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# **M4 Corridor Enhancement Measures Programme**

Second deliberative meeting of the

## **M4 CEM Stakeholder Forum**

November 15<sup>th</sup>, 2011

### **Transcribed Report**



Llywodraeth Cymru  
Welsh Government

**ARUP**

## **About the facilitators**

The M4 CEM Engagement Programme is designed and delivered by Catrin Ellis Jones, of Catrin Ellis Associates (CEA) in line with the needs of the M4 CEM Management Team, comprising staff from the Welsh Government and Arup. CEA is an independent business with many years experience in facilitation, training, partnership working and consensus building in Wales, the UK and internationally. Part of the facilitation team at this event were James Martin-Jones (CEA) and M4 CEM team members from Arup.

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## **About this Report**

The workshop used plenary and small group working. This report produced by Catrin Ellis Jones of Catrin Ellis Associates, is a full transcript of all written notes made to record participants' contributions throughout the day. Each section starts with an explanation of the task (in the grey box).

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## **Summary of key points and questions for WG to consider**

### **The study area – should it be enlarged?**

- A valid point was made in general discussion about the need to consider the wider issues along the rest of the M4, how surrounding communities can benefit from any investment (make this clear in the public consultation) and the cost benefit of the M4 CEM programme in this context.
- Look at the wider area i.e. A472 and impact of A4042.
- The M4/M4 corridor is an international link, vital to several regions/countries not just Wales
- Take a wider view than just M4 corridor, particularly when looking at effects of proposals on surrounding area, and also when considering public transport.

### **Communicating the aims, evidence, issues and options during Formal Consultation**

- Be as clear as is possible on some of the key factors and considerations e.g. affordability, deliverability.
- Value for money?
- Clarification on funding: why does Welsh Government have to fund 100%?
- Need to be assured that it is affordable and we are not raising false hope.
- Make sure that the packages are clearly linked back to the objectives in an understandable way.
- Consider better the strategic role of M4 (A55 did not benefit N Wales as expected).
- Be realistic.
- Aims of project need to be clearer.
- Who is the M4 for – Newport or South Wales! STRATEGIC VS LOCAL?
- Needs to be clear for public consumption. Show traffic growth over time, including forecasting, show how free capacity is reduced over time. For each package, show the effect of package measures on capacity over time (as phased development is progressed).

### **Local travel and access issues**

- Lack of understanding of local network and operation of key traffic and SDR of Junction 28.
- Describe the impact of increasing traffic in local areas and communities.
- Need for better identification of operation and funding consequences of proposals on local bus services and traffic.
- Need for better understanding of local movements.
- Insufficient understanding of effect on local population - e.g. J25 alterations and the effect on residents of Caerleon.
- A high volume of traffic using the M4 travels from Cardiff – Develop J29a to full access to relieve J28.

### **Public Transport, and Package 4**

- Public transport must not be allowed to suffer because funding is going into new/improved roads.
- Package 4 needs much more work; personalised travel planning must be included!
- Ensure proper representation for public transport across all Packages.
- Alternative for M4 route required – a rail option has potential.
- Too many measures in package 4 and too little evaluation of them!
- Lack of public transport provision and strategic travel planning.
- Contribution from public transport to reducing M4 problems not fully considered.

- The value of public transport improvements needs further consideration given the positive trends in the region. Marginal benefits are significant.
- Concern that additional capacity will be used up quickly if perceived to be easier journey. Risk of reverse modal shift. Therefore need to consider enhancement of public transport in parallel with highways and new infrastructure development.
- M4 CEM should not be just a highways improvement, it needs to entertain wider issues of sustainability / integrated transport design.

**Baseline / Do minimum: Short term relief – measures which ease the flow**

- The need to identify and implement short term schemes that feature in all packages.
- Include the 'do-minimum' schemes as 'quick wins'.
- Need to collaborate with others to gain understanding of full complement of baseline measures – not just measures committed and planned by WG.
- Need to describe these measures in greater detail, as part of the FC.

**The need to consider and address issues of short to medium term disruption, as M4 CEM is implemented and delivered**

- Online widening - Package 3 – concern over impact on Welsh economy over 15 years during construction.

**Environmental and sustainability issues – particularly relevant to Package 1**

- Value ecosystems services and the environment in Wales more.
- The Gwent Levels is a unique place – part of a national biodiversity network of protected habitats – it should be protected and ecosystem services and biodiversity (a la NEF/NER) recognised.
- Package 1 will have seriously negative biodiversity impacts.
- Package 1: is new M4 by stealth an issue? Consider lobby groups adverse reaction.
- Need to show where the environmentally sensitive areas are and how they relate to the proposals.

**Does a new option need to be developed and appraised?**

- Consider scaled-down approach.
- Can Package 2 plus Steelworks Access Road provide the Bryngals Tunnel by-pass with grade separated junctions at a lower cost than package 1 (scaled-up version of Package 2)?

**Involvement & engagement**

- Keep up the same approach which feels like genuine consultation.
- Display relevant data on the web pages, evidencing the various contributing causes of the present difficulties, to impart the facts to a wider audience for thought, and to better understand the significance of various problem areas.

**Decision making and delivery**

- Online widening – dealing with concomitant disruption?
- Make appropriate decisions in a timely and specific manner. Too long to reach decisions results in continued negativities.
- Focus on using individual roads for their prime purpose and encourage lower diverse purpose traffic on the M4.

- Badger Westminster, Dublin and Brussels for some cash! Please don't forget to consider the likely impacts on local communities when you make your decisions.
- The final scheme must be a balanced package of measures, with sufficient emphasis placed on addressing local traffic / access issues.
- There is a need for improved planning policy at motorway junctions to avoid intensified development and traffic generation.

## Introduction

Mr Russell Bennett, Head of Infrastructure Projects Unit, Transport Division, Department of Local Government and Communities, Welsh Government, welcomed the assembled group. He expressed the Welsh Government's commitment to working with participants during the day, and beyond, to enable Forum Members to gain a thorough understanding of the political and policy context and the drivers for strategic M4 Corridor Enhancement Measures, and to contribute their knowledge and experience as they see fit.

He thanked Forum Members for taking part in the important dialogue, continuing at this second meeting, which helps to ensure that the alternative strategies proposed for the consideration of the Welsh People during the Formal Consultation on the M4 CEM Programme are robust, well tested, and have been formulated following the widest consideration of all possible interventions to resolve problems within the corridor area (Magor to Castleton) associated with the sub-standard design of this stretch of the M4 and increasing demands on the transport network.

## Aims of the Second Deliberative Meeting of the M4 CEM Stakeholder Forum

This meeting brought together Key Stakeholders – individuals selected on the basis of their expert knowledge and understanding – covering a broad range of interests and experience around travel related issues affecting the M4 Corridor area, Magor to Castleton. Among Forum members are local authority officers, people from organisations with statutory responsibility and non-statutory interests in social, environmental and economic factors affecting the area as well as staff from the Welsh Government Departments.

