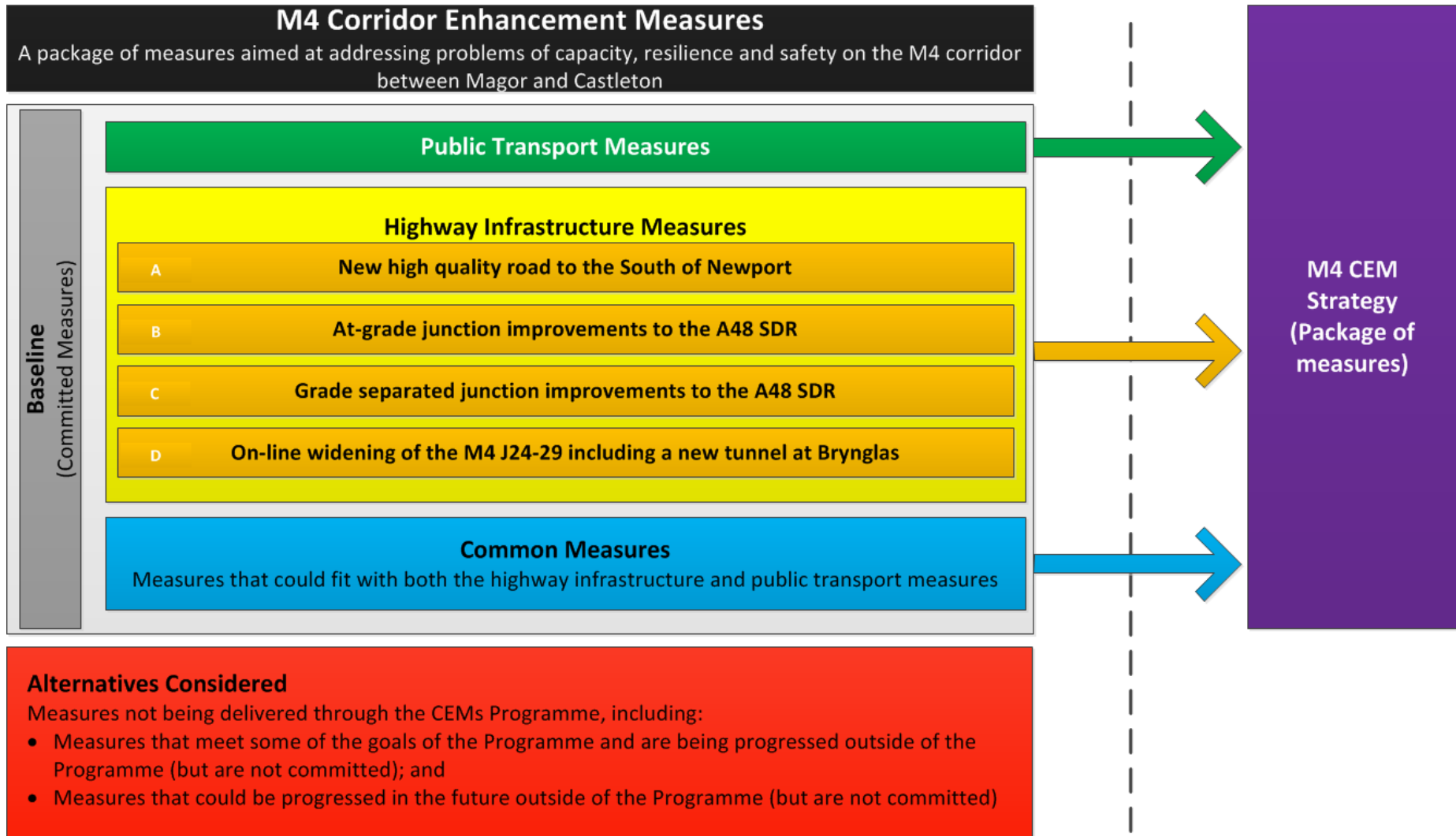
Highway infrastructure measures

A number of different highway capacity measures are presented, aiming to increase highway capacity and improve resilience and safety within the M4 Corridor between Magor and Castleton. On their own they could not address all the objectives of the Programme.

Common measures

A number of other measures are proposed to support public transport and highway infrastructure measures in addressing travel related problems within the M4 Corridor between Magor and Castleton. These interventions comprise a mix of highway, demand management, alternative modes and smarter sustainable choices.

