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Welsh Government

Consultation Response Form

M4 Corridor Enhancement Measures Magor to Castleton (M4 CEM) Easing the Flow

Date of issue: 6th March 2012

Responses by: 6th July 2012



Llywodraeth Cymru
Welsh Government

www.cymru.gov.uk

This response form should be read in conjunction with the Consultation Document which provides information to help you respond to the questions we ask.

The feedback you provide will be taken into account by the Welsh Government as it makes a decision on the most effective strategy to address problems of capacity, resilience and safety and sustainable development in the M4 Corridor between Magor and Castleton.

Responses can be submitted:

- **Online:** by going to www.wales.gov.uk/consultations or www.m4cem.com
- **By using this response form:** you can complete and send it to *Freepost M4 CEM Consultation*

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

A) Information about you

First name		Surname	
Organisation (if applicable)			
Address			
Postcode			
Email			

Data Protection

Submissions to this consultation will be used in a report available to the public. Normally, the name and address (or part of the address) 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 or address published, please tick here. We will then blank them out.

Please read the Data Protection information in 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 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, health care, etc.

Question 1a. In your opinion, which of the transport related problems listed are the most important for the Welsh Government to be address with the M4 CEM programme?

(Please choose up to four from the numbered problems on page 4. Choosing four does not signify other problems are not relevant but will help us understand your priorities)

Question 1b. Would you like to make any other comments on the traffic related problems which should be addressed by the M4 CEM Programme?

Question 2a. In your opinion, which of the goals listed are the most important for the Welsh Government to achieve with the M4 CEM Programme?

(Please choose up to four from the numbered goals on page 5. Choosing four will not rule out other goals, but will help us understand your priorities)

Question 2b. Would you like to make any other comments on the goals of the M4 CEM Programme?

Addressing the problems and achieving the goals

The Welsh Government will aim to reduce congestion and deliver the M4 CEM goals by creating a combination of public transport, highway infrastructure and common measures (see Chapter 7). Neither public transport nor highway infrastructure measures alone can address the problems and achieve the goals of the M4 CEM Programme.



Common Measures (see Chapter 10)

Common measures comprise a mix of highway, demand management and alternative mode measures, including options that encourage smarter sustainable travel choices. These support each and every combination of public transport and highway infrastructure measures and help address travel related problems within the M4 corridor between Magor and Castleton.

Public Transport Measures (see Chapter 8)

A number of public transport measures are presented to encourage modal shift and reduce the reliance on the private vehicle in the Newport area.

Question 3a. Which of the public transport measures listed do you think would make the best contribution to relieving traffic on the M4? (Please tick all that apply)

- Additional mainline train services between Swansea, Cardiff, Newport and Bristol
- Additional train services on local routes
- More stations with park and ride facilities
- More bus/train connecting services
- Additional express bus/coach services between Cardiff, Newport and Bristol
- Additional local bus services around and across Newport

Question 3b. To what extent do you think the public transport measure(s) you have selected will address the problems and achieve the goals you have chosen?

Highway Infrastructure Options (Chapter 9)

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. They are:

- **Option A:** Additional high quality road to the south of Newport
- **Option B:** At-grade improvements to the A48 Southern Distributor Road (SDR)
- **Option C:** Grade separated junction improvements to the A48 Southern Distributor Road (SDR)
- **Option D:** On-line widening of the M4 J24 – 29, including an additional tunnel at Brynglas

Question 4a. To what extent do you think Highway Infrastructure Option A will address the problems and achieve the goals you have chosen?

Question 4b. To what extent do you think Highway Infrastructure Option B will address the problems and achieve the goals you have chosen?

Transport Related Problems

Stakeholders and people in and around Newport have identified the problems listed below (also see Chapter 2 and 3 of the main formal consultation document).

Please refer to this list of problems when answering Question 1a and 1b.

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.
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.

Goals of the M4 CEM Programme

Following identification of the problems in Question 1 the goals listed below have been developed with the aim of easing the flow in the M4 corridor between Magor and Castleton (see Chapter 4).

Please refer to this list of goals when answering Question 2a and 2b.

When the M4 CEM programme is concluded we will benefit from:

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.

Question 4c. To what extent do you think Highway Infrastructure Option C will address the problems and achieve the goals you have chosen?

Question 4d. To what extent do you think Highway Infrastructure Option D will address the problems and achieve the goals you have chosen?

Question 5. Have you any additional comments to make regarding how to address the travel related problems occurring in the M4 Corridor, Magor to Castleton?

Thank you for your contribution