The overarching aims of the second meeting of the Stakeholder Forum were to ensure that participants:-

- **Understand the process**, building upon their contributions to the appraisal and sifting of the Long List of measures (Forum meeting 1), leading to the packaging of measures and development of alternative Strategic approaches to problem solving: Options 1-4, plus “Do minimum”.
- **Understand what will happen to the “Alternatives Considered” measures**, and have an opportunity to comment on whether they merit further action (over and above / rather than that noted in the Alternatives considered workbook).
- Explore the five (package) options, to **ensure that all/ the best possible viable core measures will be presented during the Formal Consultation** process (or if not, identify what is missing), and that all supporting measures associated with each package or option are the most appropriate / best in terms of the overall aims & goals of the M4 CEM programme (again, if not, identify necessary change and why).
- **Understand (in outline) how each option might be delivered** (phasing etc.)
- **Understand what happens next** : type up & feed-back report to Stakeholder Forum; make appropriate improvements to packages; develop three tiers of materials for FC – entry-level info, detailed info & evidence base; run Formal Consultation (FC) – and following the FC, reporting back to the Stakeholder Forum (probably around end April), before WG announce strategy to be adopted – May / June 2012



## Programme

09.30	<b>Registration &amp; coffee/tea</b>	
10.00	<b>Welcome and Introduction to the Stakeholder Forum, and to workshop 2</b>	
10.15	<p><b>The M4 CEM Programme: Context &amp; scene setting</b></p> <p><b>Russell Bennett</b> Head of Infrastructure Projects Unit Local Government and Communities, Welsh Government</p>	<p>Overview and update of the M4 CEM Programme, particularly the WG perspective on:</p> <ul style="list-style-type: none"> <li>• Why the M4 CEM Programme is required, and what it does and does not seek to address,</li> <li>• Why a future-proof solution is required,</li> <li>• What strategic options are being considered, and why WG want to engage with people to ensure the best solution will be delivered</li> </ul> <p>There will be time for questions of clarification.</p>
10.35	<p><b>Development of Strategic Approaches to lasting solutions: M4 Corridor Enhancement Measures Options</b></p> <p><b>Dan Saville</b> Director Arup</p>	<p>A description of how the process of developing the M4 CEM has progressed, building on your contributions during Stakeholder Forum meeting 1 (July 2011), including:</p> <ul style="list-style-type: none"> <li>• How we have moved from the “Long list” to packages of measures that work in different ways to address the problems identified by the M4 CEM study.</li> <li>• An outline of the “Alternatives considered – measures discarded from the M4CEM” and the “Do minimum” option.</li> </ul> <p>There will be time for questions of clarification.</p>
10.50	<p><b>M4 CEM Options: what are they?</b></p> <p><b>Dan Saville</b></p>	<p>Outlining the different new package options proposed to provide lasting solutions to the problems identified during the earlier stages of the M4 CEM study.</p> <p>Looking at each option 1 - 4 in turn, we'll describe:</p> <ul style="list-style-type: none"> <li>• Core measures</li> <li>• Supporting measures</li> <li>• Main benefits and challenges to be overcome</li> </ul> <p>There will be time for questions of clarification.</p>

<b>11.30</b>	<b>Coffee break</b>	
<b>11.45</b>	<b>Identifying issues and opportunities for improving the options presented</b>	<p>During this session, participants will be asked to act as critical friends, considering the big picture, and reviewing the options to solve M4 CEM, as well as the detail of individual packages, in order to highlight where they have any concerns, explore whether anything important has been missed, or equally to highlight issues they feel particularly positive about.</p> <p>Plenary review of the issues identified, any problems, concerns, areas of agreement the Stakeholder Forum highlight as positive and opportunities for improving the options presented during the Formal Consultation process.</p>
<b>12.50</b>	<b>Lunch</b>	
<b>13.35</b>	<b>Exploring in detail the issues and opportunities identified before lunch, and developing ideas to resolve issues and improve the M4 CEM options to be presented during the Formal Consultation process</b>	<p>During this session, participants will develop their ideas for resolving the issues they feel require attention, and for making improvements to the options that will be presented to the wider public during the Formal Consultation process.</p> <p>Feedback and plenary review of the ideas that emerge. Consideration of any outstanding issues.</p>
<b>15.05</b>	<b>Next Steps: an outline of plans for the Formal Consultation Process, and proposals for further involvement with the Stakeholder Forum</b>	<p>We will run through our plans of the Formal Consultation Process, paying attention to the role of Stakeholder Forum members and their networks, and inviting continued involvement, following the close of the Formal Consultation process</p> <p>Time for questions and short plenary deliberation.</p>
<b>15.40</b>	<b>Reflections on the second Stakeholder Forum meeting</b>  <b>Thanks</b>  <b>Russell Bennett</b>	<p>Final review and wrapping up of any outstanding issues</p> <p>Evaluation forms will be distributed to enable participants to help us improve the way we work together.</p>
<b>By 1600</b>	<b>Close</b>	

## The M4 CEM Programme: context & scene setting

### [10.15 am] Presentation 1: The M4 CEM Programme: context and scene setting, including updates on development of the programme to date

Mr Russell Bennett, Head of Infrastructure Projects Unit, Transport Division, Department of Local Government and Communities, Welsh Government, briefly outlined the background to the M4CEM and the value of the work of the Stakeholder Forum in helping develop a well-rounded set of options for the upcoming Formal Consultation.

The presentation was followed by a few minutes for participants to reflect together at their tables and to identify together key comments and questions, which were then shared in plenary.

Q = Question; A = Answer; C = Comment

Q: **Package 1** (referring to the plan showing the proposed phased delivery of this package – illustrated on cover page of workbook): Why is there an added section up to Junction (J) 23 when the Welsh Government (WG) has already purchased the Steelworks Access Road (SAR)?

A: This package aims to deliver significant new highway infrastructure to improve the capacity, resilience and safety of travel within the M4 corridor area. The improvement of the SAR itself to highways standard is part of our “Do minimum” plan, however, it will eventually service the considerable developments planned for the area to the north of the SAR. In order to create a more free-flowing, strategic route, the additional section you refer to is required.

Q: The section from J29 to the beginning of the access road looks like a different option – is it a cheaper option?

A: The purpose of the green and red sections is ultimately to provide free flow to the yellow section to J29 and westwards, so that by 2031 there should be a free-flowing strategic alternative route.

Q: Could you clarify where the M4 CEM formal consultation (FC) process sits in relation to the **prioritisation process for the National Transport Plan (NTP)**?

A: The M4 CEM is a key component of the NTP, and it will be linked to its outcomes. East/west travel is an NTP priority. However, the NTP is working to a shorter-term timescale, whereas M4 CEM is a longer term strategy.

Q: In the **Alternatives Considered** document, what is clear is that 2 categories have been considered: (1) schemes not seen as valuable; and (2) schemes that are valuable, but are outside the scope of the M4 CEM and which are worthy of being taken forward through other initiatives. Presented in the way they are at the moment, the alternatives in category (2) could easily be seen as no longer being part of the picture, because not including them in the FC gives the impression that these are of lesser importance.

A: Good point: important to make it clear in the FC that these other measures should not be lost as the M4 CEM strategy goes forward.

C: Agree – but if they are not included in package for FC, they will get lost

A: In the FC we want to offer people the most complete information possible; but we want to guard against overwhelming people with too much of it. We are therefore aiming for a tiered approach, which aims to enable people to delve as deeply into the information base as they want to. This forum has shown how valuable a more deliberative approach can be, and WG is keen to continue this kind of engagement in future.

Q: What is the selling point for the M4 **CEM compared with the New M4** considered before?

A: The New M4 proposal was a “big bang” approach, whereas the M4 CEM is a phased approach which aims to enable us to respond to demand.

C: So, the thinking is something like “we have a problem with congestion on the present M4 – so the first stage could be improvement of the SDR while we consider any subsequent work that needs to take place.

A: Yes, the approach is to move in a phased way.

### **Development of the M4 CEM – a strategic approach**

**[10.35 am] Presentation 2: Developing Strategic Approaches to addressing the problems of the M4 Corridor, Magor to Castleton: M4 Corridor Enhancement Measures – combining measures into options that represent lasting solutions**

Dan Saville, Director, Arup summarised the process to date – moving from the long list of potential measures to a series of 4 packages. His presentation was followed by a few minutes of questions in plenary.

Q: (Referring to the Do Minimum Scenario workbook) No diagrams/plans for the measures listed in the baseline or “**Do Minimum Scenario**” appear to be available, so it is difficult to make a judgement on how these relate to the packages. Are these plans available?

A: These measures are in the **Do Minimum** baseline, so they will happen anyway.

C: Yes, but in order to understand their implications in relation to the packages, we need to see how the baseline measures will work with them.

A: I accept your point – we will endeavour to provide a summary of the current status of each element of the baseline to provide additional detail and understanding. Where the Do Minimum proposal directly influences an element of a Package, we have tried to set out how in the description and in places, have shown a plan – i.e. J28 Improvements.

Q: There are quite a lot of references to linking to the Heads of the Valleys route; but not to the A472 (the mid-valleys route).