A diagram summarising the approach is provided opposite



An explanation of each element of a potential Package of measures is provided below:

2.1.1 The Baseline

A proposed Package of measures should be compared to the 'Baseline' scenario.

Baseline

Often referred to by transport planning professionals as the 'do minimum', this includes a number of relevant projects that may affect travel on the M4 Corridor between Magor and Castleton. These projects are either completed, underway or committed.

Please note that the Baseline is referred to as the 'do minimum' in some past M4 CEM documents. The status of the projects included in the Baseline can be found in Appendix A.

2.1.2 Public Transport

Whilst a set of outline public transport based measures has been presented to the Stakeholder Forum as a separate Package of measures in the past, a Stakeholder Forum meeting held in November 2011 raised some concerns over the approach being taken. Some members of the group suggested that the evidence base supporting the public transport Package should be developed further. Others agreed that public transport measures should form part of all possible combinations of measures.

In light of the comments received, the project team has undertaken a Public Transport Overview, specifically targeted at identifying a set of measures that could help address modal shift and help reduce traffic congestion on the M4 around Newport.

In summary, the Public Transport Overview identifies an indicative programme of additional investment in improved public transport measures around Cardiff/Newport. It is important to note that this indicative programme is outside current commitments and planned developments. It includes bus, rail and modal interchange improvements, including new stations and park and ride facilities. These measures aim to:

- Attract passengers from vehicles, currently routed along the M4 around Newport, on to public transport;
- Reduce traffic flow on the M4 around Newport (which will address many of the CEM objectives);
- Introduce measures in a phased manner and with comparability with other road based measures; and
- Be fully compatible with wider objectives for public transport.

Modal interchange

This is about making it easier for people to change between different types of transport.

A review of this indicative public transport investment package concludes that it could reduce traffic on the M4 around Newport by less than 3%. However, for the Newport area, the indicative public transport package could also produce a significant mode share increase in use of public transport from 7% to approximately 11%. This level of modal shift, while significant, means that investment in public transport alone could not achieve the goals of the M4 CEM Programme.

The Public Transport Overview can be viewed as supporting information at www.m4cem.com. Participants of the consultation will

be asked to comment on the proposed public transport measures in the Consultation Document (see page 24).

2.1.3 Highways capacity

Four different highway infrastructure schemes are presented, which focus on developing new infrastructure, developing existing infrastructure, and improving network resilience. These are:

- A. Additional high quality road to the south of Newport;
- B. At-grade junction improvements to the A48 Newport Southern Distributor Road (SDR);
- C. Grade separated junction improvements to the A48 Newport SDR; and
- D. On-line widening of the M4 including an additional tunnel at Brynglas.

The impacts of these measures on travel on the M4 are shown comparatively in Appendix C. Further information is available in the Consultation Document.

At a group meeting in November 2011, the Stakeholder Forum agreed that proposals for at-grade improvements to the A48 SDR would increase resilience to the highways network but suggested that it may not sufficiently address the objectives of the M4 CEM Programme, specifically raising concerns over traffic management in and around Newport.

Following discussions within the project team, an additional proposal for a grade-separated SDR junction improvement scheme is presented. The two distinct schemes are both focused on improving existing highway infrastructure to improve network resilience and safety – but would involve two very different approaches.

Assessment shows that:

- The grade separated scheme offers improved journey times along the SDR, making it a more viable strategic east-west route than an at-grade junction SDR scheme;
- The grade separated improvements to the SDR are more expensive than at-grade improvements; and
- The at-grade junction improvements SDR scheme is more likely to have a reduced adverse impact on the environment and community than the grade separated scheme.

Both options are now presented at Consultation as different possible highway capacity schemes. Participants of the consultation will be asked to comment on the different proposed highway capacity schemes in the Consultation Document (see pages 30-52).

At-grade junction improvements

An “at-grade improvement” to a junction is made at the same level as the main road. For example, improvements to roundabouts are at grade; adding flyovers and underpasses are not at-grade improvements.

Grade separated junction improvements

Grade separation of a junction involves aligning a junction at different heights (e.g. development of a flyover), so that a junction will not disrupt the traffic flow on routes when they cross.