A: There is a measure intended to make use of alternative routes – but it does not currently include the A472, where there are currently no plans for improvements. This looks like an omission, and we will incorporate the use of/improvements to the A472 following this workshop.

## M4 CEM Options: what are they?

### [10.35 am] Presentation 3: Description of the Options: Packages 1, 2, 3 and 4

Dan Saville gave an overview of each of the packages, stressing that the purpose of all the packages is the same: to alleviate traffic congestion on the existing motorway, between Castleton and Magor. His presentation was interspersed with questions and discussion in plenary. The discussion is summarised below.

#### Package 1

Q: The southern route looks a bit like the M4 relief road.

A: It may look similar at a high level there are fundamental differences in the detail (phasing and a low level crossing of the River Usk) – this is the major road building proposal contained within the packages.

Q: **J28** – why are the proposed measures happening so late?

A: The major works at J28 are in the baseline (they are already scheduled over the next couple of years – we recognise the existing problems here need to be dealt with sooner rather than later). The measure in Package 1 goes beyond what has already been agreed in relation to J28, which is shown in both the description and plan in your workbooks.

Q: The majority of the public will see the southern route as the **alternative M4**, even though it is not described as such. Why is this now seen as affordable, given that the previous New M4 proposal was judged to be unaffordable?

A: The main difference is that this is a phased solution. As investment is phased, it is affordable within ongoing annual transport budgets over the next 20 years. Also this approach is demand-led; each of the phases will deliver improvements in their own right, and if it turns out that demand is not there, and there is after all no requirement for subsequent phases, we will be able to decide not to go ahead with the later phases.

Q: I was surprised at the **landscape and biodiversity assessment of the southern route**: I couldn't see how this could not be seen as red (i.e. in the most negative category).

A: Yes there is a debate on this. We considered that delivering mitigating measures would avoid the most negative (red) assessment in this respect. We will review this in light of your comments.

Q: In relation to the **Duffryn Link**: there is a SEWTA aspiration for a train station in Coedkernew, but the current route for the link runs to the north, so it is not clear how access to the station could be provided.

A: Good point: we should investigate the options for this. We also need to assess how many junctions to have on this route. Station developments are not proposed in Package 1, but are in Package 4.

Q: At the intersection between Phases 1 and 2, how will the measure tie in to the **A48**? There is a tip there which is problematic.

A: Yes, we are aware of this, and are considering the options.

C: Avoiding damage to the lining of the tip is likely to be the main challenge.

Q: Is there a particular reason not to **split Phase 3** into 2 phases of work, i.e. treating the section from J23 to link in with the new Usk crossing, and the westernmost section to J29 as two discrete phases? This would help further with the affordability of the scheme.

A: No, there is no reason not to do this – though note that the section between J28 and J29 is most heavily trafficked.

C: Yes - maybe it would make sense to do that section first.

Q: It looks as though there will be **junction closures on the southern route**, with the new Usk crossing scheduled as M4 CEM gets to the end of Phase 3.

A: Yes - the philosophy at present is that this will eventually become the strategic route.

Q: If this effectively becomes the new M4, how would it meet the EU criteria?

A: This would meet with the criteria. Further west, much of the existing E-W European route is dual carriageway.

Q: At the eastern end of the proposed new southern route there is a **large residential development planned**. This might require an upgrade of the route – possibly to 3 dual lanes?

A: Yes, this factor has been noted.

### Package 2

C: There is no recognition of the impact of Package 2 on **bus services**.

A: Point taken – there is a measure for improved bus services, but we also need to consider the impacts of the package itself.

Q: Given all the stresses that the M4 is subject to already, isn't it inevitable that some of Package 2 will have to be **implemented in the short to medium term** in order to keep the route running?

A: Yes – some decisions of this sort may well be needed. We should aim to clarify this in the FC.

### Package 3

Q: Is there a **timeline** for the existing M4 **identifying when and where** [specific locations] **critical measures need to be implemented**, to ease and enable flow?

A: There is a whole range of assessments of traffic information.

C: Yes but these are not linked up. It would be helpful and instructive for people to be able to see where the critical points are, and how the problems are relieved by phased delivery of the M4 CEM, how new critical areas might ensue, and how then, these in turn are relieved by subsequent phases of M4 CEM delivery.

A: We do have that information between every junction, which helps to identify where the major stresses are. We'll look at how to present that for FC.

Q: If one of the core measures here, namely **closure of J25** is implemented (phase 2), how would local residents get on to the eastbound carriageway?

A: It would be possible, by u-turning at J25a.

C: You would have to go all the way out and all the way back again – it makes no sense at all.

A: We recognise that there is concern over the proposed closure of J25 [this issue was discussed in more detail between technical staff and the concerned forum member later in the day, which led to the confusion over access arrangements being resolved].

Q: It would be good to **clarify implications of junction closures on bus routes**.

A: Yes, we should review this and make the implications more explicit.

#### Package 4

C: Data on **modal shift** is available.

C: The proposals for **new railway stations at Coedkernew and Caerleon** have the potential to get quite a lot of traffic off the road.

Q: There are measures relating to the lines from Cardiff to Bristol and Cheltenham – but no mention of the **Abergavenny line**. Is there a reason why that rail line, and the A465 + the A404 seem to have dropped out of the package?

A: If there are omissions here, we need to look at this Package again.

Q: Some well-known **studies of public transport options** (notably the SEWTA report) do not appear to have been referenced in the package. It would not look good if they are not referred to in the FC.

A: We have reviewed the SEWTA report and tried to correlate this work with what we propose in the packages; but we agree, this should be done explicitly in terms of what the SEWTA proposals can do to ease demand on the M4 between Magor and Castleton. Many of the rail measures will have validity in their own right – but at present it looks as though they will not help significantly in the context of the M4 CEM's key priority of relieving congestion in the M4 corridor.

C: We need to review all other planned and committed programmes (owned by others) in terms of their potential contribution to M4 CEM, and ensure that the SEWTA plan is included.

Q: Has a **BCR** been done **for the rail schemes**?

A: No overall BCR has been done.

Q: Package 4 has a high CAPEX [capital expenditure] requirement and a heavy revenue tail. The starting point is that resources are strained, so there are concerns about unduly raising expectations. Shouldn't we be clear in the FC that we won't be able to fund all of this?

A: We have agreed that we should not be constrained by affordability at this stage of the process, as we want to explore all of the options fully first. But we should definitely put an affordability health warning onto the FC.

C: In order to capture all of the public transport options, Package 4 should **include the key regional bus corridors coming in from regions**. There are potentially significant investments in these.



## Identifying issues and opportunities for improving the M4 CEM Options presented today, prior to Formal Consultation

**[11.45] Working Session 1a:** Working at their tables, the participants were asked to record onto worksheets a full list of all the key issues they identify in relation to any or all of the options presented. They were invited to take a strategic view, regarding all the packages to identify whether anything important is missing, make comments about core or supporting measures, consider the assessment of the measure, identify any aspect of the work undertaken that they felt worked particularly well, and should be expanded upon etc.

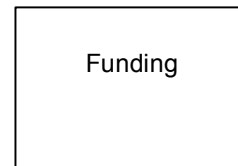
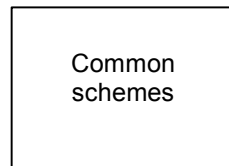
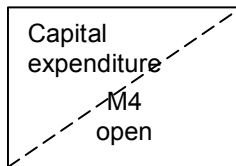
### The following long lists of issues were recorded by the groups:

- Reopening of the Carleon Station is not included in the packages
- Other potential stations need to be included in Package 4
- Scale of costs – caution regarding raising expectations vs. delivery
- Political: need to be seen to be making progress
- Timeline including electrification needs to be clarified – DFT funds and linkages to other public transport measures (complementary)
- A465 – Govt commitment needs highways agency support to sign it in England
- A472 – Demand between Usk & Pontypool needs to be considered
- Package 1 – develop west link to M4 ahead of East link (final phase)
- Split Duffryn and Queensway
- Package 3 – disruption over 15 years could adversely impact on economy
- Brynglas Tunnel £300m c.f. cut & compensation for residents
- Closure of east slips at J25 consider feasibility of alternative routes & impact of U-turning, especially is the alternative is to divert via M4 west
- New M4 by stealth? Consider environmental impact and interests of stakeholders
- Package 4 – what value does light rail offer compared with rail improvements and bus rapid transit – affordability?