On-line widening

On-line widening involves the provision of an additional traffic lane(s) along the existing road route (e.g. upgrading a two/three lane motorway to four lanes in both directions).

2.1.4 Common Measures

In the past, the Stakeholder Forum has been presented with a range of 'supporting' measures alongside a number of core measures (as explained in supporting technical documents where these feature). However, Stakeholder Forum feedback suggested that this approach could be perceived as confusing and that it would be more beneficial to identify which measures could be 'common' and holistically support any of the Packages of measures. As such a series of 'Common Measures' now support a possible combination of public transport measures and highway infrastructure measures. Participants of the Consultation will not be directly asked to comment on the Common Measures in the Consultation Document (see page 53) but will have the opportunity to provide any comments on them in the final question of the Consultation.

2.1.5 Alternatives Considered

There are a number of measures that have been considered by the project team and Stakeholder Forum, but following further analysis and consideration, fall outside of the scope of delivery through the M4 CEM Programme. Measures that have not been progressed through the Programme fall into two categories, namely:

1. Those that may help towards meeting the objectives of the Programme, are being progressed now but have not been committed; and
2. Those that could be progressed in the future but have not been committed.

Committed projects

A project in the advanced stages of the planning process, to which resources have been committed by delivery bodies.

Alternatives considered that may meet some of the objectives will be passed onto the relevant delivery bodies for their consideration. A detailed description is provided within the Alternatives Considered Workbook, found on www.m4cem.com and the comprehensive list is provided opposite:

Projects being progressed now but not committed	Could be progressed in the future and have not been committed	
Electrification of Great Western Main Line to Swansea and Valley Lines <i>The business case for this has recently been submitted by Welsh Government to the Department for Transport.</i>	Transfer road freight onto rail	Cardiff eastern bay link
	Introduce a light rail system	Corporation Road link
Increasing the frequency of the Valley Line trains <i>The business case for this has recently been submitted by Welsh Government to the Department for Transport.</i>	High occupancy vehicles lanes	Celtic Springs and Rogerstone link
	B4245 and M48 link	Hard shoulder running on M4
Sustainable travel centres <i>The Welsh Government is investing around £5m over the next 3 years enabling local authorities to promote sustainable travel through a combination of initiatives including developing travel plans for the main employers in the area, providing more support for bus services and a vigorous promotion of cycling and walking.</i>	Close access to motorway from J27	3 lane on-line widening of the M4
	Dynamic hard shoulder use	Targeted incremental widening of the M4
Sustainability checklists on all new residential developments <i>Government is progressing a Programme to ensure that sustainability checklists are provided for all new residential developments and other developments, in order to encourage sustainable practices.</i>	Introduce a car share Programme	Reinstate Junction 25 westbound entry
	Develop travel education Programmes	Introduce climbing lane at High Cross
Develop a school/work travel plan strategy <i>Welsh Government and others are working to encourage travel planning and is progressing the initiative entitled Personalised Travel Planning, seeking to challenge habitual use of the car, enabling more journeys to be made on foot, bike, bus, train or in shared cars.</i>	Maintain/ increase the Second Severn Crossing toll	Introduce climbing lane at St Julian's Hill
	Reduce/ remove the Second Severn Crossing toll	Bus priority measures on the M4
Develop planning policy to improve accessibility <i>National and local planning policy documents are being produced, guiding developers and planners to consider sustainable locations for development that minimise the need to travel.</i>	Promote use of fuel efficient cars	Increase fuel duty
	Motorway tolling on the whole of the M4/M48 in South Wales	Introduce parking enforcement measures
Improve collaborative working between transport delivery bodies <i>Welsh Government is working with organisations to encourage collaborative service delivery; sharing of best practice and promoting better, more effective partnership working between public services.</i>	Better integrate Welsh and English free bus passes	Increase parking charges
	Encourage employers to offer flexible working	New M4 lagoon barrage
	Invest in ICT to reduce the need to travel	M48 and Second Severn Crossing link
	Improve Mid Valleys Link	Reregulate bus services
	Introduce an inter-city bus service	Reduce public transport fares

2.2 M4 CEM and the environment

Feedback from the Stakeholder Forum group suggested that the WeITAG assessment of environmental impact needed reviewing with greater consideration of any impacts on designated sites in South East Wales. As such, the project team has revisited the appraisal of measures and has prepared a constraints diagram that is presented on page 7 of the Consultation Document to identify areas of environmental value in the Newport area.