- The packages are very comprehensive, however it is evident that key proposals are missing e.g. Carleon station.
- The group believes the packages need to be condensed for public consultation
- The need for a planning policy at motorway junctions to avoid intensified development.
- Are the more costly packages affordable?
- Funding consequences of proposals that are not identified in the packages, eg closing junctions on the M4 will increase congestion in Newport and therefore have a knock-on effect on bus services, local traffic, etc.
- Too many measures in Package 4 and too little evaluation of them!



- All Packages – cut off points of relevance:
- Clarify the sequence of measures in each package.
- Tolls – should they be part of the mechanism to influence behaviour?
- Funding – EU funding?
- Aims of the project – not particularly clear.
- Consider a change of presentation – not packages. Which measures are dependent upon each other, which measures are independent of each other:



- SDR improvements part of do-minimum.
- Rail – what is currently committed – is this a new measure?
- What is the patronage/passenger movement?
- Package 1 is M4 Relief Road in disguise – if not new strategic route is it already constrained
- Train link to Cwmbran – additional stations / more services

- Biodiversity loss not addressed adequately (Package 1).
  - Biodiversity loss of nationally important areas.
  - Contrary to Natural Environmental Framework (NR), sustainable development duty of WG, planning policy (TAN5, PPW) → halting loss of biodiversity.
- Funding – does it include EU trans-network?
- What is it for – most traffic on M4 is local (70%) – deal with it and deal with congestion.
- 9 junctions rather than fewer, more strategic junctions.
- More sustainable transport in Newport and surrounding area.
- Local and long distance / business demand on M4 does not mix, causing congestion.
- Junction 28 – lynchpin to congestion.
  - East Cardiff access needs improving J28 & J29

- Lack of prioritisation acknowledgement.
- Lack of bus provision.
- Resilience to Trunk Road Network and not local network.
- Lack of appreciation of local networks.
- Closure of east bound slips J26 essential.
- Phasing of Duffryn (into J29 provision).
- Bassaleg road dedicated westbound slip.
- Bus and rail provision – little prioritisation.
- Lack of do-minimum information on detail – KEY.
- Lack of strategic cycle provision.
- Lack of appreciation of SEWTA aspirations.
- Some proposals subject to S106 planning gain.
- Nash Road roundabout.
- Gaer Junction essential – not possible.
- No collaboration but WG going forward in isolation.
- Personal travel planning not mentioned.

**Concerns:**

- High-speed road through residential areas (J23A).
- Traffic safety on Junctions (28 westbound).
- Impact on local traffic and local communities by proposed measures.
- Need to look at alternative routes for east-west movement (e.g. A472) and north-south (e.g. A4042).
- Need clarification on what is meant by affordable.
- Issue – consultation needs to be clear on what is being proposed, not just one package but a combination of measures.
- Information for individual measure needs to be consisting across packages and in consultation.
- Need to make reference to external studies already completed (e.g. SEWTA rail strategy review, various other studies by SEWTA and local authorities).

- Concern about over-existing expectations.
- Urgently for action – to avoid gridlock. Consensus – can't afford "do nothing".
- Do-minimum – schemes and **outcomes** need to be explained in same depth as Packages 1 – 4. Has to be assessed prior to moving beyond it – it is the baseline, e.g. how does Newport City redevelopment help the M4?  
e.g. How do valleys rail increments help the M4?
- Package 1 – we are starting on the east, building 2 parallel roads, but the capacity issue is on the west.  
What is the minimum requirement for "Brynglas Tunnels Bypass"?
- Can Package 2 and Steelworks Road provide the "Brynglas Tunnels Bypass" with e.g. grade-separated junctions at a lower cost than package 1?
- Is this "just a highways improvement"?
- Shouldn't the wider/alternative/sustainable approach be the top priority?
- Focus also on Junction 27 on and off – slip changes.
- The biodiversity layer needs to be on the map.

#### **Package 1**

- M4 Relief ~Road by stealth? What happens until 2022
- Concern over estimated cost?
- Does not allow for growth between now and 2031.
- An alternative route (Package 2) to the M4 – other measures alone will not be enough.
- Early measures needed to provide improvement to existing infrastructure **now** not in 10 years, etc.
- Use existing Steelworks Road rather than build Phase 3.

#### **Package 2**

- Seen as a stopgap – trying to put right a poorly designed SDR.

#### **Package 3**

- Does not factor in an M4 alternative route when measured (resilience).
- Cost of engineering solutions for new tunnel.
- Disruption during construction (new tunnel) and lanes.
- Increased noise and pollution in existing receptor locations.

#### **Package 4**

- The new proposed rail stations should include facilities for Park & Ride for wider area not just locals (e.g. Llanwern) to reduce M4 use.
- Doesn't reflect all initiatives underway (Network Rail).
- More focus on rail alternatives and not so much M4 focus (not a side issue).

**Key concerns, issues and areas of consensus**

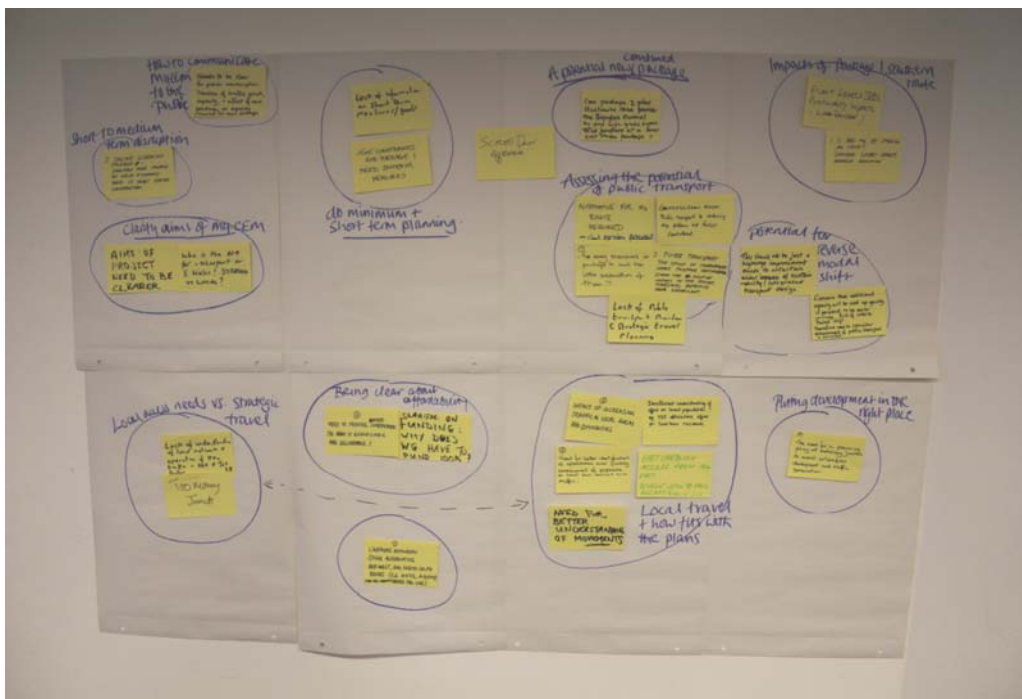
- Recognition that something needs to be done.
- Concern that there is insufficient understanding of effects on public transport, and also on local populations, e.g. closure of J25 on-slips.
- Plan to future-proof Package1 route from 2 to 3 lanes.
- Define benefit for each package in terms of capacity improvements and years until capacity reached vs. delivery plan.
- Concern that additional capacity will “fill up” i.e. reverse modal shift if road journey becomes easier than alternatives on public transport.  
→ therefore need to consider enhancement of public transport in parallel.

**[12.10] Working Session 1b:**

During the final 10 minutes of this session, participants were set the task of select from their list, up to 3 issues the groups consider most important to look at in more detail with Forum Members today, and which offer the most compelling opportunities for improving the options presented during FC. These prioritised issues were summarised on post-it notes, and fed-back in plenary.

With participants’ guidance, the points were then grouped into “clusters” of related issues in order to produce a set of overarching themes for more in-depth deliberation and discussion.. See photograph – and list of emerging themes for further discussion (below).

Note, only those themes with ticks were eventually deliberated by forum members.



## Emerging themes for further discussion

<b>./ Assessing potential of public transport</b>
<ul style="list-style-type: none"><li>• Alternative for M4 route required – rail option potential</li><li>• Too many measures in package 4 and too little evaluation of them!!!</li><li>• Lack of public transport provision and strategic travel planning</li><li>• Contribution from public transport to reducing M4 problems not fully considered</li><li>• Public transport the value of improvements needs further consideration given the positive trends in the region. Marginal benefits are significant.</li></ul>
<b>./ Are we creating potential for reverse modal shift – approach is too demand-led</b>
<ul style="list-style-type: none"><li>• Concern that additional capacity will be used up quickly if perceived to be easier journey. Risk of reverse modal shift. Therefore need to consider enhancement of public transport in parallel.</li><li>• This should not be just a highways improvement, need to entertain wider issues of sustainability / integrated transport design</li></ul>
<b>./ Exploring the impacts of Package 1 – southern route</b>
<ul style="list-style-type: none"><li>• Gwent Levels SSSI biodiversity impacts → <b>lose package 1</b></li><li>• Is new M4 by stealth an issue? Consider lobby groups adverse reaction</li></ul>
<b>./ Putting development in the right place</b>
<ul style="list-style-type: none"><li>• The need for a planning policy at motorway junctions to avoid intensified development and traffic generation.</li></ul>
<b>./ A potential new package is needed – Brynglas By-pass – up-scaled package 2</b>
<ul style="list-style-type: none"><li>• Can package 2 plus steelworks access road provide the Bryngals Tunnel by-pass with grade separated junctions at a lower cost than package 1</li></ul>
<b>Explore a scaled down approach</b>
<b>Local access needs – vs – strategic travel</b>
<ul style="list-style-type: none"><li>• Lack of understanding of local network and operation of key traffic and SDR of Junction 28</li><li>• Too many junctions</li></ul>
<b>Local travel and how fits with the plans</b>
<ul style="list-style-type: none"><li>• Impact of increasing traffic in local areas and communities</li><li>• Need for better identification of operation and funding consequences of proposals on local bus services and traffic.</li><li>• Need for better understanding of local <u>movements</u></li><li>• Insufficient understanding of effect on local population? e.g. J25 alterations effect on Caerleon residents.</li><li>• East Cardiff access from M4 east – Develop J29a to full access to relieve J28</li></ul>
<b>Linkages between other alternative East–West and North–South routes</b> (e.g. A472, A4042, Ebb Vale, New Marches Rail lines)
<b>./ Collaborating with others to improve the “Do minimum” scenario and short term transport planning – and also to improve [public] understanding of my this is necessary</b>
<ul style="list-style-type: none"><li>• Lack of information on short term measures / goals</li><li>• Time constraints for package 1 need interim measures</li></ul>

<b>Short to medium term disruption</b>
<ul style="list-style-type: none"> <li>• Online widening</li> <li>• Package 3 – concern over impact on Welsh economy over 15 year during construction</li> </ul>
<b>How to Communicate M4 CEM to the public</b>
<ul style="list-style-type: none"> <li>• Needs to be clear for public consumption. Timeline of traffic growth, capacity and effect of each package on capacity and timeline for each package</li> </ul>
<b>Clarify aims of M4CEM</b>
<ul style="list-style-type: none"> <li>• Aims of project need to be clearer</li> <li>• Who is the M4 for – Newport or South Wales! STRATEGIC VS LOCAL?</li> </ul>
<b>Being clear about affordability</b>
<ul style="list-style-type: none"> <li>• Clarification on funding: why does Welsh Government have to fund 100%?</li> <li>• Need to provide better clarification on what is affordable and deliverable?</li> </ul>

As a result of the feed-back and grouping session, a list of emerging themes was drawn up. Participants were invited to look at these themes during the lunch break and to decide which of these themes they felt most important for them to explore with others.



**Developing ideas to resolve issues and improve the M4 CEM options to be presented during the Formal Consultation process**

**[13.35] Exploring in more detail the issues and opportunities identified before lunch, to improve the options to be presented during Formal Consultation**

Participants who had signed up to a theme during the lunch break were invited to step forward to act as “convenor” for each of the issues. Other participants selected the issue they had most energy / interest for and joined the relevant group.

Each group shared the same brief: to describe the issue and concomitant opportunity for improvement. Pro-forma sheets were provided at each table to note down key points agreed.

Describe the issue/opportunity to improve an aspect of current M4 CEM (eg change/add a measure)	Idea for realising the opportunity/resolving the issue
<b>Assessing the potential of public transport to address problems identified by the M4 CEM study</b>	
<ul style="list-style-type: none"> <li>• Too much emphasis on highway infrastructure and not public transport alternatives.</li> <li>• Wider consideration of M4 Corridor rather than Newport Junctions 24 – 28 (public transport in under geographical area), and broader objectives.</li> <li>• Some measures within package 4 not cost effective (light rail?) – needs more work?</li> <li>• Development of a strategic bus network?</li> </ul>	<ul style="list-style-type: none"> <li>• Revision of package 4 – open discussions between WG/Arup/SEWTA and public transport representatives.</li> <li>• Develop a mechanism for introduction of strategic bus network, promote an integrated approach?</li> </ul>
<b>How to present timing and ‘need’ at point of critical level of demand?</b>	
<ul style="list-style-type: none"> <li>• Target : offset future increased use of M4.</li> </ul>	<ul style="list-style-type: none"> <li>• Sustainable travel centre? (Newport designation).</li> <li>• More thorough ticketing (integrated tickets) – Wales Oyster Card?</li> <li>• Behavioural change – personalised travel planning e.g. Cardiff 60,000 households £4m investment over 3 years = 10% less traffic.</li> </ul>

<b>Are we creating potential for reverse modal-shift – too demand-led.</b>	
<ul style="list-style-type: none"> <li>• The easier you make it for people to drive, the less they will walk and cycle from Malpas Road to Newport, or catch a train from Caerleon to Cardiff.</li> <li>• Acknowledge that some new road capacity may be of some benefit to sustainable modes (eg walking, cycling and particularly buses).</li> </ul>	<ul style="list-style-type: none"> <li>• New roads should have a compulsory walking and cycling provision.</li> <li>• Personalised travel/school planning should be re-included as a potential, this is very affordable - relative to other measures.</li> <li>• Better promotion.</li> <li>• Opportunities during build process to build in/provide walking and cycling.</li> <li>• If M4 is detrunked, offers opportunities to provide for other modes.</li> <li>• If you're going to build new roads, make sure you provide for all road users (e.g. buses - lanes, taxis – lanes, walking, cycling).</li> <li>• Personalised travel planning and promotion of existing walking and cycling and buses and trains.</li> <li>• Could spent the £800m in a 20 mile radius on highway MBU, walking and cycling, rail and bus, which would likely benefit the same, if not greater, number of people.</li> </ul>
<b>Brynglas Tunnel by-pass: a modified package 2</b>	
<ul style="list-style-type: none"> <li>• Brynglas Tunnel: <ul style="list-style-type: none"> <li>○ Congested peak periods.</li> <li>○ Incidents.</li> </ul> </li> <li>• Package 1 is a major highway M4 “by stealth” and at £800m is expensive. BT bypass near £120-£150m.</li> <li>• Money saved – transfer to public transport.</li> </ul>	<ul style="list-style-type: none"> <li>• Steelworks Access Road – dual 2-lane (with grade separated junctions). <ul style="list-style-type: none"> <li>○ End of Steelworks to Junction 23a.</li> </ul> </li> <li>• Upgrade existing A48: <ul style="list-style-type: none"> <li>○ Steelworks access road – Usk bridge – halfway to Junction 28 from Great Western Mail Line (GWML) Crossing to Junction 28/29.</li> </ul> </li> <li>• Option 1: Package 1 (orange and green/red (west)) to Junction 29.</li> <li>• Option 2: Package 2 to Junction 28.</li> <li>• Compare cost Phase 3 (Package 1) to steelworks access (Package 1).</li> <li>• Package 1 should be 4 phases (Phase 3 split into east and west).</li> </ul>