Welsh Transport and Appraisal Guidance (WeITAG)

WeITAG is a transport appraisal tool applicable to transport projects, plans and Programmes in Wales. The Welsh Government requires that major transport initiatives seeking government funding are appraised with this guidance. WeITAG enables practitioners to set transport objectives, plan, evaluate and monitor initiatives in accordance with the Wales Transport Strategy. Appraisal is centred around three main impact areas:

- Economy;
- Environment; and
- Society.

2.3 Recognition of other relevant transport studies and plans

Throughout the engagement process, stakeholders have identified a number of studies and plans prepared by different groups with an interest in transport, some of which have relevance to travel on the M4 Corridor between Magor and Castleton. As such, the project team has reviewed a number of documents available in the public domain, to ensure that the M4 CEM Programme proposals are informed and do not face significant barriers to delivery in light of other existing plans. Where possible, some measures proposed as

part of the M4 CEM Programme will include or reflect proposals made by others. A summary of different transport schemes, plans and political commitments that are relevant to the M4 CEM Programme have been considered and are provided below (see Appendix B for a summary of status). It is important to understand that the M4 CEM Programme will deliver a strategy – ultimately leading to the phased implementation of a Package of measures. Some will be quick wins, whilst others may be delivered as part of the next transport planning period (2015-19) and beyond.

Event	Key date
Great Western mainline (GWML) franchising - renewal	2012
Safety improvement to A465 Heads of Valleys - completion	2012
Newport Area Signalling Renewal - completion	2012
Steelworks Access Road Phase 2 - completion	2013
Network Rail Control Period - start	2014
Cardiff Area Signalling Renewal – completion	2015
UK General Election	2015
SWITCH Regional Transport Plan – update to be published	2015
A48 SDR Signalisation of Cot Hill Junction - completion	2016
National Assembly for Wales Election	2016
GWML Electrification from London to Cardiff - completion	2017
Severn Toll Decision – projected end of concession	2017
Wales and Borders train franchise - renewal	2018
A465 Heads of Valleys Dualling - completion	2020
SEWTA Regional Transport Plan - update to be published	2025

2.4 Sustainable Transport Centres

The Stakeholder Forum group has raised that the Sustainable Transport Centre programme, aimed at improving travel in Wales, should be included within the M4 CEM Programme. The group recommended that the project team should incorporate a new Sustainable Transport Centre into the M4 CEM Programme proposals.

Sustainable Transport Centres

The Sustainable Transport Centres (STCs) Programme is a Welsh Government initiative which seeks to promote the use of sustainable transport through the development of travel plans, support for bus services and promotion of cycling and walking. There are currently Sustainable Transport Centres in Aberystwyth, Cardiff, Carmarthen, Haverfordwest and Mon a Menai. The Programme to develop Sustainable Travel Centres is listed as an ongoing commitment in the Prioritised National Transport Plan published in December 2011, with £5m being made available over the next 3 years.

STCs are being progressed by the Welsh Government outside of the M4 CEM Programme to improve sustainable travel in key centres.

The principles of sustainable travel are represented strongly within the M4 CEM goals and aims, and as such a number of common measures are being proposed as part of a Package that will support sustainable travel within the M4 Corridor between Magor and Castleton. However, STCs are specifically targeted at a separate set of objectives to that of the M4 CEM Programme and will therefore not be delivered as part of the M4 CEM Programme.

2.5 Improved Mid-Valleys Link Road

During a meeting in November 2011, the Stakeholder Forum group suggested that the A472 Mid-Valleys Link Road should be

considered as an additional strategic east-west route to the parallel A465 Heads of Valleys road.

This measure has not been considered in earlier stages of engagement and so the project team has reviewed and appraised it accordingly, scoping its potential to meet the objectives of the M4 CEM Programme.

The potential upgrading of the A472 Mid-Valleys Link route to dual 2-lane all purpose standard has been appraised in a study undertaken by Arup (2004). The study concludes that an upgrade of the road would be unlikely to reduce traffic levels using the existing M4 Corridor between Magor and Castleton. As such, the measure will not be progressed as part of the M4 CEM Programme.

2.6 South Wales Metro

The Stakeholder Forum group requested information about plans for a Metro, as part of possible improvements to public transport around Newport.