<b>Collaborating with others to improve the “Do minimum” scenario and short term transport planning – and also to improve [public] understanding of my this is necessary</b>	
<ul style="list-style-type: none"> <li>• Many schemes need to be done anyway.</li> <li>• Identify and perhaps group the “top up” schemes common to each package.</li> <li>• Need understandable description of the effects.</li> <li>• How much will this be a mixture of schemes “pick and mix”? Will they be seen as stand-alone?</li> <li>• How to get as much out of the do-minimum schemes as possible.</li> <li>• Identify measures in Package 2 that should be in the “do-minimum”.</li> <li>• All stations, eg Caerleon, not listed should be considered for listing in do-minimum or package if they meet the project aims.</li>   <li>• Need to distil the key points for the public but need to get that distillation right – programme aims. Less detail than given out today.</li> <li>• Present a diagram of movements for public consumption.</li> <li>• Ensuring that those measures that will not be delivered by CES team but still necessary should be described/noted.</li> </ul>	<ul style="list-style-type: none"> <li>• Prioritise and timetable the do-minimum schemes - making sure the benefit of those schemes are clearly identified. Role of: SEWTA, Newport and WG. Sooner the better.</li> <li>• Presentation issue – make the core schemes readily identifiable for the public. Unique number for a scheme (so can appear in more than one scheme).</li> <li>• Better explanation that the packages are intended to meet the programme aims.</li> <li>• Short term stop gaps so it becomes “do-minimums” should be done.</li>   <li>• Self explanatory – how can the problems be presented graphically, traffic flow trips, capacity, how can the benefits similarly be presented graphically?</li> </ul>
<b>Linkage between alternative routes</b>	
<ul style="list-style-type: none"> <li>• Improvements on A465 make it an issue on A4042.</li> <li>• Traffic in mid-Valley area (Pontlanfraith) more likely to follow A472.</li> <li>• Weather problem A465?</li> <li>• Accidents, etc, Newport area – M4.</li> </ul>	<ul style="list-style-type: none"> <li>• Improve A4042 Pontypool – Abergavenny.</li> <li>• Improve A472 mid-valley to Pontypool.</li> <li>• VMS.</li> <li>• Park &amp; Ride Parkway, Abergavenny and Pontypool.</li> </ul>

**Addressing impacts of Southern Road.  
Using planning policy – put development in right place.**

<ul style="list-style-type: none"> <li>• Are we encouraging unsustainable development?</li> <li>• Growth vs. sustainability.</li> <li>• Dealing with short term immediate impacts and long term.</li> <li>• Biodiversity impacts on Gwent Levels SSSI and Usk SAC.</li> <li>• Cost of ecosystem services [Natural Environment Framework] built into costs of each scheme.</li> <li>• Not translating into “real world”</li>   <li>• Strategic traffic vs. local traffic</li>   <li>• Package 1 – more information is required.</li> <li>• Biodiversity appraisal is wrong</li>   <li>• Questionable delivery on Package 1.</li> <li>• Environmental limits.</li> </ul>	<ul style="list-style-type: none"> <li>• More baseline measures – make better use of “do-minimum” measures.</li> <li>• Direct works on existing infrastructure – retrofit.</li>   <li>• Full cost analysis needs to be undertaken. (Fully internalised costs). →e.g. Carbon impact of concrete road (embedded energy)</li> <li>• Gwent Levels – not mentioned in Package 1 – environmental impact.</li>   <li>• Too much local traffic – close junctions.</li> <li>• Utilise the SDR more effectively</li>   <li>• Biodiversity appraisal – needs to be red – to maintain confidence in approach. CCW/EAW need fully signed up on traffic light systems - carbon issues.</li> <li>• Planning policy considerations are not taken into consideration.</li> <li>• Fragmentation.</li> <li>• Isolation.</li> <li>• Special and unique places need to stay special and unique.</li> <li>• NEF – PPW.</li> <li>• NER – sustainable development bill!</li> <li>• NERC</li> <li>• TAN5 and environmental bill.</li> <li>• Combination of 1/2/3.</li> </ul>
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**Separate local traffic from (strategic) through traffic.  
(How to achieve long distance traffic only on M4?)**

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• Still have issue of local traffic J24 to J28.</li> <li>• J28 “wears too many hats”<br/>→local/strategic traffic conflict: Celtic Springs, local residents and statistics office, A467 Forge Lane, etc.</li> <li>• J24 – J25 westbound lane use/discipline.</li> <li>• Drivers move to L2 too early.</li> <li>• Keep local traffic off motorway.</li> </ul> | <ul style="list-style-type: none"> <li>• J26 eastbound closure will help – but not whole solution.</li> <li>• Shut down motorway access and promote cross-city routes.</li> <li>• Make A48(M) J29(A) full movement to cater for east Cardiff trips (that currently use A48 and J28).</li> <li>• Traffic separation similar to SAR/Phase 3 to east of Newport (Southern Bypass).</li> <li>• Need to achieve steady, stable traffic flow.</li> <li>• Signs, driver education.</li> <li>• Don’t adopt “keep left” policy on M4. Put through traffic in L3 and local traffic in L1/L2.</li> <li>• Improve east-west local routes, therefore SDR upgrade is key measures.</li> </ul> |
|---|---|

The session concluded with a plenary discussion of key points/insights arising from the group work

Acknowledging the possibility of a new energy source for road vehicles, if the decision is to build new roads, let’s be sure to put additional infrastructure alongside it when it is built (bike lanes, rail/tram lines etc.)

The WG Sustainable Travel City programme should be included in the M4 CEM.

The full cost and value of ecosystem services has not been included in Package 1. This should include foregone carbon sequestration. Also, the concrete involved in the construction has a huge CO2 footprint.

The “traffic light” classification system in Package 1 does not include the full value of biodiversity.

We must get input on the M4 CEM before the FC from the statutory and non-statutory conservation/environment consultants.

The FC needs to make clear the measures that are going to happen anyway; and also some things that are not yet in the Do Minimum baseline – e.g. the Souter strategy. And these should be included in the overall timeline if they are inevitably going to be included within one of the packages.

Quite a lot of the argument ultimately comes down to traffic flows. For the purposes of the FC, some simple graphics would help a lot. The congestion peak may be spreading, but there is still

a peak problem. It would be good to identify and prioritise the criticality of improvements – perhaps a traffic light classification system would be useful for this purpose. A capacity utilisation chart of some sort, showing also the mix of vehicles on the road would be really useful. A mapping presentation/visualisation which shows where we are now, and the main points of each package (including Gant charts, costs etc.) would also be very helpful to participants. The core elements of each package are clear, but it would be good to draw attention to common and/or unique features – clarifying these for each on the summary page. Many of us are clear about the hotspots – the places where there is overheating – this would also be valuable information for participants to have.

Package 4 needs quite a lot of work to bring it up to speed - the relationship between rail and road, costs, etc.

The London to Swansea rail franchise comes up next year – this is an opportunity to confirm what Wales needs from that franchise so that it can help with M4 traffic alleviation.

We need to find ways of making the mix of long haul with local traffic within the M4 CEM area work as well as possible. This is challenging, as the existing M4 really has two functions – it was originally designed as the Newport bypass.

East-West and North-South links: the M4 has had lots of money spent on it. But there is a lack of North-South linkages. We have banded figures like £800m around in the context of the M4 CEM. Spreading this funding around the other routes would give a range of benefits, not least to locals. The mid-valley links (e.g. A442) can take traffic beyond the Brynglas tunnels. Optimising the interactions between these networks could benefit the M4.