The Metro is an informed vision of a modern public transport system for the city centre region of south Wales. The vision is about connecting people to places of employment through the development of a modern public transport system with improved services connecting all areas and with easy and convenient interchanges between all modes of transport. The rail network will be the core of this system, with high frequency services and faster journey times into our city region. Essential precursors to this are the rail electrification projects. In this mix, there would be additional mainline train services between Swansea, Cardiff, Newport and Bristol which might have some impact in reducing traffic on the M4. The various transport studies and plans which have been referred to in this document would be likely to change as the metro vision is developed over time.

3 Consultation Process

Throughout the engagement process, the project team has sought to elicit views and insights from participants regarding their experience of engagement, for example whether they can suggest ways to improve exhibitions, workshops, how to involve relevant stakeholders, not yet engaged. The project team also worked early on with representatives of key stakeholder organisations, namely the three local authorities of the M4 Corridor, Magor to Castleton – Newport, Monmouthshire and Cardiff, in order to agree an Engagement Strategy which sets out a principled approach to engagement. This is available to download at www.m4cem.com. A summary of the approach, taking into account the comments made by public and stakeholders to date, is provided below:

3.1 Events

The Consultation process includes three workshop events in Newport, Cardiff and Swansea. The primary aim for these is to encourage deliberation of the problems, goals and potential solutions, giving participants an opportunity to identify and explore key challenges and opportunities, for transport in the Corridor area and how the overarching priorities of the National Transport Plan can be achieved. Four drop-in exhibitions will be hosted for members of the public, three in the Newport area and one in Magor. The events will present all the material associated with the Programme, with project staff on hand to answer questions. Participants will be encouraged to submit their responses to the Consultation, in order to formally share their views with the Welsh Government.

3.2 Marketing

Stakeholders and members of public involved in the engagement to date have stressed the importance of effective promotion of the Consultation in order to maximise awareness and consultation responses. Due consideration has been given to marketing and an extensive database of organisations has been developed in order to target stakeholders and keep people informed about the consultation. By the time the consultation goes ahead, two newsletters will have been widely distributed through events and emailing, whilst the project team has tried to utilise existing communication networks in South Wales to spread the message. Furthermore, the M4 CEM website at www.m4cem.com was launched in early 2011 to help keep people up to date with progress and to help share available information about the Programme.

The events will also be advertised in local newspapers, motorway service stations, on Newport Buses and other media sources.

3.3 Presentation of material

Every effort has been made at each stage to ensure that the material presented is clear and accessible, so that all groups of people can understand and be supported to contribute, with the benefit of as much relevant information as they require. Given the complex and extensive evidence base relevant to the issues presented, we acknowledge this is a challenging task. Every effort has been taken to ensure that M4 CEM materials are user friendly, with figures used where possible to illustrate technical information. All language is written in plain English. Glossaries aim to explain technical terminology.

For the Consultation, the project team is aiming to ensure all materials are accessible to all, easy to navigate and appropriately succinct. Materials are available in a range of media to ensure choice for participants. The Consultation Document and supporting information is available online at www.m4cem.com, whilst hard copies are available in many public places in Newport and at the staffed M4 CEM events.

3.4 Evaluation of responses

Once the Consultation period has ended, all of the received responses will be evaluated. The information will be used to develop a strategy aimed at addressing problems of capacity, resilience, and safety, and sustainable development on the M4 Corridor between Magor and Castleton over the next few years and into the future. It is anticipated that the strategy will be announced by the Welsh Government towards the end of 2012.

3.5 Monitoring and evaluation

Monitoring and evaluation of the Programme will be important to measuring the success and progress of the strategy. An implementation plan will be prepared by the project team once the Minister has made his decision, setting out a Programme for delivery. This will include a plan for monitoring and evaluation.

Appendix A

Status of Baseline Measures

M4 Variable Speed Limit (VSL) scheme

The Variable Speed Limit (VSL) scheme is active between J24 and J28 of the M4. This aims to help improve the flow of traffic and reduce incident and accident rates.

50mph speed limit on A48 into Cardiff

The 50mph speed limit on A48 into Cardiff is already in place. This aims to help improve the flow of traffic and reduce incident and accident rates.