#### **Other issues identified but not discussed at tables**

It was noted that several topics originally prioritised by the Forum (during working session 1) had not been selected by a group for further exploration – participants were invited to comment on these themes in plenary.

C: Local traffic – proposals for junction closures will lead to opposition unless alternatives are carefully designed. This is a glaring omission from Package 3.

C: It may make political sense to get on with some of the “Do Minimum” options – i.e. identify the quick wins that need doing anyway.

C: “Make better use” is a phrase which should be applied much more widely than in the context of transport.

C: We must ensure that the aims of M4 CEM are clear, and that in the FC, the packages are:  
1) aligned to strategic aims; and  
2) not perceived as requiring people to choose of one of them – i.e. the task and the packages need to be clearly framed.

C: The Brynglas tunnels are seen as the cause of much of the angst over this part of the M4. But the key issues overall here are congestion and resilience – and we must be careful not to let the risks of fire in the tunnels influence our decision-making unduly.

C: Package 1 is “the new M4 by stealth” – it risks a return to PFI and other funding fixes that should be avoided. A bypass would be more affordable. Comparing Package 1 and Package 2: the Package 1 steelworks access road is intended for Stage 1 implementation – from Junction 23A westwards. I would question the parallel road at J23 – we understand that this is a late stage implementation; but the reason for it is to avoid lots of junctions on the original carriageway - so how about a service road to the steel works access instead? Moving west, I suggest taking the section of green road up to the Usk – that takes you almost to J28. This would be a cheaper option. The issue then is how to connect to the M4 – via J28 or Duffryn Link? I would suggest comparing the costs of the alternatives and choosing the cheaper option if it does the job. Would this make existing M4 a better strategic route? Finally, the scheme should ensure integration with public transport.

C: From the presentation point of view, it is important to stress as a fundamental principle the need to divide M4 traffic from Newport traffic – a major challenge is to stop Newport traffic coming on to the M4.

C: But everything has to come off and join a motorway at some point or other.

C: There is a real problem with commuter traffic here. This stretch of road is doing 2 jobs at once (it is both a motorway and a bypass).

Q: Why are no changes proposed at High Cross?

A: The whole issue of junction closures is very emotive – we shall be doing more localised consultation, including on High Cross.

C: The M4 doesn't end at J29. At certain times of day, it is possible to get around fast in the M4 CEM focal area; but around J33, congestion can be bad (e.g Cardiff West, around Swansea, Corretton, Bridgend). Are problems elsewhere such that if we succeed with the CEM, but do not take the necessary steps elsewhere, we will fail to address the problem?

A: Yes, good point. The brief was to address the CEM focal area; but agree that it would have been better if the original brief had been broader.

## **Next Steps - including an outline of plans for the Formal Consultation Process, and proposals for further involvement with the Stakeholder Forum**

### **[15.05] Next Steps and Final Plenary:**

The plan for the Formal Consultation was outlined. Questions of clarification were invited. WG requested that participants list on sheets any further networks that should be invited to participate in the Formal Consultation, suggestions for how best to involve people, as well as to indicate how they might like to stay involved in the process.

After a final opportunity to raise additional questions or issues, the participants were thanked for their time and contributions, and the meeting closed early, at 3.25pm.

Thanks and Closing Remarks – Russell Bennett

There will be a report of today's meeting. We shall as before, place this on the Forum website, and inform you when it is posted there. Please continue to use the website, to add any further thoughts and insights you may like to contribute, after today.

We have to try and communicate as much of the complexity as possible in the FC. During the FC, we intend to offer a tiered approach, allowing people to choose how deeply they want to delve into the complexity. There will also be some face to face workshops and exhibitions.

After the FC, there will be a mulling period before Ministerial decision. Following this, we shall communicate with you again, and hope to enlist your valuable in-put, expertise and experience further.

This meeting has provided invaluable feedback on all of the packages. Package 4 in particular needs revisiting – we would like to discuss rail and bus in more depth. The project team will decide how best to do this. There is also some more work to be done on Package 3 to ensure that it fully reflects expert views, and some more thinking on the others.

Many thanks again, for all your suggestions.

**Participants**

[Removed for privacy reasons]

**People / organisations whose participation in the Formal Consultation process, WG can support / encourage**

Participants were invited to help WG identify any relevant group or network who should participate in the Formal Consultation Process, and suggest ways in which their participation can be supported and encouraged.

The results are summarised here:

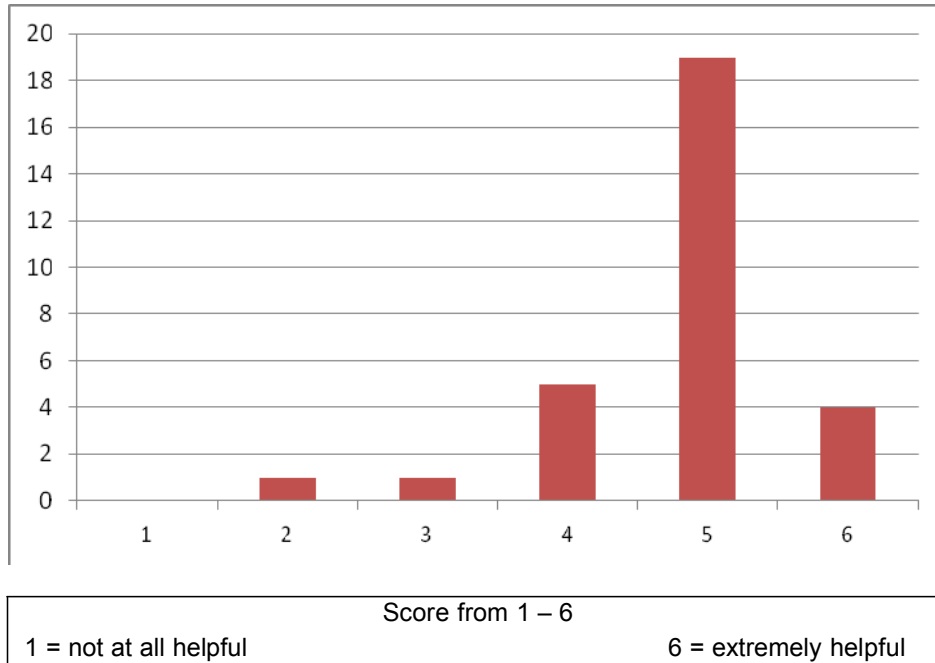
<b>Organisation Name</b>	<b>Key contact (plus tel. / e-mail please)</b>	<b>Idea for how to support their participation</b>
Monmouthshire CC	Town and Community Councils within Monmouthshire  Area Committees and local Members  Sewta – already but better fit with Regional Plans  Planning – keep out of town developments to a minimum	Update and opportunity to involve/seek views of these various groups  Already involved but invite specific individuals from various groups Place/give more funding from LA's to adopt from site development with LDP [??]
Monmouthshire County Council		Presentation to one of our programmed meetings
All equality and diversity interests:  • Guide Dogs, LUBF groups, access groups etc		
Network Rail		Public Transport issues
SDR  NCC Members		SDR is a PFI Scheme Package 2  Local Network investigation required
Cardiff County Council		Capital Times
SWWITCH		Transport Consortium for SW Wales – will be sure to have good professional comments
Caerphilly County Borough Council (CCBC)		Contact details for CCBC resident focus groups, town and community councils near the M4 (eg Caerphilly town, Bedwas, Trethomas and Machen) and community partnerships.
Wildlife Trust – Gwent		Inform them on potential impact on Biodiversity and SSSI's Sustainability issues



Friends of Earth Cymru CCW		Usk SAC and Gwent Levels SSSI's
Marshfield Community Council		Feed in information & constructive thought
University of Wales, Newport	Director of CES	Put information on University website
Associated British Ports (ABP)		Embrace the local ports (Newport, Cardiff) in the debate – ports are major generators of freight movements hence of traffic (light and heavy)
Campaign for the Protection of Rural Wales		I can report to CPRW members in S.Wales branches.  FOE / GWT  CCW MUST participate
Institute of Civil Engineers (ICE)		Give a talk at an evening meeting
Sustrans		Consultation with Sustrans team especially with regards to personalised transport planning
Cynnal Cymru & network of members		Input into discussions around Ecosystems valuation etc. prior to FC  Enabling wider consultation with sustainable development practitioners
SEWTA		Presentation to Members workshop 10/02/12 Clydach Vale
SEWTA Monmouthshire County Council		Presentation to future Sewta board meeting  Local area committees, public meetings – presentation, public discussion forum

## Evaluation

1. How helpful did you find the information about M4 CEM that you were sent in advance, in terms of enabling your participation today?