A465 Heads of the Valleys Dualling

The 40km stretch of the A465 trunk road between Abergavenny and Hirwaun is being upgraded from wide, single carriageway to dual carriageway in six sections.

Dualling of the first sections: Abergavenny – Gilwern and Tredegar – Dowlais Top were completed in 2008 and 2004 respectively. Brynmawr – Tredegar and Gilwern – Brynmawr dualling is expected to commence construction in late 2012 and 2014 respectively. Dowlais Top – A470 and A470 – Hirwaun do not have Programmed start dates but should be completed by 2020. These measures will help improve traffic flow on this important east-west route.

Steelworks Access Road

The detailed design of Phase 2 has been finalised. Construction works started in February 2012 and are expected to be completed in early 2013, providing additional network resilience.

M4 Junction 28 improvement including Pont Ebbw and Bassaleg roundabouts

Subject to a successful planning process. Work is expected to commence in 2015. This will help ease the flow around Junction 28 of the M4.

Newport City Centre re-development minor traffic management schemes

Some re-developments in Newport City Centre that will involve minor works to the highway network have been proposed.

A48 Newport Southern Distributor Road - Signalisation of Cot Hill Junction

In light of the new housing development sites proposed to the north of the railway, it is planned for the Junction to be altered such that traffic can both join and leave the SDR northbound or southbound at this Junction. Expected to start around 2016.

Great Western Main Line (GWML) Electrification from London to Cardiff

The business case is still being built for this project though Network Rail anticipate electrification work starting in 2014, being complete to Bristol in 2016 and to Cardiff in 2017. This will help improve east-west rail services in the future.

Cardiff Area Signalling Renewal

This is expected to have been completed by 2016. This will improve rail operations in the Cardiff area.

Additional platforms at Pontypridd, Caerphilly and Barry train stations

Work on additional platforms is expected to start by 2014. This will help improve rail capacity in South East Wales.

Additional Valley Lines peak carriages

Additional carriages to peak time services expected by 2014. This will help improve rail capacity in South East Wales.

Gaer Junction reinstatement (allowing a link for future possible passenger service from Ebbw Vale to Newport)

The Gaer Crossover and other associated signalling changes will be completed as part of the Newport Area Signalling renewals in 2012. This will improve rail operations in South East Wales.

Inter-city Express Programme

The inter-city express Programme will involve the purchase of new trains and the upgrade of the vehicle fleet in order to improve the quality and capacity of rail services along the Great Western Main Line. It is anticipated these improvements will be implemented from 2016 onwards.

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Appendix B

Status of other transport schemes, plans and political commitments that are relevant to the M4 CEM Programme

Great Western mainline (GWML) refranchising

The services of the GWML are franchised out to a single private operator. The GWML will be refranchised in 2012 which could result in a change in services along this route.

Safety improvement to A465 Heads of Valleys

Safety improvements on the A465 Heads of Valleys road are expected to be completed in 2012.

Newport Area Signalling Renewal

The Newport Area Signalling Renewal is scheduled to be completed in 2012 and will allow for more efficient use of the train network in the Newport area.

Network Rail Control Period

For planning purposes National Rail operates within a 5 year control periods. A delivery plan is published for each control period which sets out the National Rail vision for the control period including investment plans. The next control period commences in 2014.

UK General Election

The next UK general election is scheduled in 2015, the result of which could have an impact on transport policy.

SWWITCH Regional Transport Plan

The South West Wales Integrated Transport Consortium (SWWITCH) Regional Transport Plan sets out a five year strategy to deliver improvements to the south west Wales transport network. A new Regional Transport Plan is expected in 2015.

National Assembly for Wales Election

The next election of the members of the National Assembly for Wales is scheduled for 2016, the result of which could have an impact on transport policy.

Severn Toll Decision

The existing concession agreement on the Severn Crossings Toll is expected to end around 2017. A decision around the future of the toll is expected to be made around this time.

Wales and Borders train franchise

The Wales and Borders train services are franchised out to a single private operator. The Wales and Borders train services are due to be refranchised in 2018 which could impact on the train services in Wales.

SEWTA Regional Transport Plan

The South East Wales Transport Alliance (SEWTA) Regional Transport sets out a fifteen year vision for improving the transport network in South East Wales. A new Regional Transport Plan is expected in 2025.

Appendix C

Comparative Impacts of Highway Infrastructure Measures on travel on the M4