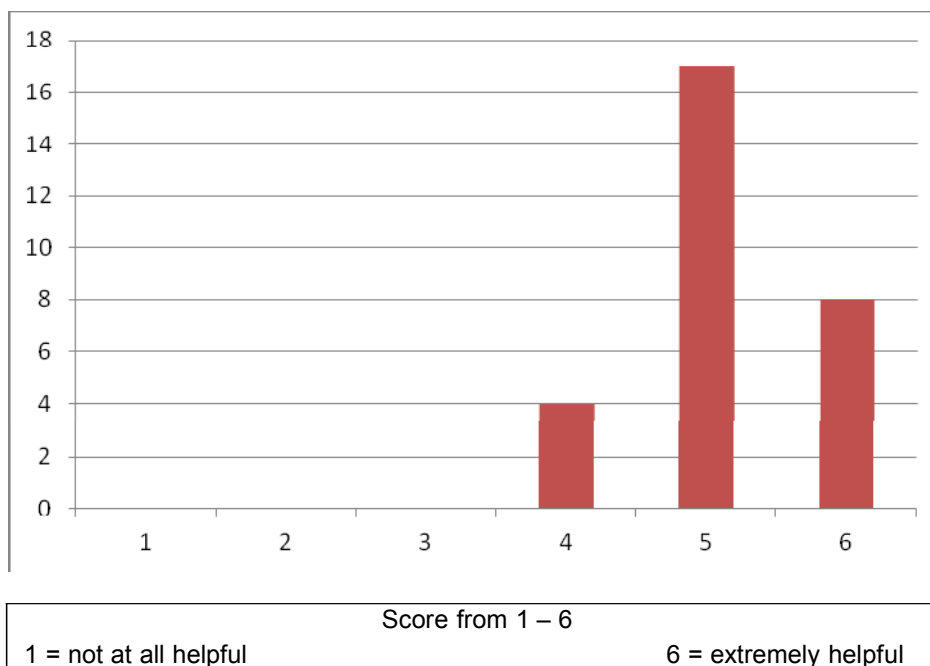


Comments:

A lot of detailed information that is difficult to fully assess given the other demands on us.
It would have been useful to have some key messages/themes/summaries to get across the most essential points.
This links to the public consultation, develop graphical presentations that can be readily understood e.g. objectives, issues, benefits
There were some inconsistencies in the detail, and level of information provided for individual measures and across each package.
Information about existing traffic flows and projections of growth on M4 and local key routes.
Useful, however a bit “busy”. Would have helped to have them electronically (probably <u>as well</u> as hardcopy) to enable searching, identifying individual sections of interest etc.
Could have had more time to review material.
Receive pack earlier
Very good/detailed information.
Too much to consider pre meeting.
Would have been nice to have had electronic copies and a few hard copies provided to be shared by groups on the day? May have helped cost and practicality considerations?

Note highlighting common measures, so that they can be picked out at a glance (asterisks could have done this beneath each list).
A summary of the main points in each document would have been very useful.
Lots of info well presented but A3 was challenging to read without upsetting fellow passengers on the train! Would have liked more details on the 'do min' to allow comparison with packages 1 – 4.
I would have valued additional background data on the problems from a dynamic and statistical viewpoint to gain deeper insight in areas that are less obvious but equally important.
Good to enable conversation but not heeding comments from last consultation i.e. impacts on Gwent Levels should be Red as biodiversity issues are <u>significant</u> and of national/international importance (see package 1) but these are not addressed adequately (given Amber rating).
Very good package, however more graphical/pictorial presentation would aid assimilation of the key points, particularly for public consultation.
More details including programme on the short term measures.
A bit too <u>much</u> ! A simplified version would have encouraged more interest!
Not on mailing list.
Very heavy and a lot to take in. May have been better to have had a summary sheet and then during the presentation to elaborate.

## 2. How valuable overall did you find this event?



**Comments:**

Addressing comments in 1 above would have led to a higher score
Very rapid to consider all packages in the round.
Good to identify contracts/opportunities for further work
Useful to know that's been considered
Broad coverage catching virtually all the major dimensions/issues.
Enjoyed the event, the best yet.
Best you could, given the vast area of subject coverage.
It is only valuable if comments are listened to (see above)
Very informative, gives better appreciation of wider issues and informs decision making.
It would have been useful to have more information on the 'timeline' and costs and benefits. How much money is needed to keep the network going until 2021 (core scheme introduction).
Valuable discussions/topics to benefit the scheme.
Good, open discussion
Yes but workbook might have focused on strategic issues[?] and not so much a mixed bag as I personally would like to have seen; i.e. look to enhance alternative Southern route [?] but also and perhaps more focus on [public] transport/trains and bus/cycle/walking [?]

**3. What would you have liked more time for?**

Understanding what benefits the schemes will have, how they deliver the strategic aims and prioritising them.
The balance was right
Options
About right
Separating "core" from "other" measures.
Specific time to discuss individual projects rather than overall principles.
Factual analysis
The wider (international) implications.
More time on environmental matters – biodiversity/climate change/policy NEF, NER, PPW, TAW5
The number of packages – more detail required.
Proposed consultation programmes methodology
Developing ideas to resolve issues.
Look at issues raised by others.

**4. What would you have liked to spend less time on?**

The balance was right
About right
Balance of the workshop was very good
Lunch

**5. What message would you like to give the Welsh Government as they go forward with M4 CEM?**

A valid point was made in general discussion about the need to consider the wider issues along the rest of the M4, how surrounding communities can benefit for any investment (make this clear in the public consultation) and the cost benefit of the M4 CEM programme in this context.
Be as clear as is possible on some of the key factors and considerations e.g. affordability, deliverability
Public transport must not be allowed to suffer because funding is going into new/improved roads.
Package 4 needs much more work; personalised travel planning must be included!
Consider sustainability as a higher priority objective particularly for ensuring that the needs of future generations are not sacrificed.
Public transport Value for money?
Look at the wider area i.e. A472 and impact of A4042
The need to identify and implement short term schemes that feature in all packages.
Make sure that the packages are clearly linked back to the objectives in an understandable way.
Need to be assured that it is affordable and we are not raising false hope.
1 – Consider better the strategic role of M4 (A55 did not benefit N Wales as expected) 2 – Value eco/env in Wales more.
Good luck! Badger Westminster, Dublin and Brussels for some cash! The M4/M4 corridor is an international link, vital to several regions/countries not just Wales. A big capital project...it could be just what we need!
Take a wider view than just M4 corridor, particularly when looking at effects of proposals on surrounding area, and also when considering public transport.
Keep up the same approach which feels like genuine consultation.
Focus on using individual roads for their prime purpose and encourage lower diverse purpose traffic on the M4. I would be pleased to see relevant data on the web pages on the various contributing causes of the present difficulties to impart the facts to a wider audience for thought, and to better understand the significance of various problem areas.
The Gwent Levels is a unique place – part of a <u>national</u> biodiversity network of <u>protected</u> habitats – it should be protected and ecosystem services and biodiversity (a la NEF/NER) recognised.
Very difficult project – all the best
To ensure proper representation for public transport
Make appropriate decisions in a timely and specific manner. Too long to reach decisions results in continued negativities.
Include the 'do-minimum' schemes as 'quick wins'
Be realistic
Please don't forget to help the local community when you make your decisions.
[Hope?] the final scheme is a balanced package of measures. Like the [???] approach but think more [emphasis?] needs to be given to addressing local traffic.